



5. Theme I - An Economically Active Charlton Riverside

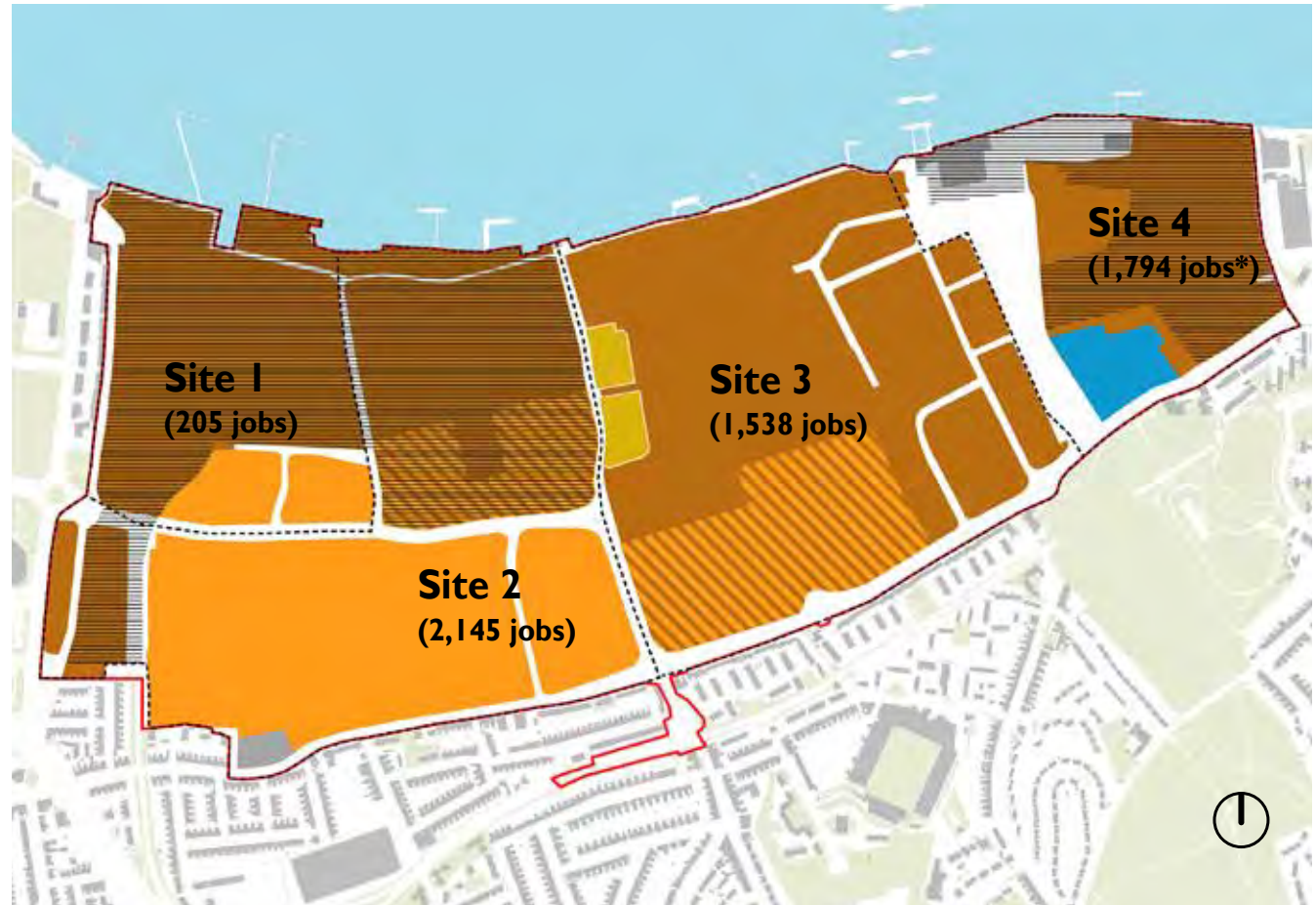
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5.1 Introduction














Charlton Riverside is an important employment area within Royal Greenwich, with 380 businesses providing an estimated 5,600 jobs. There are a range of employment activities on site which are compatible with mixed-use development. Development proposals will need to provide suitable alternative employment spaces on site, not only to replace existing job numbers/businesses but also to create opportunities for new employment and business development. This section should be read in conjunction with the Charlton Riverside Masterplan Employment and Heritage Study

5.2 Existing Land Use

Figure 5.1 shows existing uses, together with the number of business and jobs in each area. Site 3, proposed as the first phase for development in the Masterplan SPD, contains the highest proportion of businesses (150 businesses, 1500 jobs) across the total study area. Site 4, at the eastern end, contains the most prominent cluster of heritage buildings, occupied by a mix of small studio units for artist, maker and small business uses, as well as by a concentration of printing activities (99 businesses, 1794 jobs). The Charlton Riverside Masterplan Employment and Heritage Study suggests that the current uses are ‘mixable’ – more so than other key industrial locations studied in London. Integration will be possible between residential and heavier industries as well as more common mixable industries such as creative art hubs, retail and office spaces.



Key

	Site boundary		DI class use (education, community)		Mixed A class with some B class uses
	A class uses (retail/food & drink/professional services)		Sui generis (mix of fire station, Thames Barrier and others)		Mixed B class with some A class uses
	B class uses (business/industry/storage & distribution)		Mixed C3 and A class uses		Employment sites identified in Employment and Heritage Study
	C3 class use (residential)		Mixed C3 and B class uses		Retained SIL
			Mixed C1 Hotel with some A class uses		

* Site 4 job numbers covers Westminster and Mellish Estate, therefore, some are located outside SPD study area

Figure 5.1: Existing land use (at ground floor)

Other significant non-residential land uses include:

- The strategic infrastructure associated with the Thames Barrier;
- The education uses to the south of Westminster Industrial Estate – the royal Greenwich trust school and Windrush Primary School;
- Angerstein and Murphy's Wharves, and
- The Strategic Industrial Land (SIL) to the north of Bugsby's Way and west of Anchor and Hope Lane.

5.3 Strategic Industrial Land and Protected Wharves

The existing aggregates wharves have an important role to play in the economy of the wider London area: currently 3.5 million tonnes of UK aggregates are processed at Angerstein and Murphy's Wharves. There are also a number of protected wharves located in the north-west corner of the study area.

The remaining Strategic Industrial Land will be retained in this Plan period. Any decisions about future amendments to this designation will be dealt with through revisions to the Development Plan Framework. In the future, should the designation change this area could accommodate buildings of a greater height and density more akin to the Peninsula and in urban design terms act as a transition between the Peninsula and Charlton Riverside. This would be dependent however on improved transport infrastructure such as the retention and reuse of the mineral railway as a passenger facility.

The Core Strategy recognises the protected status of Riverside Wharf, but also allows for a process of review with respect to its use and its protected status. In the longer term, if activity at Riverside Wharf significantly reduces, its protected designation may be reviewed via the London Plan.



Large format and out-of-town retail



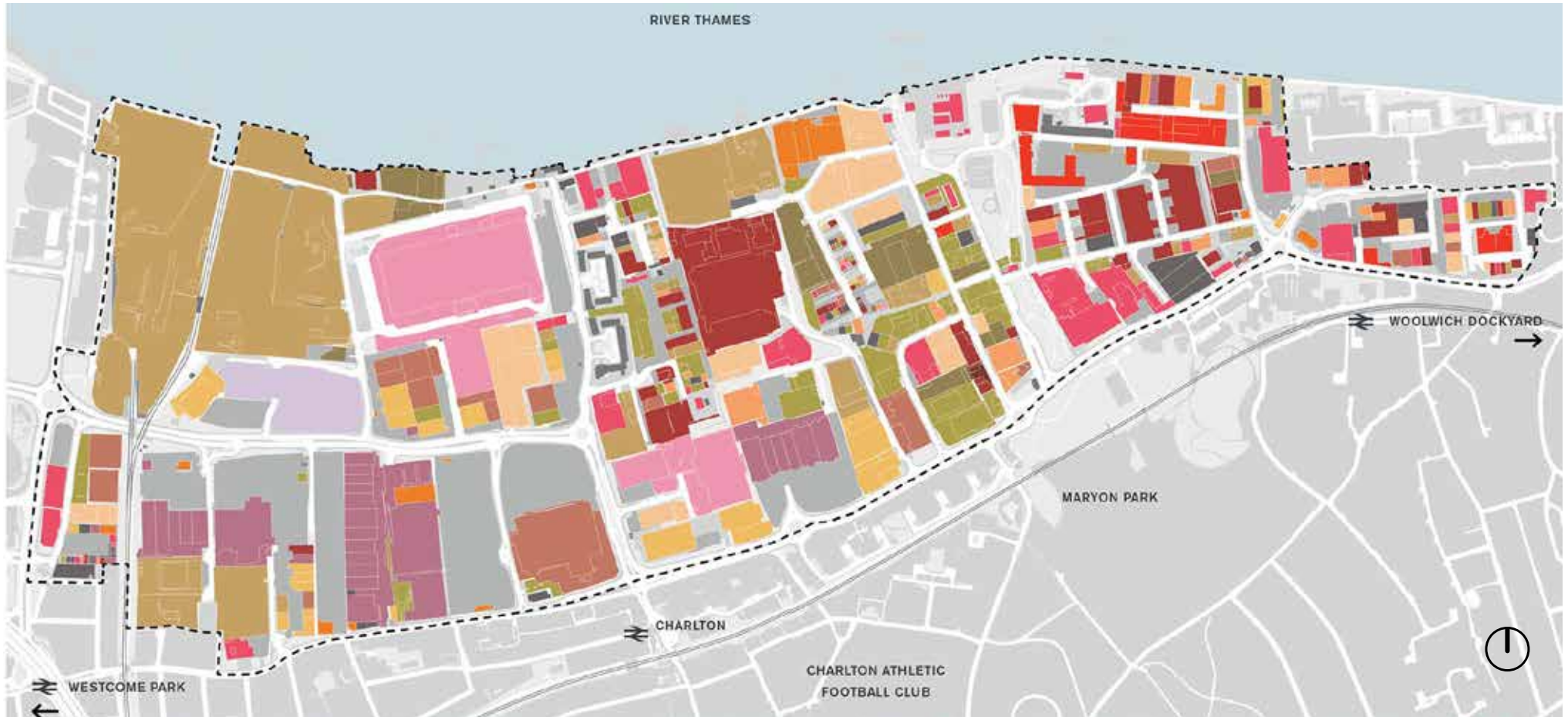
Creative industries



Wholesale and logistics



Industry and manufacturing



Key

- Study area boundary (for Employment Study)
- Manufacturing
- Wholesale
- Retail
- Services
- Utilities
- Wholesale warehousing
- Restaurants, leisure and faith
- Vehicle sales, repair and hire
- Retail warehousing
- In multiple occupation
- Construction
- Transportation and logistics
- Vacant

Figure 5.2: Economic activity at Charlton Riverside (from the Charlton Riverside Employment and Heritage Study, 2017)

5.4 Future Development

It is proposed that the development of Charlton Riverside will create an additional 4,400 jobs (a 78% increase on the existing number).

Principles for Retention and Creation of Employment Use

New development will be expected to maintain or re-provide equivalent employment floorspace within B1 and B2 Use Classes; and significantly increase job densities within B Use Classes. Existing heritage assets will be retained wherever possible, and continue to offer employment space as part of development proposals, in addition to other uses. Existing creative industries will be retained and development proposals will be required to show whether additional suitable space might be provided for creative industries within the development. Managed workspace and accommodation suitable for start-up enterprises and SMEs will be actively pursued in any development proposals. In order to ensure the long term sustainability of the site and its businesses, proposals for development should reflect demand patterns in terms of size and feasible rent levels. Developers will be required to provide detailed plans for the development, marketing and management of the commercial element of mixed-use schemes as part of the planning application process, in line with Core Strategy Policy EAa).



Key














	Site boundary		D1 class use (education, community)		Mixed A class with some B class uses
	A class uses (retail/food & drink/ professional services)		Sui generis (mix of fire station, Thames Barrier and others)		Mixed B class with some A class uses
	B class uses (business/industry/storage & distribution)		Mixed C3 and A class uses		Employment Hubs
	C1 class use (hotel)		Mixed C3 and B class uses		
	C3 class use (residential)		Mixed C1 Hotel with some A class uses		

Figure 5.3: Proposed ground floor uses

Proposals shall also be considered against:

- Proximity of incompatible uses to the existing and proposed use;
- The potential reuse of buildings of value for employment;
- Re-location strategies showing how existing businesses can be suitably accommodated;
- Viability appraisal demonstrating suitability of maintaining or re-providing industrial or employment uses within the location;
- Marketing strategies for two immediately preceding years showing attempts to market the property for employment uses; and the establishment of standard planning condition requiring the disposal of the commercial element prior to the release of the commercial element of a scheme;
- Other overriding factors potentially inhibiting the continuation of employment use, and
- Proof that relocating businesses can afford the new rents in their new locations.

There are a number of opportunities to create service hubs accommodating a number of community facilities, primarily within the various education sites. In addition, it is intended that there should be a mix of education and community uses embedded within residential and mixed use development parcels. These uses will encompass a range of different services, amenities and providers, including the local authority, the private sector and third sector organisations (churches, charities, etc.). These facilities will contribute to the provision of a wider mix of employment opportunity at Charlton Riverside.



Key















	Site boundary		C3 class use (residential)		Mixed C1 Hotel with some A class uses
	A class uses (retail/food & drink/professional services)		D1 class use (education, community)		Mixed A class with some B class uses
	B class uses (business/industry/storage & distribution)		Sui generis (mix of fire station, Thames Barrier and others)		Mixed B class with some A class uses
	C1 class use (hotel)		Mixed C3 and A class uses		Employment Hubs
			Mixed C3 and B class uses		Riverside Wharf

Figure 5.4: Proposed upper floor uses

Distribution of Employment Uses by Character Area

There are three potential employment clusters:

- Bugsby's Industrial;
- Westminster Industrial Estate, and
- The Stone Foundries site (straddling the Village East and Charlton Park character areas), where there is potential for a mixed-use form of development encompassing significant employment uses, together with residential.

A number of employment activities, including food and drink production, small-scale manufacturing and makers and leisure uses, have the potential to be integrated into future development at Charlton Riverside. Retail spaces, showrooms and open workshops can be accommodated into future development as more public-facing features. This will allow current industrial uses to contribute to the character of future developments whilst retaining some of the key economic strengths of the area.

The indicative employment capacities of the Character Areas are shown in Table 5A, opposite.

Character Area	Type of proposed employment activity	Existing number of jobs, approximately	Indicative number of jobs*
Neighbourhood Centre	Managed workspace, office, retail, leisure, community, health, education	300	1,100
Villages East and West	Start-up and grow-on space, small scale manufacturing, retail, leisure, community, health, education	1,600	2,500
Charlton Riverside Park	Advanced manufacturing, office and start-up/grow-on space	800	1,300
Riverside	Retail, leisure, studios	500	900
Westminster Estate	Small scale manufacturing, creative industries, managed workspace	1,200	1,500
Bugsby's Industrial	Range of B class uses	1,000	2,500
Wharves	Retention as SIL	200	200
		5,600	10,000

* Potential job numbers, post-completion, where uplift is based on revised employment floor space within mixed-use development areas and intensification of use in retained employment areas.

Table 5A: Future employment profile at Charlton Riverside

The plan, opposite, shows those locations where significant employment uses might be retained, either across the whole parcel or as part of a more mixed use form of development, including residential and associated uses.



Key




-  Site boundary
-  Parcels with potential for significant employment uses
-  Riverside Wharf

Figure 5.5: Employment locations

5.5 Relationship with Protected Wharves

Land to the north of Bugsby's Way, which is not SIL, and which is currently given over to various commercial activities, will form part of the buffer between new residential development and the wharves and will not be considered for residential development.

Where development proposals come forward in designated SIL areas, there will be a presumption in favour of a densification of employment areas, with more extensive, low head-count uses being replaced by higher value-added, higher head-count enterprises.

Land immediately to the south of Bugsby's Way, adjacent to the wharves, will be reserved for commercial development, to act as a buffer to the SIL and protected wharves (see Figure 5.6).

It is recognised that the existing aggregates wharves have an important role to play in the economy of not only the Royal Borough, but the wider London region. There are, currently, a number of protected wharves, located in the north-west corner of the study area (including Angerstein and Murphy's Wharves) and centrally within the study area (namely Riverside Wharf), where the level and type of industrial activity is likely to come into conflict with residential development unless measures are identified for managing risk. This will include the requirement, in particular, that applications for residential development should not prejudice the future

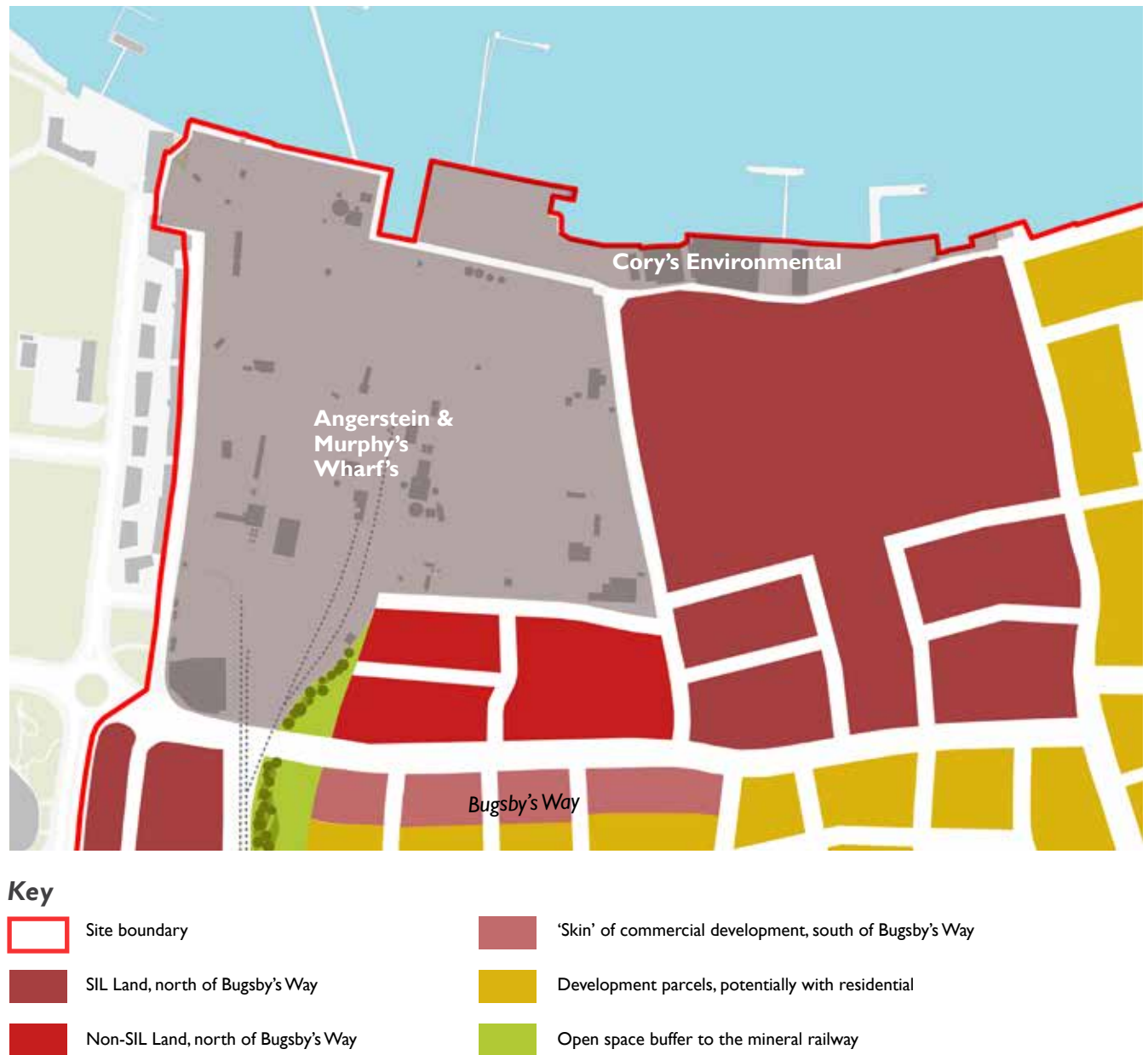


Figure 5.6: Angerstein and Murphy's Wharves

operation of the safeguarded wharves, should be progressed in consultation with the wharf operators and Port of London Authority (PLA) and should demonstrate as part of the application submission how this has been achieved.

Land along the eastern edge of the mineral railway, to the south of Bugsby's Way, will be designated as open space, with structures to mitigate the noise and visual impacts of the freight services.

If activity at Riverside Wharf significantly reduces, its protected designation may be reviewed via the London Plan.

As set out in the Core Strategy, if this occurs then the area would be nominated to be used as open green space surrounded by residential development up to 10 storeys.

Development proposals adjacent to Riverside Wharf will be considered, but only where they allow a setback between the wharf and any residential development. Buildings will need to include measures to address noise and air pollution.

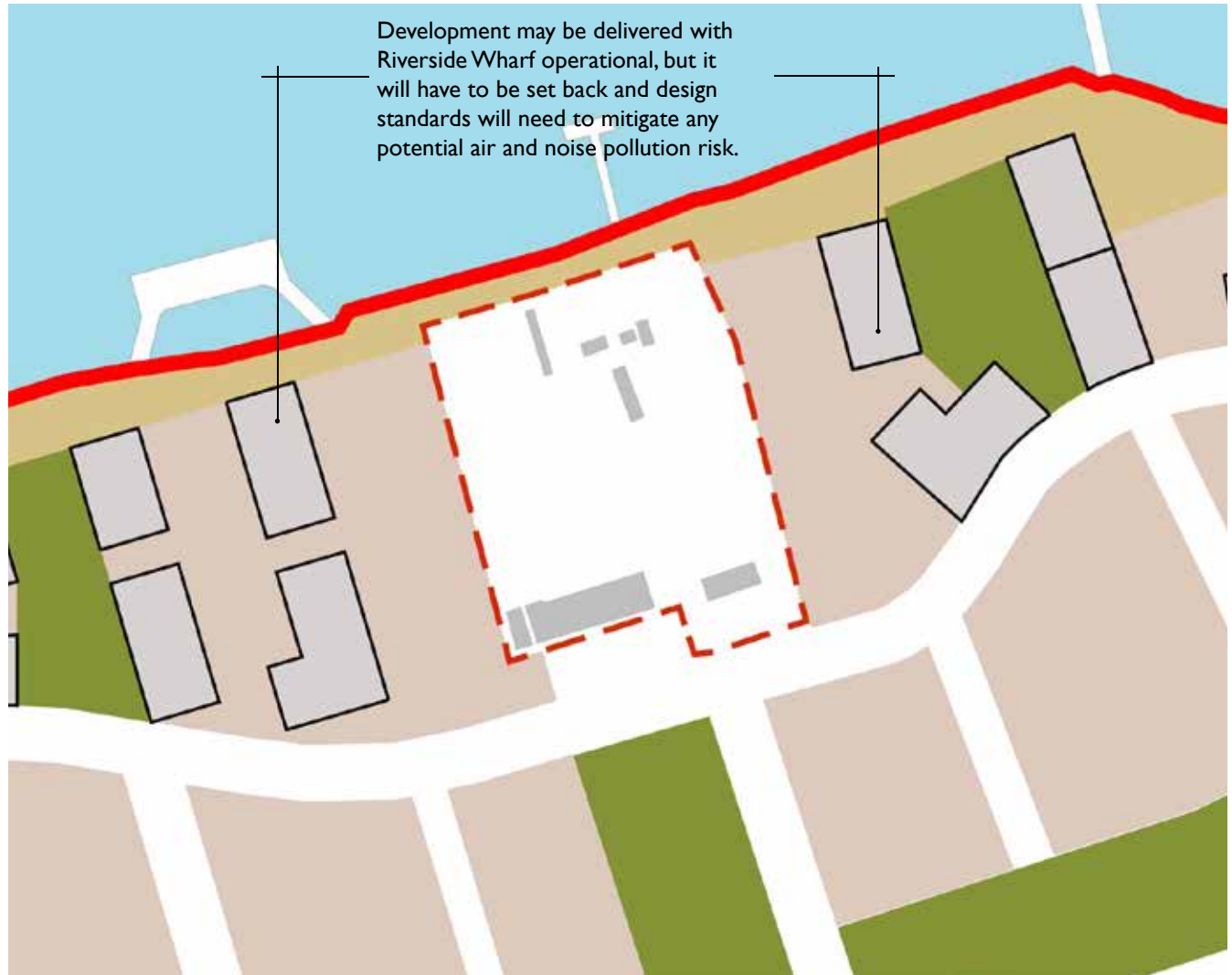


Figure 5.7: Riverside Wharf retained as a Protected Wharf

Figure 5.7 illustrates how development might be arranged in a scenario where Riverside Wharf retains its protected wharf status. Figure 5.8, on the other hand, provides some direction as to how development might be arranged should the wharf be de-designated, including the delivery of a significant piece of riverside open space embedded within the development parcel and connecting to the Thames path.

Note that selected plans, particularly those showing land uses, have a hatched area indicating the location of Riverside Wharf. The plans that follow illustrate the optimal scenario, where there is full access to the river, from the hinterland, and a coherent, comprehensive development opportunity along the river's edge, to the east of Anchor and Hope Lane.



Figure 5.8: Riverside Wharf de-designated as a Protected Wharf



Existing residential development, Atlas Gardens, Charlton Riverside



6. Theme 2 - A Residentially Diverse Charlton Riverside

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6.1 Introduction

Although Charlton Riverside is, and will continue to be, an important employment location for Royal Greenwich, the nature of the commercial and industrial activities carried out are, in general, less traditional than they have been in the past. New residential development, therefore, will be introduced into a very different environment than the one that existed even 30 years ago, although it will still have to be designed, built and managed with reference to existing commercial and industrial activities.

Charlton Riverside has been identified in the Core Strategy as the location for a new mixed use urban quarter of 3,500 - 5000 new homes, The scale of the opportunity may be greater than what is set out in the Core Strategy, with potential for up to 7,500 new homes having been identified during the preparation of this SPD, but the delivery of new homes needs to be balanced against the retention of key existing uses, especially employment, so where development potential exists, it is clear that the land must be used efficiently. An uplift in housing numbers, possibly to 7,500 new dwellings, is predicated on the delivery of supporting infrastructure, including transport, open space, flood risk mitigation and social infrastructure, such as new schools and community facilities.



Key




-  Site boundary
-  Development parcels with potential for residential uses
-  Riverside Wharf

Figure 6.1: Residential development parcels

The housing delivered at Charlton Riverside will focus on the delivery of family housing and a significant proportion of affordable housing in keeping with the targets set out in the Core Strategy and the London Plan.

Specific attention will have to be given to development in close proximity of the safeguarded Angerstein, Murphy's and Riverside Wharves. Development around the safeguarded wharves will need to be designed to minimise the potential for conflict and ensure the operations of the wharves are not prejudiced.

6.2 Housing Type and Tenure

Charlton Riverside will be comprised of a rich mix of different housing types to suit the needs of residents at all stages of life. More specifically, the Royal Borough is committed to a minimum of 50% of units built being provided for family housing. This is evidenced in policy H2 of the Core Strategy (2014), which outlines the requirements for different housing types across Royal Greenwich.

Family dwellings might be individual houses (typically town houses over three floors), maisonettes or duplexes and larger apartments. These might be delivered in combination, with groupings of town houses or maisonettes with apartments above. Smaller apartments will also comprise part of the mix, as will assisted and sheltered accommodation and student accommodation.

The Royal Borough also requires 35% affordable housing, with the actual quantum, type and mix to be addressed on a phase-by-phase or parcel-by-parcel basis, as appropriate, and subject to the test of viability (the Royal Borough sets out its requirements in terms of viability assessments in its Planning Obligations SPD, 2016 and the Local Information Requirement List for Planning Applications, 2016). Affordable housing will be split as follows: 70% affordable rent and 30% intermediate tenure. Private Rental Sector (PRS) housing may be considered, although it is not anticipated that this would comprise more than 10% of the total housing provision.

These targets reflect the Royal Borough's aspiration that Charlton Riverside should be a mixed and balanced community, both in terms of the demographic make-up and the types of tenure available to residents. These new homes will be delivered in the context of a traditional pattern of streets, drawing on the historic network of routes that pre-dates the more recent development of Charlton Riverside.

6.3 Scale, Massing and Density

Overall the development will be split into smaller development blocks and parcels so that there are more frequent junctions of streets.

While there are other areas of London and, indeed, the Royal Borough of Greenwich, where tall buildings have been used to deliver density of development, there are several reasons why this is not considered appropriate at Charlton Riverside:

- The surrounding context, such as proximity to existing residential development, needs to be considered;
- Existing topography and views into and across the site from the north and south also merit consideration when contemplating building massing and height, and
- Low to medium level PTAL scores, allied to Charlton Riverside being an urban location, rather than a metropolitan centre.

There is a significant precedent for low to medium rise, high density development in London. Some of the most attractive and desirable neighbourhoods in places like Kensington, Marylebone and Pimlico are characterised by low to medium-rise mixed use development, often with a mix of mansion block, townhouse, terraced and mews housing. This mixed provision can achieve high density, while creating places which are of a human scale, accessible and attractive. Development in these locations is predicated on a pattern of traditional streets, with a clear division between the public and private realms. This is a model of development that characterises



Key

	Site boundary		4 - 5 storeys
	1 - 2 storeys		4 - 6 storeys
	2 - 3 storeys		up to 10 storeys
	3 - 4 storeys		Riverside Wharf
	3 - 5 storeys		

Figure 6.2: Building heights

some of the most desirable, attractive and successful neighbourhoods in London and also in cities such as Paris, Berlin, Madrid and elsewhere. Taken together, a mixed provision of housing based on low to medium rise, high density development and a traditional pattern of streets has the potential to deliver housing numbers in a way that is characterful and attractive, while also ensuring an efficient use of land and sufficient density of population to support the fullest range of amenities and services. For these reasons, low-to-medium rise, high density development is the preferred model for Charlton Riverside.

Typically, building heights will vary between 3 and 6 storeys (although there is scope of buildings up to 10 storeys in certain locations), with the detailed consideration at design proposal and planning stages to ascertain what is appropriate for a specific location. Figure 6.2, opposite, provides guidance on typical maximum heights, to inform design thinking. It should be noted that a notional maximum building height in any given location does not mean that all buildings in that location should seek to achieve that height.

Variations in height within and between individual development blocks will help to give character to development, break up individual massing and allow light penetration into the interior of blocks.

There will be locations where some taller buildings might be considered appropriate, such as the neighbourhood core focused on the lower section of Anchor and Hope Lane, between the junctions with Bugsby's Way in the north and Woolwich Road in the south. Proximity to the station, with a higher PTAL and the opportunity to mix commercial, leisure and other



Low rise, high density development in London (Maida Vale)



Modern mid-rise apartment block



Family housing with shared priority public realm



Town houses with apartments above (Coin Street)

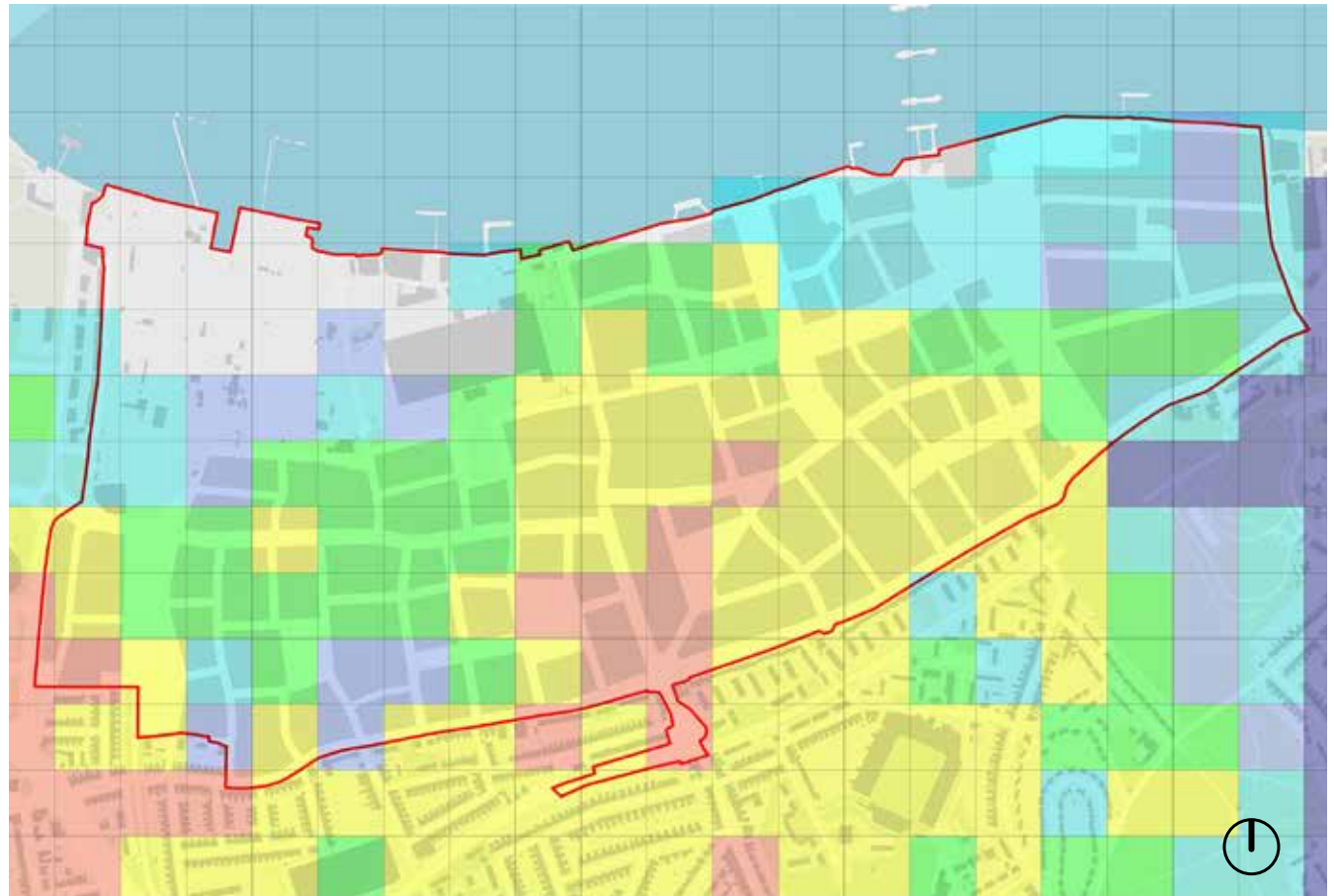
non-residential uses with housing means that relatively tall buildings could be considered in this location, but always in the context of a prevailing model of development that is low-to-medium rise, high density.

Development parcels immediately adjacent to the river may offer an opportunity for relatively taller buildings (up to 10 storeys), but not in the form of isolated point blocks which are significantly taller than the surrounding development as this then creates a problem of relative scale, overshadowing or other environmental issues.











Taller buildings should relate, both in terms of height and massing, but also in architectural treatment, to the adjacent development, be it new or existing. Development along the river should also seek to provide the same opportunities for family housing as other parts of Charlton Riverside and avoid creating concentrations of single housing types, either by tenure or size. The operational requirements of the Thames Barrier, including security, are also a consideration for any development proposals in proximity to that installation.

While PTAL is not the only factor influencing decisions about development density, it is an important one. In the context of London, where car ownership and access to private vehicles is lower than other parts of the UK, the provision of public transport services is crucial to delivering successful development. Development densities, shown in Figure 6.4, are predicated on the revised PTAL scores shown in Figure 6.3.

Policy 3.4 of the London Plan requires development



Key

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

The revised PTAL scores shown in this plan are based on the proposed changes/improvements to public transport provision set out in Chapter 7, below, and an improved level of pedestrian accessibility achieved as a consequence of the proposed street network.

Figure 6.3: Potential revised PTAL

to 'optimise housing for different types of location output within the density range shown in Table 3.2'. The policy also notes that '(d)evelopment proposals which compromise this policy should be resisted.'

With reference to Table 3.2 of the London Plan, Charlton Riverside is an Urban location, because it is not within 800m of an International, Metropolitan or Major town centre. Most of the site has a PTAL score of 0-4, with core areas, close to the station, having a score of 5. In the London Plan, Urban areas are described as:

'areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes'

As a consequence, the densities shown are lower than they might be for a central area with high PTAL. For the most part, they are within the parameters set by the London Plan, with occasional anomalies relating to parcel size and the potential for slightly taller building, which might cause a density spike, locally.

For an urban location, with PTAL 0-5 a density range of 35-260dph is proposed in the London Plan Density Matrix (bear in mind, the potential uplift in PTAL is not guaranteed, so the change to a scenario with 35% of the site at PTAL 4-5, as per Figure 6.3, might not be achievable). Overall, the average net density across the site, based on the proposed SPD layout (Figure 6.4), is 146 dwellings per hectare. In any case, planning application must propose density that is based on the PTAL score as it stands at the time of application.

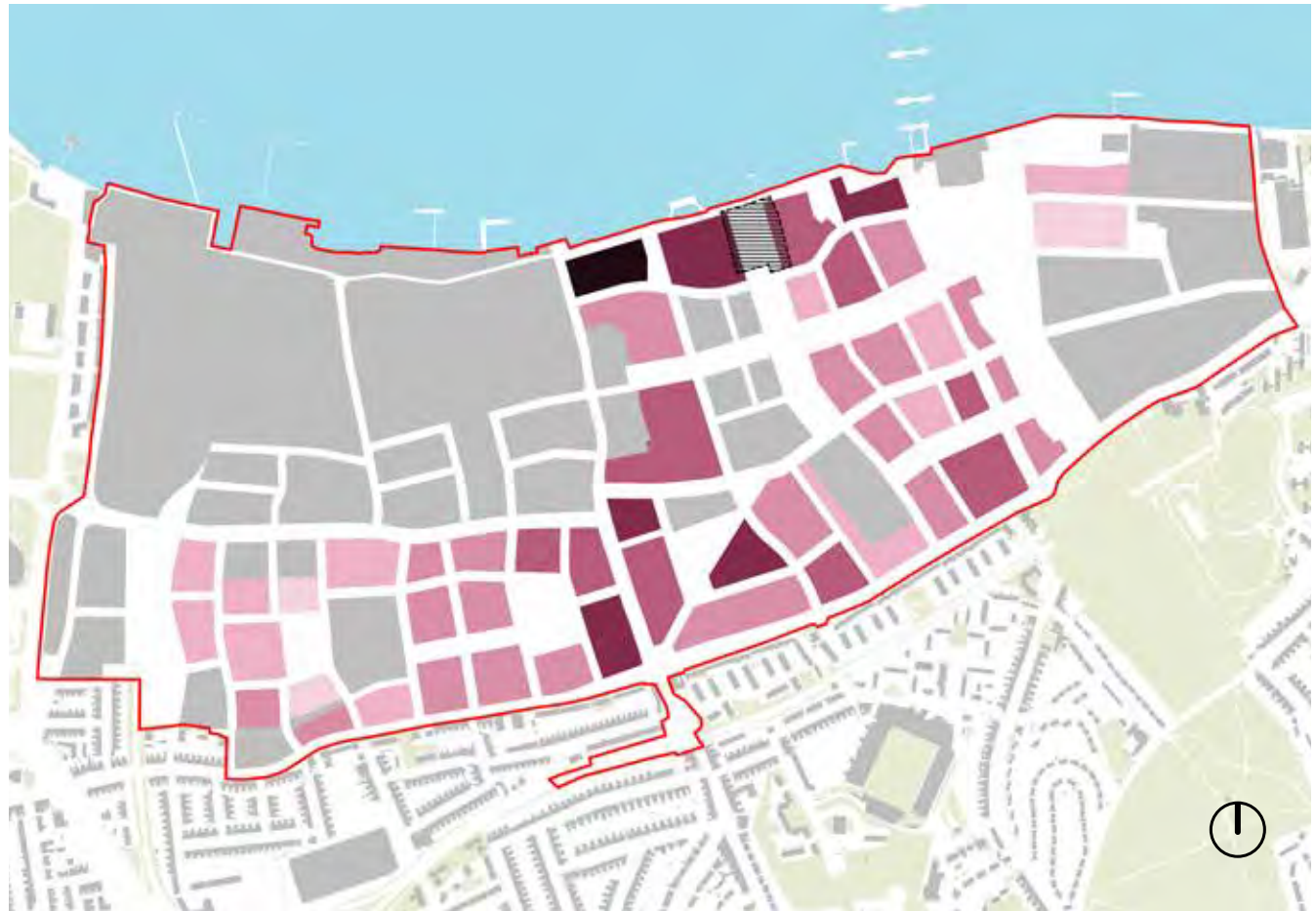


Figure 6.4: Development densities



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7. Theme 3 - A Connected and Accessible Charlton Riverside

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7.1 Introduction

The proposed movement strategy for Charlton Riverside is based on the historic network of paths and boundaries. It assumes a moderate increase in public transport (mainly bus) services and promotes public transport, walking and cycling. This is in line with the principles of the Royal Borough's transport strategy documents and the Transport for London's Healthy Streets framework.

The proposed movement network, set out in this SPD, is in keeping with both the Royal Borough's and the Mayor of London's prioritising of walking, cycling and public transport. The frequency and inter-connectivity of proposed new routes, both along streets and through public open space, is intended to maximise opportunities for residents and visitors to use active modes of travel. Walking and cycling are the easiest and most affordable ways of travel, with a wide range of benefits including increasing physical activity levels, reducing air and noise pollution, easing congestion, helping address social isolation, increasing safety and providing economic benefits to businesses.



Key








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

Figure 7.1: Proposed network of streets

7.2 Hierarchy of Routes

There are four levels envisaged for the road hierarchy:

Primary - these are the main routes through the site; often strategic, as well as providing local access and circulation, they are the main public transport routes and will have a boulevard character;

Secondary - these routes are the mainstay of the movement network, and give the wider site its structure and form; they may also have public transport and, while narrower in section than the primary routes will still be substantial movement corridors;

Tertiary - these routes, typically, relate to residential areas and have a character and section that reflects that setting and context, and

Shared Surface/pedestrian priority - these are a form of tertiary street, but one where the relationship between vehicles and pedestrians is more balanced; these routes will often sit within development parcels providing access, circulation and penetration into the block, for example, in the development parcels adjacent to the River Thames.

All streets will be designed with reference to the Government's Manual for Streets (2007), so that design speeds, road geometry, forward visibility, street furniture and materials, and general arrangement, will tend towards creating an environment where the needs and safety of pedestrians is paramount.

Primary Roads



Secondary Roads



Tertiary Roads

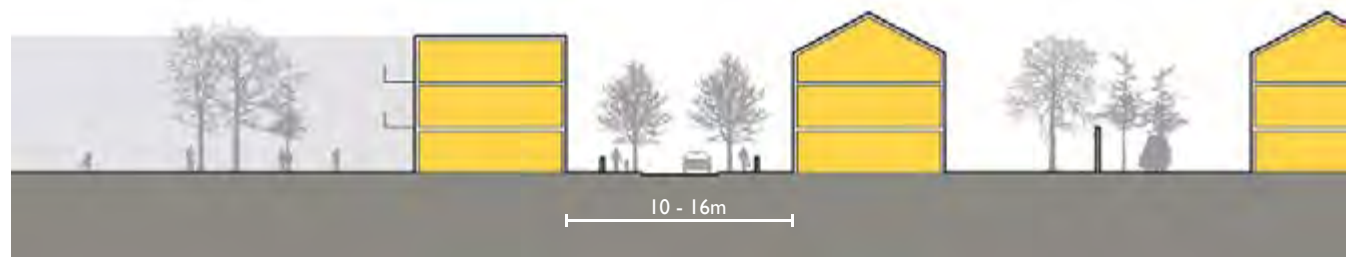


Figure 7.2: Road hierarchy

A central tenet of this guidance, is that all residential streets within Charlton Riverside, whether existing or new, will have a 20mph speed limit, except where they are strategic routes, where 30mph will apply.

On-street parking and the use of bus boxes, rather than lay-bys will help to manage traffic speeds, as will the prevalence of junctions and pedestrian crossings. Built development will also be expected by the Royal Borough to help play a part in managing traffic speeds where buildings will - typically - be arranged perpendicular to the street, and the degree to which they are sited close to or on the plot line means they can be used to create enclosure and pinch points.

7.3 Contribution to the character of Charlton Riverside

Physical activity and social connectivity should be designed in from the outset, promoting active travel and providing the easiest and most affordable way for the people who will live and work in the area to get more active and live healthier lives. More active travel will reduce air and noise pollution, help combat social isolation, ease congestion, make Charlton Riverside safer and bring economic benefits to businesses, large and small. Developers will be expected to demonstrate how they are addressing the Royal Borough's emerging transport strategy (including local implementation plan, road safety strategy and walking / cycling strategy) and the Mayor's ten Healthy Streets indicators as set out in *A City for All Londoners*.



High streets designed with people in mind (Kensington High Street)



Tree lined residential streets



Active streets, well overlooked with lots of ground floor activity



Shared priority spaces in residential areas

7.4 East-west Route

A core requirement of the Development Concept is the delivery of a new east-west route extending from the junction of Bugsby's Way and Anchor and Hope Lane to the junction of Warspite Road and Woolwich Road. It will provide a primary movement corridor along which public transport might run, activating potential development parcels to either side. It is not intended to provide an alternative route for strategic through traffic which remains on the A206/SRN. Access will be restricted to local journeys and access, public transport, cyclists and emergency vehicles, via a mechanism such as a bus gate, at the eastern end of the new link. The precise alignment will be established as part of the implementation of this SPD.

7.5 Public Transport

The new east-west route will be designed to facilitate future bus services, and the Royal Borough will continue to work with TfL to look at a potential east-west rapid transit system. There is also the potential for additional bus routes to be added within the development, a possible example of this is shown in Figure 7.3.

There will be changes to the bus network across the London with the arrival of the Elizabeth line (Crossrail) in late 2018. Overall the frequency and efficiency of bus services along the Woolwich Road and into North Greenwich Station will continue to be improved.



Key















	Site boundary		Thames Path
	161 bus route		Green Chain
	177 bus route		Thames Clipper Route
	180 bus route		Thames Clipper Pier
	472 bus route		Charlton station
	486 bus route		Railway line
	Proposed new bus route		400m bus catchment

Figure 7.3: Proposed public transport

Rail services to and from Charlton Station should see an improvement in capacity once the Elizabeth line is open, as travel switches to the new line.

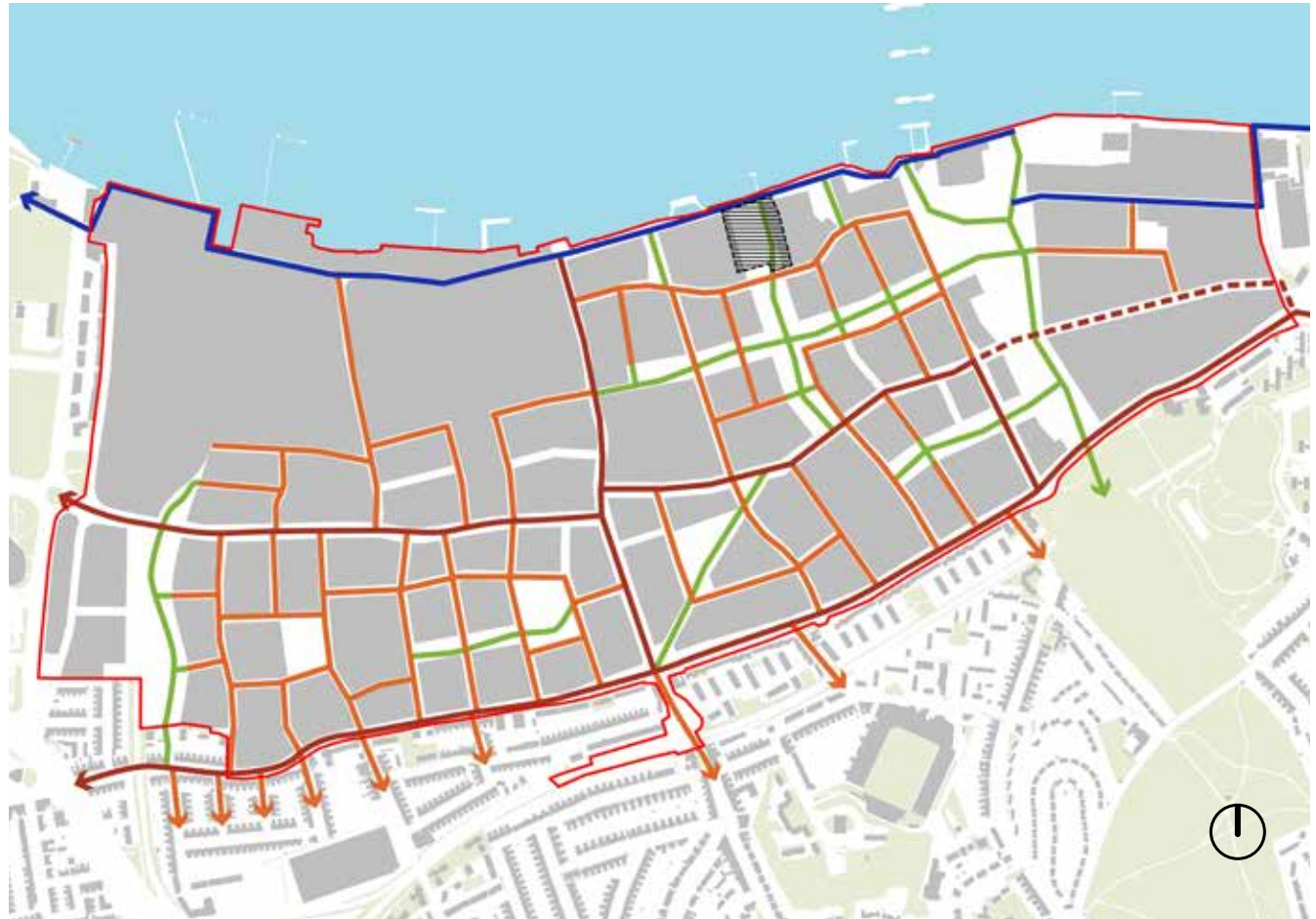
A new Thames Clipper pier is proposed, somewhere in the vicinity of the Anchor and Hope Public House, and its delivery will need to be considered as part of any development proposals.

Any significant upgrades in the level and type of public transport provision, e.g. a new DLR or Underground connection, would result in a review of some of the SPD principles relating to density and heights.

Rail services to and from Charlton Station will improve slightly on the basis of Crossrail releasing some limited capacity on that line in the future. A new Thames Clipper Pier is proposed, somewhere in the vicinity of the Anchor and Hope Public House, and its delivery will need to be considered as part of any development proposals. Operational issues at both the Thames Barrier and the aggregates wharves dictate that a new Clipper Pier will be probably be located roughly in the location shown on the plan, opposite.

7.6 Walking and Cycling Routes

The Development Concept for Charlton is predicated on the creation of a network of streets and public spaces that support non-vehicular movement with a higher degree of connectivity and which is safe, direct and convenient.



Key







	Site boundary		Thames Path
	Reconfigured/upgraded primary routes		Riverside Wharf
	Pedestrian routes/streets		
	Pedestrian routes through open space		

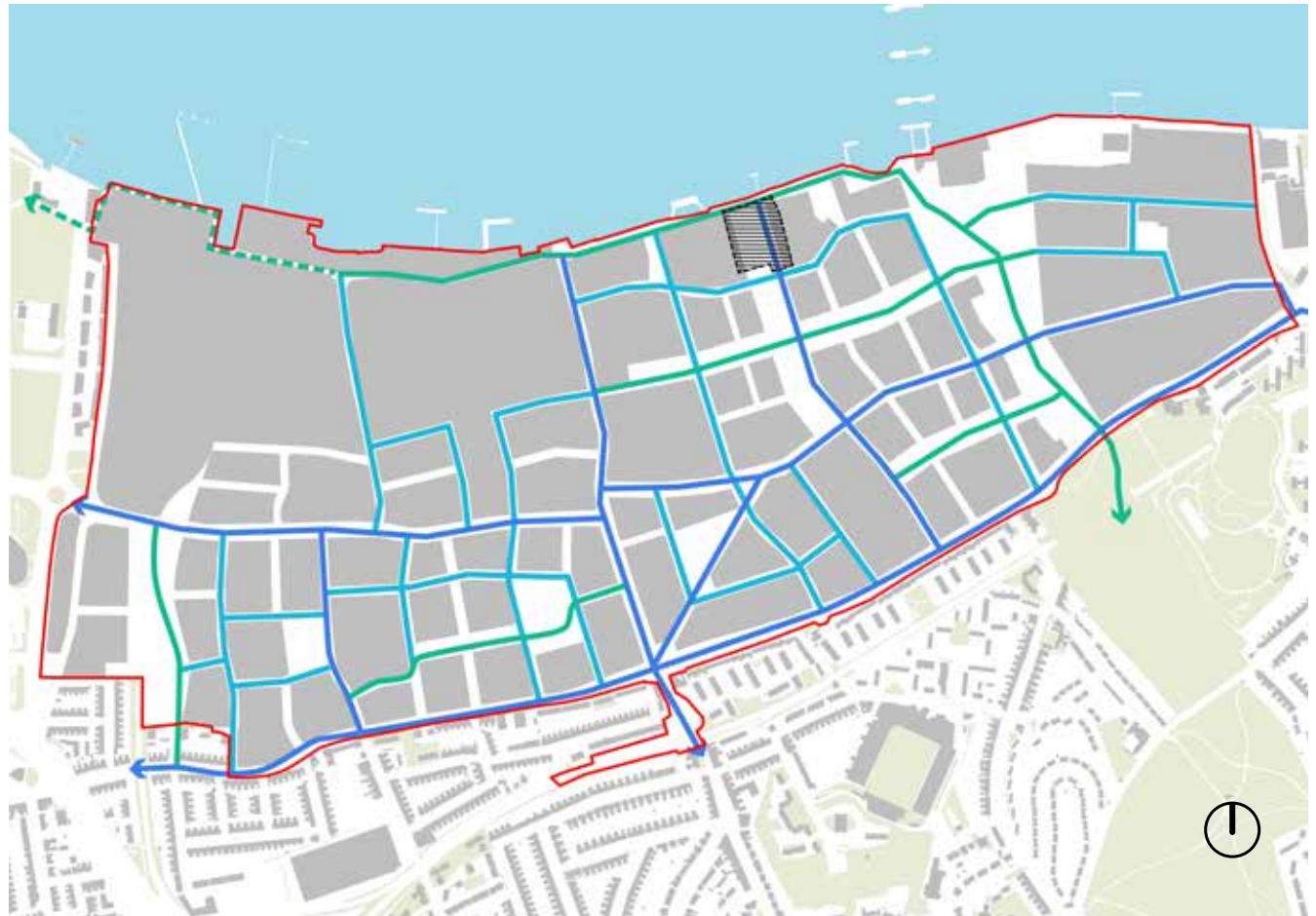
Figure 7.4: Walking routes

Central to the Vision of Charlton Riverside as connected, accessible, integrated and lifetime ready is that its streets will be designed in line with the principles of Transport for London’s Healthy Streets Framework.

The aim is that physical activity and social connectivity are designed in from the outset, promoting active travel – walking more, cycling more, using public transport more – which provides the easiest and most affordable way for the people who will live and work in the area to get more active and live healthier lives. In addition to these health benefits, all the evidence shows that more active travel will reduce air and noise pollution, help combat social isolation, ease congestion, make us safer and bring economic benefits to businesses – large and small.

As before, developers will be expected to demonstrate how they will address the 10 Healthy Streets indicators, as set out in *A City for All Londoners*.

Dedicated pedestrian routes along the river and through public open space will enhance the site’s accessibility and promote active modes of travel. Providing a variety of options for pedestrians, by creating a block structure and green infrastructure that is permeable and allows for a variety of routes between key destinations, is a priority.



Key






-  Site boundary
-  Strategic cycle network (along primary and secondary route)
-  Secondary cycle network (on street, typically along secondary and tertiary residential streets)
-  Cycle routes through open space, including along the Thames Path
-  Riverside Wharf

Figure 7.5: Cycle routes

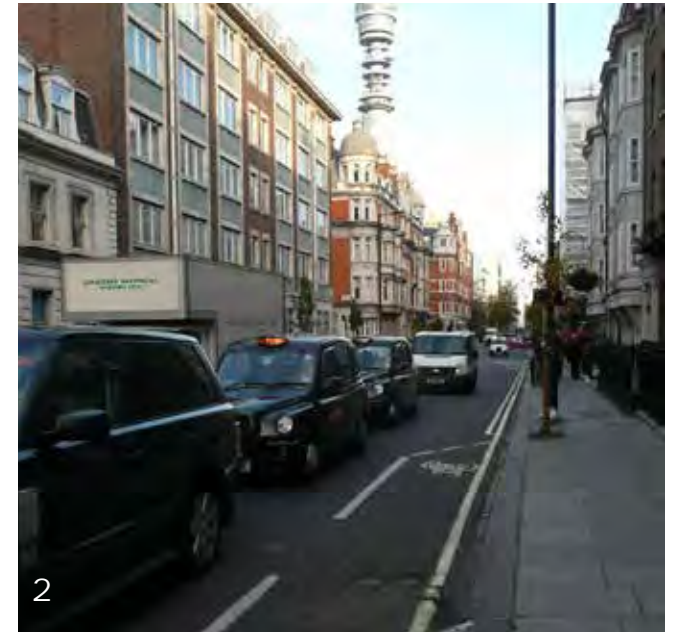
Cycle routes, whether dedicated, on-street or through public open space will provide another layer of permeability across Charlton Riverside. In addition to strategic walking and cycling routes, such as Thames Path, the network of routes via public streets and public open space will articulate and connect Charlton Riverside, both internally and with the surrounding neighbourhoods.

A variety of different types of routes will be available for cyclists:

1. Designated, segregated cycle routes within the carriageway which will be along primary and some secondary and can be on- or off-street.
2. Unsegregated on-street cycle routes along secondary and tertiary streets.
3. Defined routes through public open space and along Thames Path.
4. Undefined routes through public open space.

Decisions concerning whether cyclists should mix with general traffic, have their own dedicated space on-carriageway or be taken off carriageway will depend primarily on the functional and aesthetic characteristics of streets as places, on what activities might take place on the street, on the movements of other modes of traffic and on the role of a given street or route within the network.

During the design process for these cycle routes, safety, comfort, coherence, directness, attractiveness and wider guidance provided in the



London Cycle Design Standards (LCDS) will be considered.

The intention is that this network of cycleways will allow cyclists a choice in terms of the design and setting of the routes along which they travel, as well as a set of options which provides alternatives for getting from point A to point B anywhere within Charlton Riverside.

7.7 Access to the River Thames

The River Thames is probably the key asset that differentiates Charlton Riverside from many other strategic development sites. For that reason, there are a number of key design principles relating to movement, infrastructure improvements and development proposals adjacent to the river, the observance of which is a key requirement of this guidance.

Access to the River Thames is a priority and any development which seeks to inhibit, restrict or remove direct public access to the River Thames will not be permitted.

The Thames Path currently passes along the river bank through much of the Charlton Riverside site and it is expected that where there is direct access to the river, that will remain, while in those locations where there is not direct public access, it will be sought as a condition of planning permission, as and when applications are submitted.

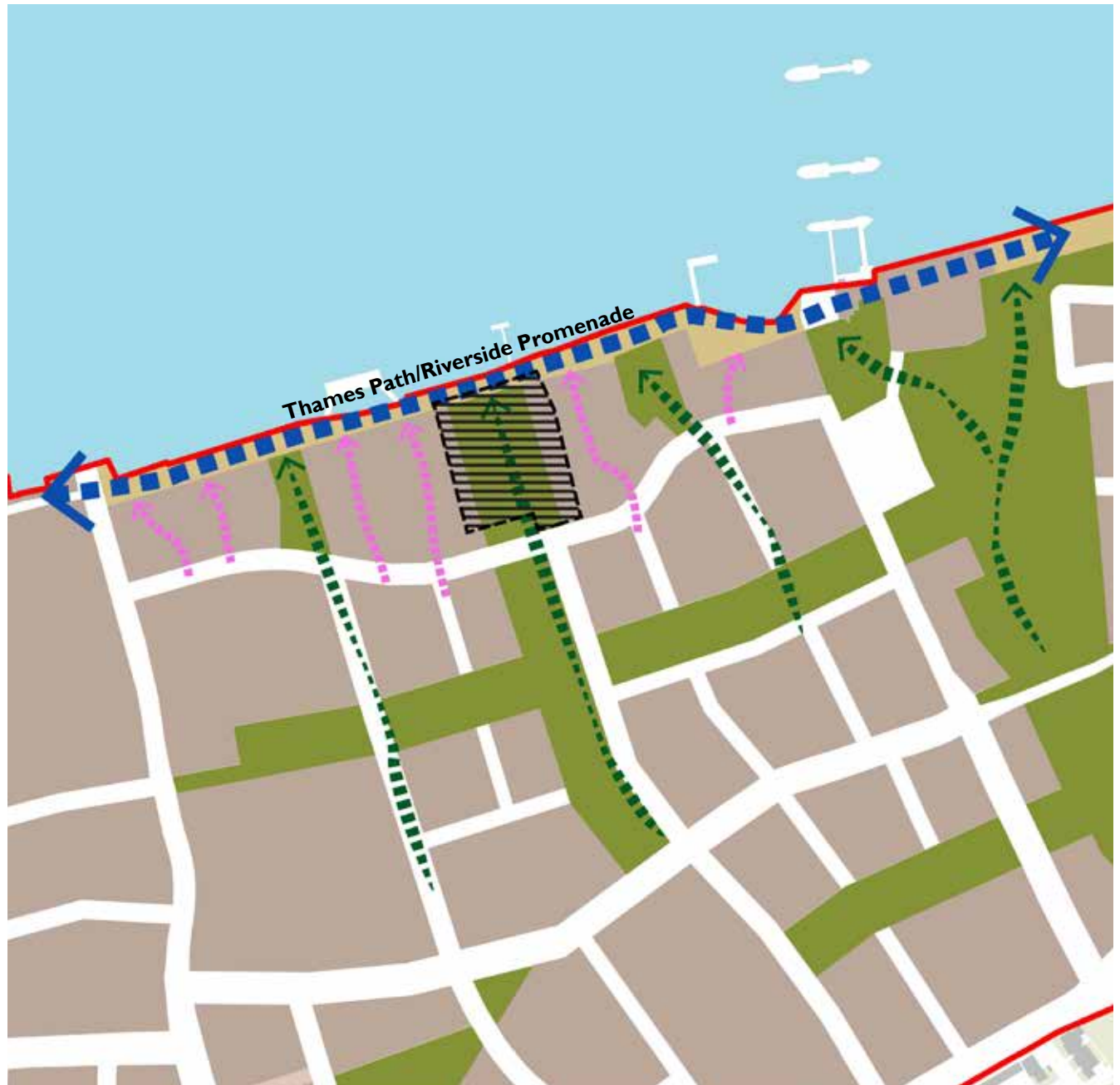


Figure 7.6 Access to the river

A series of north-south routes will be provided, from the main body of the Charlton Riverside site, via public and semi-public spaces, connecting with the Thames Path and the sequence of small pocket parks interspersed between development parcels. It is intended that this network of routes will provide direct, convenient and attractive means of access to the River Thames from every part of Charlton Riverside and the hinterland beyond.

7.8 Thames Path

The Thames Path currently passes along the northern edge of Charlton Riverside. Immediately to the west of the Thames Barrier, the Thames Path sits adjacent to the Thames for the most part, although it sits back along Riverside (where Cory's Wharf prohibits access to the river's edge). Further west, there is relatively free access, albeit with minerals operations to either side and above the Path.

To the east of the Thames Barrier, the Thames Path will follow a new route along Bowater Road, before passing along a new cantilevered path attached to the river wall and from there back into the main riverside route adjacent to Harlinger Street. The aspiration exists for the Thames Path to relocate to the rear of the properties along Bowater Road, providing a continuous movement along the river edge. Future development proposals in the north eastern section of Westminster Estate, adjacent to the River Thames, will have to consider how this



Figure 7.7: View along the Thames Path to the Barrier

improved routing of the Thames Path and access to the river might be achieved.

Where the Thames Path sits immediately adjacent to the river, a minimum depth of 16 metres will be maintained between the river defence line (typically the river edge) and adjacent development/building line. The intention is that a more open and accessible Thames Path, well overlooked by adjacent development, will create an attractive and well used public space adjacent to the River Thames. In addition, maintaining the 10m setback will allow greater access for inspection, maintenance, repair and replacement of the river defences (the 16m setback is required by the Environment Agency).

In terms of its character, as it passes through Charlton Riverside, the Thames Path is envisaged as being a riverside promenade, opening out onto the River Thames and framed by mixed use development that creates vitality and attracts people to the river front.

The Thames a living river



Public art adjacent to the Thames Barrier Visitor Centre, Charlton Riverside



8. Theme 4 - An Integrated and Lifetime Ready Charlton Riverside

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8.1 Introduction

Whilst Charlton Riverside will be primarily a new, mixed use development, it will not just be for the benefit of new residents. It will also provide facilities and services for the existing residential communities in the surrounding area. The range of facilities provided will include all those components necessary for creating and supporting a sustainable and healthy community – incorporating existing and new residents - with a range of opportunities accessible by all. Community infrastructure that will be provided within the new development includes:

- Green infrastructure – including outdoor spaces and links between open spaces;
- Sport, leisure and recreational facilities (indoor and outdoor);
- Education – childcare provision (including crèches and nurseries,) schools, education and training centres;
- Arts and cultural facilities;
- Health and social facilities – medical or health services, social service and day centres;
- Community spaces – buildings used by voluntary sector groups, places of worship, community safety, facilities for youth provision and ancillary community uses, and
- Fire safety, policing and other criminal justice and community safety facilities.



Health and social facilities



Open space and outdoor sport



Community spaces, e.g., libraries and schools



Arts and cultural facilities

Community infrastructure will need to be provided within reasonable walking distance from as many new homes as possible to ensure those who do not have access to their own transport can reach them easily and to encourage people to walk or cycle where possible, reducing reliance on private cars and promoting healthier lifestyles (in line with Core Strategy Policy CH2 Healthy Communities). In particular, family housing should, as far as practicable, be within reasonable walking distance of nursery and primary schools, local shops, play areas and amenities (in line with Core Strategy Policy H5 Housing Design). Key infrastructure will be delivered early in the development programme, especially social infrastructure, so that facilities and amenities are available to residents on first occupation.

Developers will be expected to work with the Royal Borough and the various statutory and non-statutory providers to explore finding options and mechanisms that allow for delivery of new social infrastructure to the level of service provided and at the appropriate point in the delivery cycle. Endowment of certain assets will also be required, to ensure they are adequately funded and resourced. Alternative management and governance solutions may be considered by the Royal Borough, depending on the nature of the community asset.



Figure 8.1: Sketch view of a local park

Providing education opportunities is critical to establishing a balanced and thriving community at Charlton Riverside. At present, the area includes the Royal Greenwich University Technical College (UTC) and Windrush Primary School at its eastern end. Charlton Riverside, when fully developed, is anticipated to include the following to support in excess of 5,000 new homes:

- Nursery and pre-school provision;
- Two primary schools, and
- One or possibly two new secondary schools.

There is also the potential for one, or both, of the new secondary schools to be through schools, providing from nursery through to sixth form. This will have a knock-on effect on the number and location of primary schools.

There will be a number of school sites within the SPD area, including the existing UTS/Windrush site. Given the importance of open space, and the pressure on the available land from competing land uses, school sites will be an important asset to the local community and will be made available at weekends and after school so that the local community might have access to sports and other recreation and learning facilities.

In particular, given the pressure on land and the need to provide outdoor sport opportunities for residents, local schools would have an important role to play in promoting the sporting activity and fostering healthy lifestyles. Formal and informal education and community group activities might also find a focus in school ground, both after school hours during the week and at weekends.



Key





-  Site boundary
-  Principal community provision
-  Secondary community provision, e.g., nurseries, community hubs, libraries, etc.
-  Riverside Wharf

Figure 8.2: Community uses

8.2 Public Open Space Provision

Charlton Riverside currently has a deficit of open space, although Eastmoor Street Park, in the eastern area of the site, forms part of the South East London Green Chain and there is a play space at the Thames Barrier visitor centre.

The expansion of the residential population will require additional provision of open space, sports facilities and children's play. There will also be a need to create spaces along the Thames which complement and celebrate the river. A framework of local open spaces, serving their local neighbourhoods, will be interconnected by a series of green routes (which might be tree-lined streets or linear spaces) that integrates Charlton Riverside with its hinterland and also connects it with the River Thames. Along the river, an enhanced Thames Path would link a series of pocket parks arrayed along the southern bank of the river. 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.



Key












	Site boundary		Key civic, public realm		Primary street tree planting
	District parks (including sports provision)		Secondary public realm corridors		Secondary street tree planting
	Neighbourhood and local parks		School grounds		Riverside Wharf
	Riverside pocket parks		Sustainable drainage within open space network		

Figure 8.3: Green infrastructure

8.3 Public Open Space Typology

Public open space will, for the most part, be at a premium, so will have to be multi-functional providing amenity space, sports provision, children's play, habitat and flood mitigation.

The open space typology set out in the Royal Borough of Greenwich Open Space Study (2008) will, as far as possible, be applied to new development at Charlton Riverside:

- Amenity Green Park;
- Pocket Park;
- Small Local Park/Open Space;
- Local Park;
- District Park;
- Metropolitan Park;
- Civic Spaces/Pedestrianised Areas;
- Linear Open Space/Green Corridors;
- Natural or Semi-natural Urban Greenspaces;
- Cemeteries and Church Yards;
- Allotments, Community Gardens and Urban Farms;
- Outdoor Sports Provision/Playing Fields (Education/Public/Private), and
- Provision for Young People and Teenagers.

Public open space will be provided at a rate appropriate to the scale of development and will be delivered in balance with housing completions.



Key

 Site boundary


 200m walking distance from centre of public open space

Figure 8.4: Access to open space

There will be an emphasis on accessible, multi-functional open space provided in close proximity to residential development, such that no home will be more than 5 minutes' walk from a substantial open space (i.e., greater than 1 hectare and equivalent to a local park). In addition, there will be a finer grain of smaller spaces – pocket parks, rain gardens, local play areas and civic spaces within development parcels, providing very immediate and instantly accessible open space adjacent to residential development.

It is also anticipated that private open space will be provided as part of residential development. Roof terraces and gardens should be considered to maximise access to usable open space and minimise impermeable surfaces. The amount and spatial distribution of each of the different types of open space will be addressed during pre-application discussions.



Key

- | | | | |
|---|--|---|--|
|  | Site boundary |  | Parcels where private open space is less likely to be delivered, e.g., commercial, employment, schools, etc. |
|  | Public open space |  | Thames Path |
|  | Development parcels with potential for private/semi-private open space |  | Riverside Wharf |
|  | School grounds | | |

Figure 8.5: Private and semi-private open space

8.4 Charlton Riverside Park

The existing sequence of spaces leading from Woolwich Road to the Thames Barrier will be conjoined and expanded to create a new District Park. This enhanced space will include some components of land currently given over to employment uses. It will be big enough to accommodate the full range of open space functions and will serve as a resource for the adjacent primary and secondary schools.

This new Charlton Riverside Park will also be an important component of the wider surface water mitigation strategy for the whole of the Charlton Riverside SPD area. As the largest open space within the site, and having frontage onto the river, Charlton Riverside Park has the ability to act as the final receptor for significant volumes of surface flood water, prior to it being passed into the Thames. Spaces and facilities within the park will be designed to allow for this intermittent but important task.



Figure 8.6: Sketch view of Charlton Riverside Park



Formal gardens and amenity space



Incidental spaces close to homes and places of work



Formal sports provision



Areas for young people



Children's play



Communal and social space, e.g., allotments

8.5 Green Connection

A key challenge along the Woolwich Road corridor is how to improve the connections across the Woolwich Road between Barrier Gardens and Maryon Park. There are three alternative options, a green bridge with a straight ramp (Figure 8.7), a green bridge with a zig-zag ramp (Figure 8.8) and a Green Zone (Figure 8.9).

A green bridge, in this location might become a landmark, in the same way as Mile End Bridge, in East London. An attractive structure, designed to fit with its context, both landscape and urban, would create a unique feature at an important gateway location at Charlton Riverside

The cost of construction would be in the region of £12 million.

Considerations include:

- It will require pedestrians and cyclists to climb up to the level of the bridge deck in order to access it. For those already in Maryon Park, the local topography can be used to assist with this, but for those on the Woolwich Road or in Barrier Park this will require a series of steps and ramps to reach a point approximately at least eight metres above carriageway level.
- The ground level within Barrier Park falls down towards the River Thames. Any ramp that attempted to follow the alignment of the park would be chasing this fall and need to cross Eastmoor Lane and the buildings that front its northern edge. Alternatively, a series of steps

and ramps could zig-zag east-west across the front of the park facing the Woolwich Road.

- Any bridge structure will create spaces underneath that will be difficult to manage and which may attract anti-social behaviour, but with careful design they could become assets used by local business or community groups.
- There are a number of significant trees which sit within the southern section of Eastmoor Street Park and some of these may be lost (although the loss would be offset, to some extent, by the new planting on the green bridge).
- The land take-up required to create the steps and ramps could reduce the amount of land available for development.

An alternative would be to introduce an improved, at-grade signalled pedestrian crossing in conjunction with additional enhancements to this section of the Woolwich Road. With both the two parks and the College (soon to be a Secondary school) and Primary school within this section of the Woolwich Road, it contains the most social infrastructure of any part of the Woolwich Road. This status can and should be better reflected in the design and function of the street. Considerations include:

- The section could be book-ended by ten metre wide, single-stage, signalled pedestrian and cycle crossings - one linking Barrier Park with Maryon Park and the other linking Windrush Primary School with Maryon Park. Both of these would be complemented by



The Green Bridge at Mile End Park

Figure 8.7: Green Bridge Option I

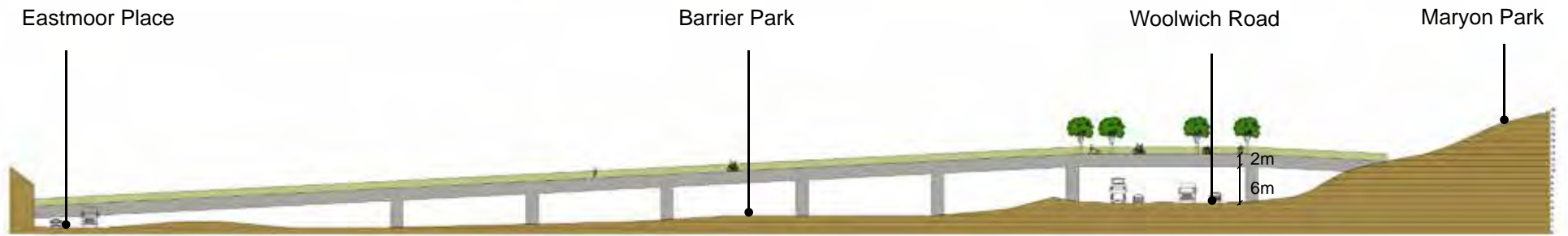
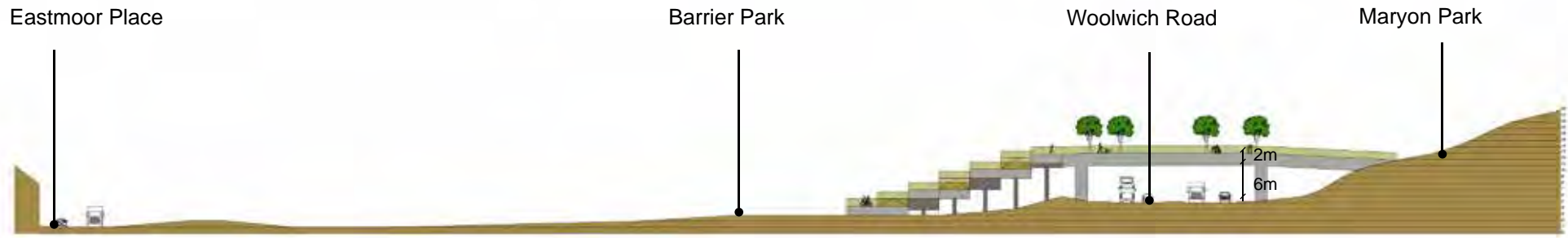


Figure 8.8: Green Bridge Option 2



new entrances to Maryon Park that relocate the existing park gates further back, creating two welcoming public spaces.

- Dedicated cycle routes could run alongside the southern side of the carriageway and bus lanes could be introduced in both directions. The central reservation could be removed to enable the northern footway to be widened, providing greater capacity at the bus stop on this side of the street and the opportunity to introduce tree planting that would complement the park on the other side. Road markings would be kept to a minimum and the carriageway surface could be re-dressed with the addition of a coloured aggregate or similar to further change the character of this section of street.
- The option of a 20 mph limit for this section could also be explored. The treatment of this section could act as an exemplar and catalyst for change along the other dual-carriageway sections of the Woolwich Road. As elements of the Charlton Riverside Masterplan come forward for development, the adjacent section of the Woolwich Road can be improved in parallel.

An illustration of what a Green Zone could look like is shown at Figure 8.9.

The cost of implementing the green crossing would be £750,000.



Figure 8.9: Illustrative view of what a Green Zone might look like



Former Siemens Works, Westminster Estate, Charlton Riverside