



# Appendices

# Appendix A - Proposed Character of Charlton Riverside

## A.1 Introduction

The forms and patterns of development at Charlton Riverside – the spatial arrangement of uses, the layout of public open space, the network of streets and the built fabric – are crucial components of the site’s character. Character, however, is not just an outcome of an exercise in spatial planning, public realm or building design – especially in a site as large, complex and multi-layered as Charlton Riverside. The notion of ‘sense of place’ that is often mentioned in discussions about character is, implicitly, a reference to how people relate and respond to their physical environment. In its current form, as a mixed industrial riverside location with an incredible mix of uses and users, extensive service yards and intimate back lanes, dead-end service roads and bustling dual carriageways, Charlton Riverside has a richness of form and experience that creates a very particular ‘sense of place’, which in turn informs people’s understanding of its character – it might not be pretty, on occasion, but it has a lot of character!

In almost every case (but not always), the character of a place is a product of a whole series of different events and interventions, by groups

and individuals, over a long period of time, all of which coalesce to create a ‘sense of place’ which people recognise and can relate to. However, when proposing comprehensive development of a site like Charlton Riverside, even over a period of 25-plus years, there isn’t the same opportunity for events to conspire to create that character. In such instances, a clear vision of what sort of place is intended, and for whom, needs to be married to a set of explicit interventions, the aim of which is to create a set of circumstances that tend towards a particular set of outcomes. In the case of Charlton Riverside, that means a particular type of built environment, populated by a specific mix of different groups of people, whose response to their environment and their daily actions upon it will go a long way to the creation of a ‘sense of place’ and a particular character.

In essence, the place needs to be designed for the people who will inhabit it. If the place is intended to accommodate a higher proportion of families, then its design and character should reflect that fact in terms of its spatial arrangement, mix of uses, built form and range and mix of opportunities relating to housing, employment, recreation, services and amenities.

*Starting with people means having a clear vision for the community that will live in each development. What will they hope for from their homes and what will they value most? The better balanced the community, the better it will integrate into the surrounding area. Everyone can sense straight away whether a place is welcoming or exclusive.<sup>6</sup>*

## A.2 The Vision for Charlton Riverside

The Vision for Charlton Riverside is predicated on the creation of a residentially diverse new neighbourhood for the Royal Borough. To that end, development proposals will be required to meet the Royal Borough’s target of 50% family housing. In setting this requirement, the Royal Borough seeks to deliver housing opportunity for its residents and, importantly, the families whose needs are not being met by development elsewhere in Royal Greenwich and, indeed, in many other parts of London. Charlton Riverside, because of its scale, its strategic location, its existing character and the mix of uses currently on site, offers a unique opportunity for the Royal Borough to seek delivery of comprehensive development, at scale, which acts as a counterweight to the international waterfront, high-rise apartment developments that have, historically, not delivered the right type of housing for families in London, generally, and the Royal Borough of Greenwich, in particular.

In that context, the Royal Borough’s Vision of Charlton Riverside as a residentially diverse neighbourhood, with a high proportion of family homes, is a reasonable response to a very pressing problem.

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6. First life, then spaces, then buildings LDA Design for St. William, 2016).

### A.3 Context

The Vision for a residentially diverse Charlton Riverside, with a large component of family housing, has its origins in a number of key issues affecting the housing market in London. It is generally accepted that London, along with the rest of the UK, has not been building enough new homes. It is estimated that London needs 42,000 new homes per annum (some commentators suggest 50,000 pa), but less than 30,000 are being built each year<sup>7</sup>. This shortfall in available housing (the gap between supply and demand) is one of the factors driving faster house price rises in London, compared to the rest of the UK (currently the average house price in London is £491,000, as opposed to the UK average of £218,000)<sup>8</sup>.

However, house prices are only part of the story. Affordability is a key issue as well, with the cost of housing relative to income a key measure of the health of the London housing market. The Office for National Statistics (ONS) states that, in the UK, the average house price was 7.6 times average earnings, in 2016. In London, this figure is even higher, with average house prices in the Royal Borough of Greenwich 12.7 times greater than average earnings (in Kensington and Chelsea, in 2016, the figure was 38.5)<sup>9</sup>. One of the factors driving this phenomenon is the increasing disparity in the rate of house price rises relative to increases in household income.

Both mean and median earnings in London are greater than the rest of the UK, partly due to higher salaries in key sectors, such as finance, professional services, civil service, etc. House prices, however, have risen faster than earnings, creating a situation where not only lower paid, but many middle income families struggle to gain access to or move up the housing ladder.

The activity of wealthier purchasers, who are able to buy off plan and offer substantial cash deposits, if not outright payment, further inflates house prices in London. It is worth bearing in mind that these investors are both domestic and foreign, as it is estimated that only 10-15% of all new home buyers are foreign and their activities have, historically, tended to be located in the upper ends of the market and in prime locations<sup>10</sup>. However, the continuing perception of London as a safe investment market, allied to more attractive exchange rates and continuing house price appreciation, even when prices in the rest of the UK are in decline or stagnating, means that there is growing evidence that the middle sections of the housing market are becoming increasingly attractive to investors who, previously, operated at the upper levels.

The type of housing being delivered is also fundamental to this discussion. It has been suggested that in terms of housing delivery in London, in recent years, some developers have focused on the upper end of the market (the 'Prime Market'), while the weight of demand is, in reality, concentrated in the lower and middle levels of the 'mainstream' housing market<sup>11</sup>. If that is the case, then a combination of increasing prices, an increasing affordability ratio, fewer housing

completions than the number required to replace lost stock and keep pace with new household formation and the 'wrong' sort of housing being built, means that the residents of Royal Greenwich are finding it increasingly difficult to meet their housing needs.

The physical form of the new housing which is built in London can exacerbate the issues cited above, in respect of prices and affordability. Taller buildings, in prime locations, attract developers who know they can sell for a premium to buyers (foreign and domestic) who are willing and able to buy off plan. For developers, the higher construction costs and floorspace inefficiencies of taller buildings are offset by the premium to be achieved in sales value for the upper floors in taller buildings<sup>12</sup>. In addition, there is a recognised premium to be had for dwellings with a riverside view (Cluttons estimate that, in Greenwich, this can mean properties with a river view being up to 50% more expensive than similar properties without that view)<sup>13</sup>. Typically, developments predicated on the taller buildings model will cite density targets and viability as the rationale for a housing mix that is dominated by 1 and 2 bedroom apartments, often with little in the way of significant, accessible private outdoor space beyond balconies and roof gardens. These developments, particularly in prime locations, including waterfront, rarely provide the types of housing or the associated amenities which would be attractive to families.

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7. London's Housing Strategy, Mayor of London, 2014

8. House Price Index, UK: Jan 2017 Office for National Statistics, (<https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/housepriceindex/jan2017>)

9. Statistical bulletin: Housing affordability in England and Wales: 1997 to 2016, Office for National Statistics, (<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/1997to2016>)

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10. Finding Shelter, Civitas, 2014

11. Spotlight – London Demand, Savills, 2013

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12. Research by AECOM (2014), estimates an uplift in value of up to 1.5% for each successively higher floor (and 2.2% for penthouses). This means that an apartment on the 20th floor of a tall residential building would sell for 34% more than a similar dwelling on the ground floor (Barton, J. and Watts S., Council on Tall Buildings and Habitat Journal, Issue II, 2013).

13. Thames View Rental Premiums for Residential Property, Cluttons LLP, 2015 ([www.cluttons.com/gb/london-residential-property/riverside/rental-premiums](http://www.cluttons.com/gb/london-residential-property/riverside/rental-premiums))

## A.4 Royal Greenwich's Response – Charlton Riverside SPD

The Charlton Riverside SPD, with a Vision focused on the creation of a residentially diverse neighbourhood and a requirement that 50% of all new housing within the SPD area should be family housing, is one way in which the Royal Borough is seeking to address some of the weaknesses in the local housing market and realise the potential for Charlton Riverside to contribute more to the life and economy of Royal Greenwich.

However, for the Royal Borough, Charlton Riverside is not simply an exercise in housing numbers. Given the study area's history and the current, diverse mix of commercial activities, the Royal Borough is intent on Charlton Riverside being a balanced neighbourhood, where people choose to both live and work. The approach adopted by the Royal Borough, to deliver that outcome, is predicated on a different model of development than that employed on other riverside sites in Royal Greenwich and elsewhere in London.

The scale of the site (122 ha in area and up to 1 kilometre deep, as measured from the river front) allows for a variety of development approaches and a consequent variety in the character of different parts of Charlton Riverside. The following key components, however, lie at the heart of the design philosophy that underpins the Royal Borough's Vision for Charlton Riverside:

- Genuinely mixed use development – with a rich mixture of different uses (industrial, commercial, residential, leisure, services and education, among others) both horizontally within plots and parcels and vertically within buildings, reflecting a model of development that is common in London;
- Family housing – residential development with 3 bedrooms and above, in a variety of form (single dwelling house, apartment, maisonette) with private outdoor space, which might be specific to the property or communal;
- Low-medium, rise, high density development – a form of development that characterises many European cities, including London, which has large areas of attractive, successful mixed development up to 6 storeys, typically, with a range of residential opportunities catering for a variety of needs;
- A network of traditional streets – movement routes with buildings aligned parallel to the street and their primary frontage facing onto the public realm to create a clear delineation of public and private space, a high frequency of front doors opening out onto the street to create traffic and the opportunity for interaction among residents and accommodating the full range of travel modes, but with priority given to the needs of pedestrians, and
- A framework of public spaces – including parks, sports pitches, civic squares and children's play, overlooked and surveilled by buildings presenting their primary façade to the space, so that both the people in the space and in the buildings are connected and engaged.

## A.5 Mixed Use Development

It is the Royal Borough's intention that Charlton Riverside should continue to function as an employment location, providing economic opportunity for residents and contributing to the economy of Royal Greenwich.

At the same time, the introduction of significant numbers of new homes will require development proposals that deliver a more mixed form of development than currently exists.

The retention of existing uses is the starting point for any discussions as to how a plot might be developed and proposals will have to show how this has been considered, in detail. Whether it be existing or new employment uses integrated with other uses (residential, retail, food and drink, community, etc.), a mix of uses can be achieved vertically, within individual buildings, and horizontally, across a parcel.

The diagrams, opposite, show how the uses within a development parcel facing onto a principal route (Woolwich Road, Bugsby's Way, etc.) might be arranged, with different configurations for different mixes of uses.

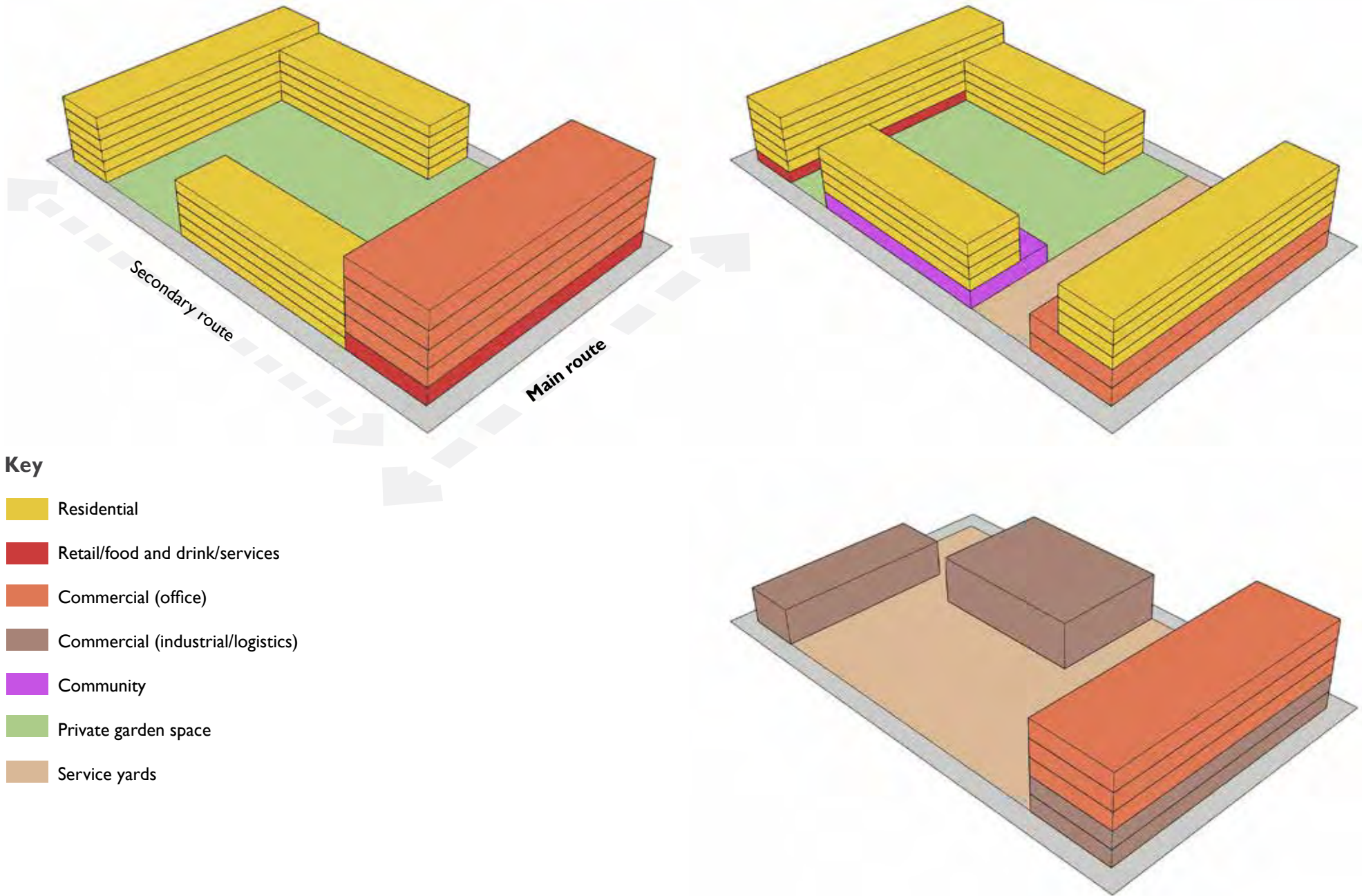


Figure A1: Notional mixing of uses across a development parcel

## A.6 Family Housing

Charlton Riverside is considered by the Royal Borough as an ideal location for the delivery of significant numbers of family housing. Family housing is best defined as dwellings with three or more bedrooms. The dwellings can be houses, apartments or maisonettes/duplexes. Typically, there should be a generous allowance of outdoor space, either private or communal (or both).

The focus on family housing is, in part, a response to the relatively low levels of family housing being provided by other strategic developments in the Royal Greenwich. For example, taken together, the Woolwich Arsenal and Greenwich Peninsula developments have planning permission to cover the delivery of more than 16,000 homes, but only 20% of those are considered family housing - and most of these are three bed properties.

There is an emerging consensus that it is not appropriate for family housing to be delivered in taller buildings (or, at least, beyond a certain storey height). One of the principal reasons for this is children's safe access to outdoor space and adults' ability to monitor that space. Clearly, the further away the space, and the more circuitous the access, the less attractive the space becomes. Some commentators go even further and cite research suggesting a correlation between poor levels of childhood development, behavioural issues and living in tall buildings<sup>14</sup>.

Charlton Riverside will provide a variety of housing opportunity for a range of different groups, in both the market and affordable sectors, as required by the Core Strategy (Policy H2). Such is the scale of Charlton Riverside and the variation in the current and potential future character of different parts of the site, the form that this new housing might take will vary across the site. However, the Royal Borough's intention to deliver at least 50% family housing has consequences for the underlying development and spatial planning principles informing this SPD.

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<sup>14</sup>. Create Streets, Policy Exchange, pp. 29-30 (2013)

## A.7 Low-to-Medium Rise High Density Development

The form of development proposed for Charlton Riverside is the product of a number of different factors:

- The site has relatively low PTAL, and the advice from TfL is that there are no planned strategic changes in the level or type of public transport in that part of Royal Greenwich which might dramatically improve accessibility;
- Following on from the above, the SPD site is an Urban, not a Central, location (not being within 800m of a town or metropolitan centre), therefore, the development densities that might apply need to have reference to that designation;
- The riverside location applies to only a small section of the site (with the main body being located up to 800m from the river) and it is appropriate that there should be some variation from the standard riverside development model employed elsewhere in London;
- It is recognised (in the London Plan and the GLA's Housing Density Study, 2012 ) that there are different ways to achieve density, and that different responses are appropriate depending on the context, and
- The significant quantum of family housing proposed for Charlton Riverside, and the sheer scale of the site (122ha) militates against a development model predicated on density being achieved with taller buildings, as a matter of course.



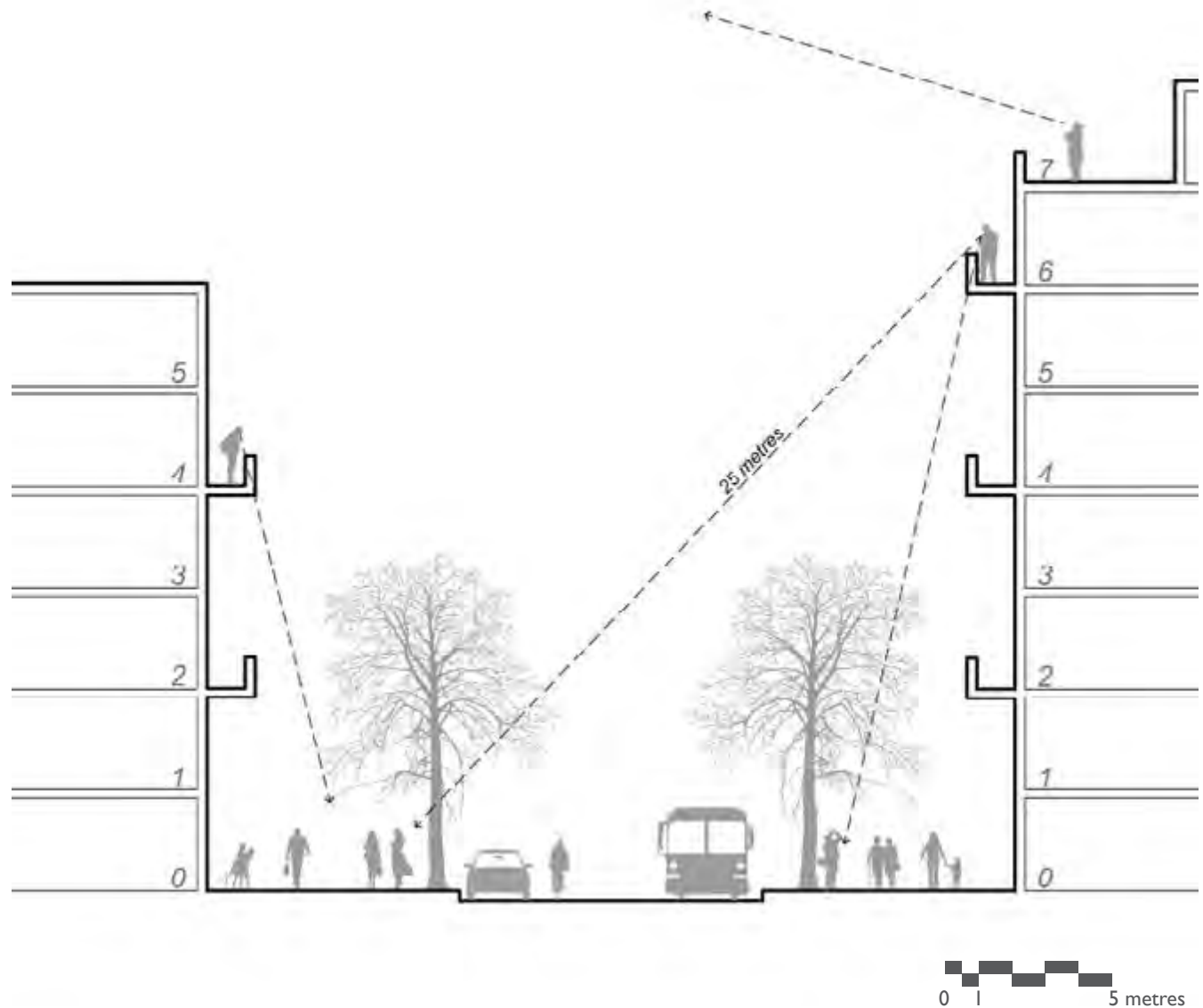
Locations in London, with low-to-medium rise high density development

### Human scale of development

Another reason for the Royal Borough favouring low-to-medium rise high density development relates to their intention that Charlton Riverside should be designed to a human scale. By that, we mean that the scale of the buildings, the dimensions and spatial arrangement of the public realm and the relationships between these two, key components of the built environment should reflect people's innate sensory perception.

There has been a lot of research into how experience and perceive their environment, particularly their visual perception. Jan Gehl<sup>15</sup> provides a concise and telling explanation as to why, beyond a certain distance, people begin to lose clarity and certainty as to what they are seeing. For example, beyond 100 metres the level of detail, visual richness and understanding of what we see diminishes quite considerably. Similarly, beyond 25 metres our ability to perceive facial expressions and appreciate emotion in others also rapidly diminishes, and this 25 metre distance is important to the discussion about building heights. This 25 metre threshold is what is called the 'social scale', where people can engage with the street, other people and events.

The Royal Borough intends that development at Charlton Riverside should foster this connection and promote interaction at a 'social scale', therefore, a low-to-medium rise high density form of development (typically 3-6 storeys) is proposed.



15. Cities for People, Jan Gehl (Island Press, 2010)

Figure C2: Building heights and social scale



## A.8 A Network of Traditional Streets

The prevailing pattern of development in London, one that has persisted since earliest times, is one where movement corridors (streets, roads, avenues, boulevards, broadways) have buildings arranged perpendicular to the line of the route. Typically, these buildings present their primary facade to that route, with one or more entrances providing access to the building (the number and frequency of doorways onto the street being an important determinant of how active and well used a street was).

The street or road is the public realm, while the building and, especially, the space behind are considered to be private. An interesting feature of this model is that the routes are sometimes very old (e.g., Hackney road, Old Ford Road and Kingsland Road in east London), and persist through time, while the buildings, and the mix of activities within the buildings changes more rapidly over time. These routes which persist through time (and don't have to be Roman in origin) give structure and a sense of place to the city.

There are examples where different models of development have been applied, at different times. For example, institutional, religious and other landmark buildings, historically, might have had a different relationship with the public realm. However, these were anomalies and remarkable precisely because the buildings in question were considered to be either special of themselves or the fulfilled a special function in the life of the city. The space around these buildings was often

either enclosed to enforce a definition of public and private or there were local customs in place that people understood to define the public and the private (or the sacred and profane, if it was a religious building).

There are also more recent examples, from the early to mid-20th century onwards, where developments veered away from the traditional model. In these instances, it was often the case that the building had a very different relationship with the space around it, with a consequent blurring of the lines between public and private space. In addition, with the advent of new construction technology in the mid-20th century, buildings started to become taller, often with a further blurring of the lines between public and private space, a condition that was often exacerbated by a reduction in the number of entrances and doorways.

### Vibrant streets

Streets are movement corridors, but they are also social spaces. Streets onto which buildings that present their principal facade, with numerous access points and windows providing views and surveillance, are safer, vibrant and more attractive places. People feel more comfortable walking along streets designed in this way, where other people (both inside the buildings and in the public realm) are connected visually and are able to interact with one another.

This is the basic model for the streets and public spaces at Charlton Riverside. Footpath widths and setbacks from parcel boundary to building line might vary, but the principle is that, unless there are good design, planning or technical reasons for doing otherwise, buildings are aligned parallel to the street, with their primary façades facing onto the public realm, with numerous and frequent access points between from the building to the street and a clear definition between the public and private realms.

The plan, opposite, illustrates how this works, in principle.

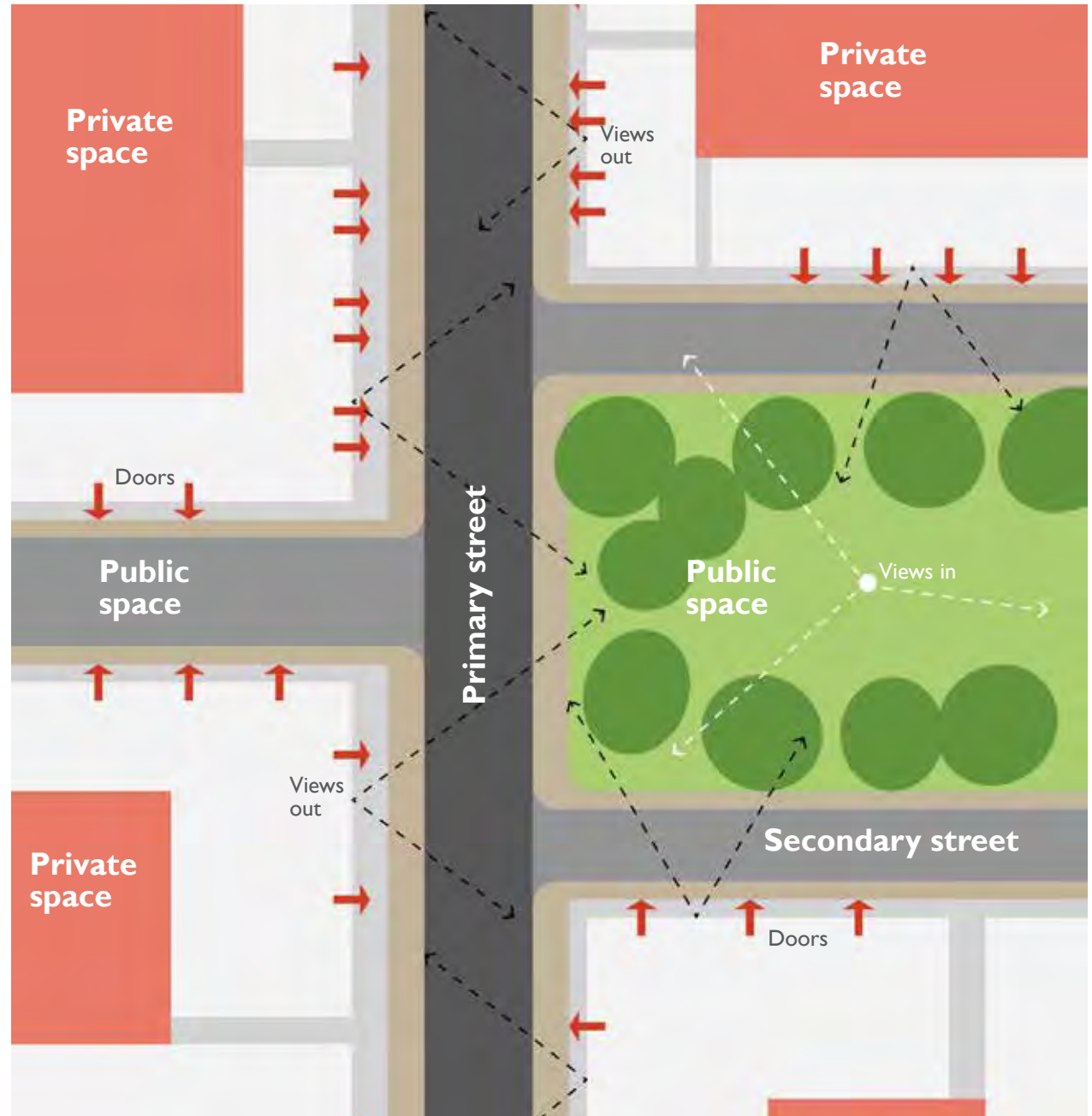


Figure A3: Vibrant streets

## A.8 A Network of Public Spaces and Green Routes

London, as a city, is famous for its public parks, green spaces, tree lined streets and general sense of openness. The Royal Borough of Greenwich is well provided for, in terms of open space at different scales, across most of the borough.

Charlton Riverside, however, is lacking in open space. The provision of adequate green space, at different scales, is central to any attempt to create a new, mixed-use neighbourhood that is characterful attractive and sustainable. A key asset, in this respect is the River Thames and the Thames Path, which can become the focus for the open space network, as long as suitable, attractive access can be provided.

In addition to the public parks, the network of streets and secondary spaces, as well as the semi-private and private open space within development parcels have an important role to play in the 'greening' of Charlton Riverside.

The diagram, opposite, shows how this network of green spaces and routes combines to provide the basis for development and the characterisation of the new neighbourhood at Charlton Riverside.

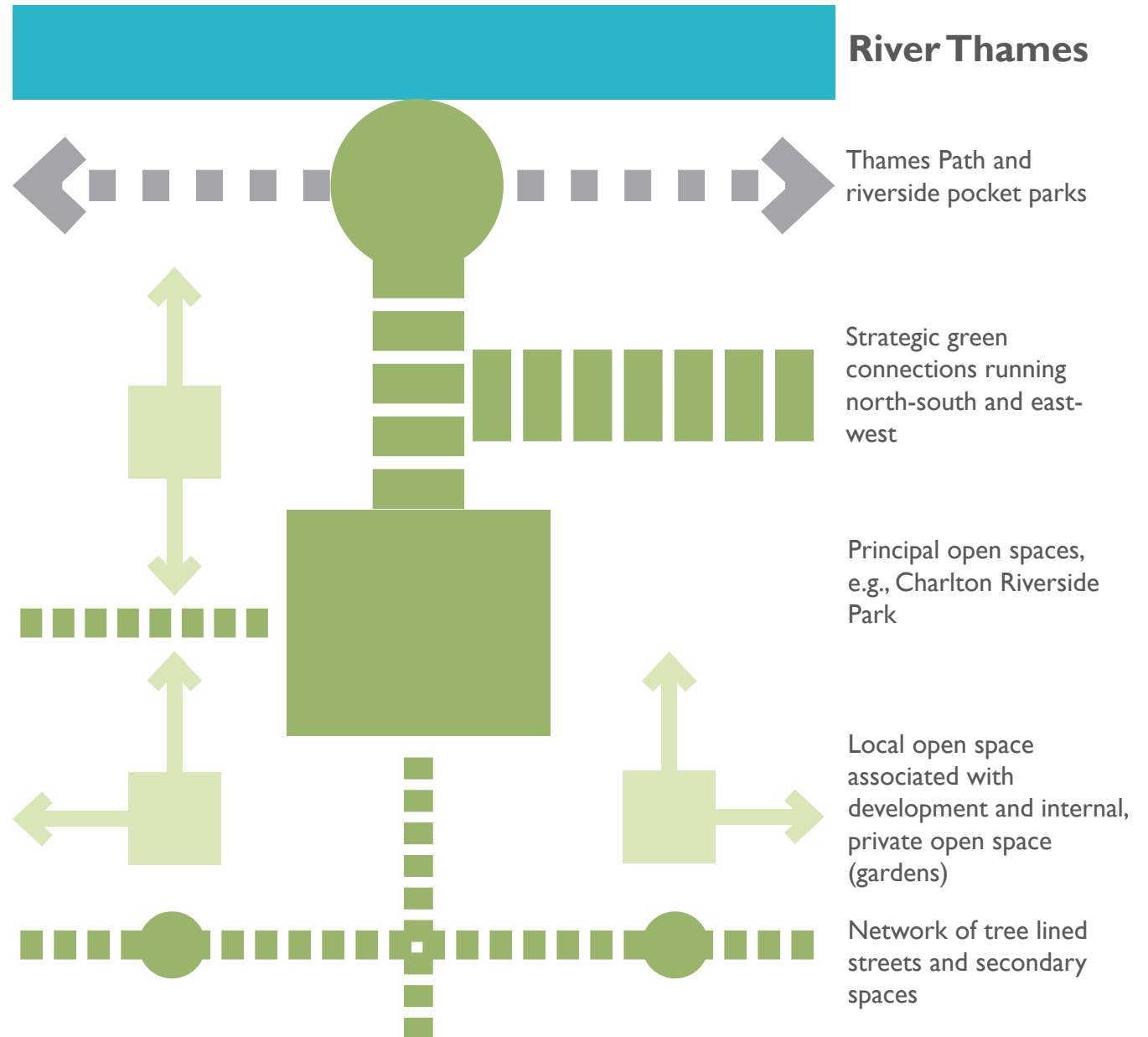


Figure A4: Hierarchy of open space and green routes

# Appendix B - Planning Policy Context

## B.1 Introduction

This appendix provides more detail in respect of the relevant national, regional and local policy that creates the planning context for any development proposals in Charlton Riverside, the core documents being:

- 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.

Where information was common to more than one document, the source used and listed below comprised either: the most up-to-date assessment; adopted policy text; or both of the above.

## B.2 Charlton Riverside

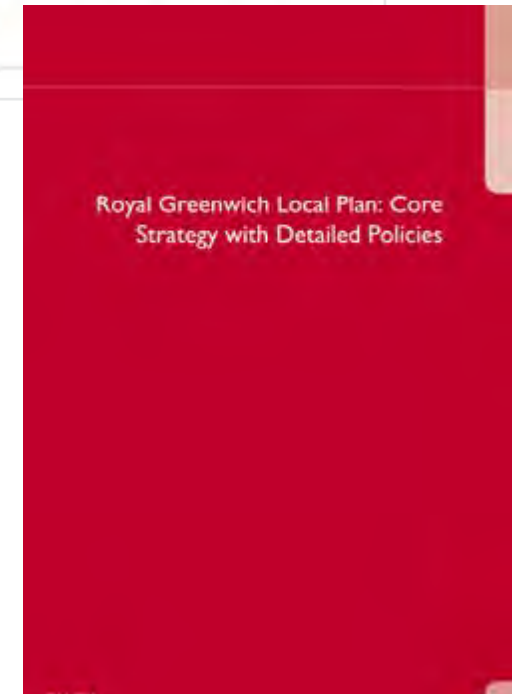
### *Regional policy: The London Plan*

The potential of Charlton Riverside was first recognised in the 2008 London Plan when it was designated an Opportunity Area, and Policy 2.13 encourages boroughs to progress and implement planning frameworks to realise the potential of such areas. Much of the new housing identified for Royal Greenwich, during the plan period to 2025, will be delivered in the Opportunity Areas of Charlton Riverside, Greenwich Peninsula and Woolwich (Policy 3.3).

### *Local policy: Core Strategy*

The Royal Greenwich Local Plan: Core Strategy (adopted 2014) provides considerable direction in terms of the Royal Borough's aspirations for the Charlton Riverside site, which is identified as a Strategic Development Location. In addition to site specific policies concerning the delivery of 3,500-5000 new homes in a mixed-use urban quarter at Charlton Riverside, there are a number of thematic policies in respect of housing, employment, public transport, waterfront development, building heights, the quality of the built environment, open space and social infrastructure. Taken together, these provide the core policy basis for the re-development of Charlton Riverside.

In terms of site specific policy, Policy EA2 is the critical point of reference in the Core Strategy. This sets out a requirement for a new, high quality mixed use, river front development providing 3,500 to 5,000 new homes at Charlton Riverside.



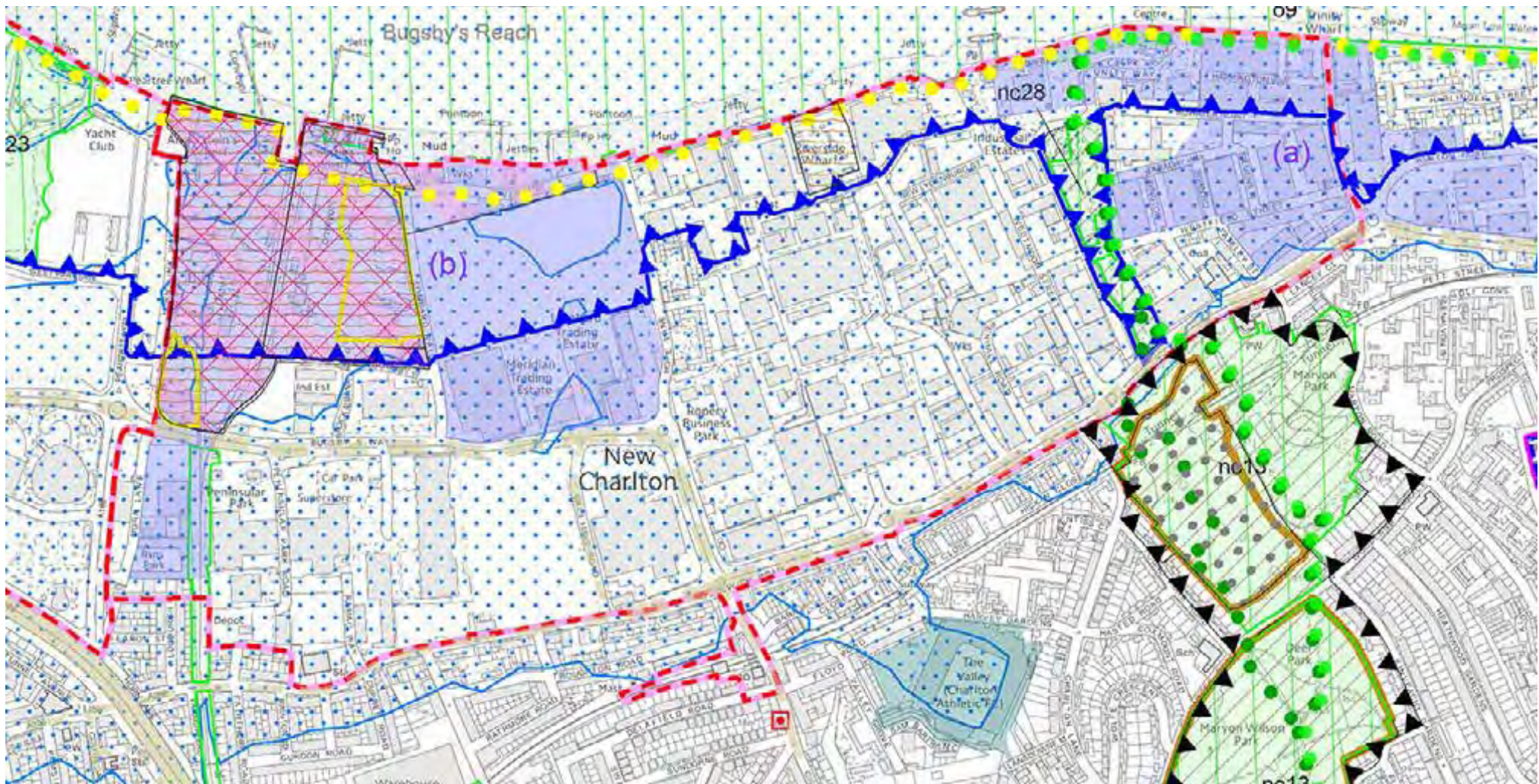


Figure B.1: Royal Borough of Greenwich Core Strategy Policy Plan, (extract)

This new, mixed-use urban quarter will provide new community and education facilities, improved employment and commercial space (particularly for small businesses), new and improved open spaces and improvements to Charlton Rail Station and the Thames Path. The Core Strategy anticipates that just over 70% of the new housing will be delivered during the plan period, i.e. up to 2028 (commencing in 2017).

Thematic policies are explored in the relevant sections, below.

### **Local policy: Emerging policy**

The Royal Borough also recently consulted on the Site Allocations Local Plan issues and options document (March 2016) which will eventually form part of the Local Plan, alongside the Core Strategy. This identifies Charlton Riverside as a key regeneration area with sites C1, C2 to C5 (inclusive) and C7 to C9 (inclusive) specifically identified. Stakeholder responses to this consultation have been considered as part of the preparation of this revised SPD.

## **B.3 Housing**

### **National Policy: NPPF**

The NPPF promotes the delivery of a wide choice of high quality homes, more opportunities for home ownership and the creation of sustainable, inclusive and mixed communities (paragraph 50) where housing meets the needs of all of its population, now and in the future. It also seeks to ensure that developments are: attractive;

function well; have a strong sense of place, identity and history; and are safe and accessible by all (paras 58 and 61).

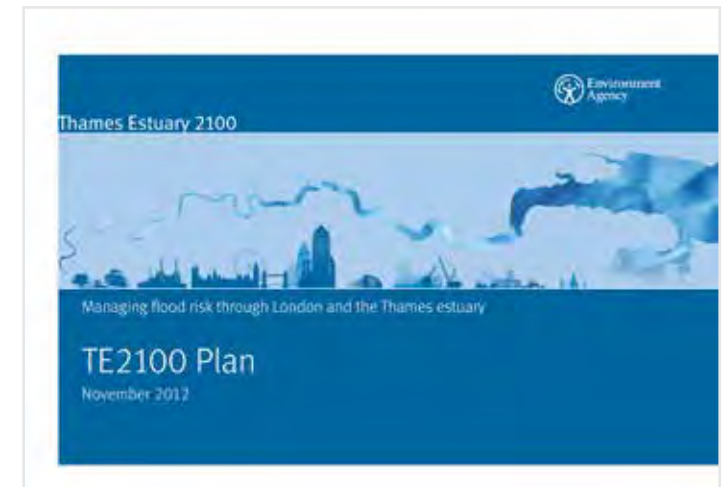
### **Regional policy: The London Plan**

The London Plan sets out London-wide policy in respect of the delivery of new homes covering matters such as housing need and supply (Policy 3.3), optimising the potential of sites to deliver housing (Policy 3.4), the quality of the of the built environment and housing, in particular (Policy 3.5), housing mix and choice (Policy 3.8) and the need for balanced communities, with a mix of opportunities and tenure (Policy 3.9) and sufficient levels of affordable housing to meet housing needs (Policy 3.10).

### **Local policy: Core Strategy**

Policy H1 requires the delivery of 38,925 homes in the current plan period (a figure that will be reviewed and revised, as necessary). The vast majority of that housing provision will be delivered on brownfield land, and the Strategic Development locations, including Charlton Riverside, will have an important part to play in that delivery.

Policy H2 sets out the Royal Borough's requirements in respect of housing mix and specifically references the need for larger, family housing (3 bed and larger). The Core Strategy cites the South East London Strategic Housing Market Assessment (SHMA, 2009), which identified the housing need in Royal Greenwich, including the need for a significant proportion of new housing to be family housing (across all the



sectors - market, intermediate and affordable).

Policy H3 requires all new housing development over 25 dwellings to deliver at least 35% affordable housing, of which 70% should be social/affordable rented and 30% intermediate housing (the Affordable Housing Viability Assessment, revised in 2012, provides the background to the levels of affordable housing required).

Where new housing developments are located adjacent to the safeguarded wharves, they “should incorporate in the design and layout, protection against noise, air quality, lighting and/or vibration to preserve the amenity of future residents” (para 4.1.28 to support Policy H5 Housing Design and see, also, para 4.2.9).

## **B.4 Employment**

### ***National Policy: NPPF***

Paragraph 21 states that local planning authorities should plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries, and facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

### ***Regional policy: The London Plan***

Policy 2.17 states that Strategic Industrial Locations (SIL) should be promoted, managed and protected for their industrial and related capacity – Charlton Riverside has two SIL designations within its boundaries (see figure A.1). Development proposals in SIL areas will

only be allowed if they fall within the industrial type activity or are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework or borough development plan document (such as Royal Greenwich’s Core Strategy). Development proposals adjacent to a SIL should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities. The London Plan also states that strategic logistics provision should be concentrated on Preferred Industrial Locations (PILs), such as the Angerstein Wharf site, to maximise the use of rail and water-based infrastructure, whilst also encouraging more effective use of land.

Royal Greenwich falls within the category of boroughs who should adopt a ‘Managed’ transfer of industrial sites, according to the Mayor’s Supplementary Planning Guidance (SPG): Land for Industry and Transport (September 2012). This means that there is a benchmark figure of 50ha of SIL release in the Royal Borough up to 2031 which is consistent with the 2012 Employment Land Review. The SPG advises that the boroughs in this category should generally adopt a rigorous, but sensitively managed, approach to transfer of surplus capacity to other uses, whilst also ensuring adequate capacity for waste, logistics, and other functionally important uses.

### ***Local policy: Core Strategy***

Policy EA2 Charlton Riverside states that employment will be consolidated to maximise

the use of land whilst maintaining employment levels in the waterfront area. New development at Charlton will require sufficient buffering from the retained SIL and the safeguarded Riverside, Angerstein and Murphy’s Wharves to minimise the potential for conflicts of use and interference to new residents. It is important to note that the Royal Borough intends to keep the status of Riverside Wharf under review on the basis that there may be justification for its release from safeguarding in the future or for its relocation.

Charlton Riverside includes both Industrial Park (IBP) and Preferred Industrial Location (PIL) designations. Under Policy EA4 Strategic Industrial Locations, IBPs are considered particularly suitable for activities that need better quality surroundings including research and development and light industrial. Offices and higher value added activities can yield higher job densities allowing employment uses to operate in close proximity to residential uses. The policy also recognises the importance of aggregates to the economy and the key role that the PIL land - including Angerstein and Murphy’s wharves - plays in the processing and transportation of aggregates to London and the south east.

## B.5 Transport

### **Regional policy: The London Plan**

Policy 6.1 commits to strategic delivery of development, with integrated solutions in terms of transport infrastructure. Policy 6.2 addresses the need for providing public transport capacity, with existing provision retained and enhance and new development being required to show how it either provides new capacity or safeguards the provision of new capacity in the future. Policy 6.7 sets out the requirements in terms of street-based transport, primarily the bus network, and the need for partnership across the various levels of government in London. Policy 6.9 gives direction in terms of cycle provision, with targets in terms of modal share (numbers of journeys by bike as a percentage of all journeys in London), and partnership across agencies to deliver cycle infrastructure. Policy 6.10 does the same for walking as a means of moving around London. Policies 6.11 and 6.12 address issues of congestion and road capacity. Policy 6.13 gives direction in terms of parking provision, with maximum levels of provision by dwelling size and a requirement that new development in areas of good public transport accessibility should seek to deliver parking at a rate of less than 1 space per dwelling.

### **Local policy: Core Strategy**

In terms of minimising the impact of development on the road network at Charlton Riverside, Policies IM5 Freight safeguards Angerstein, Murphy's and Riverside Wharves for river-based cargo handling and to relieve pressure on the road network. Charlton Riverside

also has a safeguarded railhead for aggregates distribution. Policy IM(a) also discourages heavy goods vehicles from using local roads (except for essential deliveries) and states that traffic must not overwhelm the character of an area. Policies IM(a) and IM(b) both promote strategic and local cycling and pedestrian routes and ensuring the safety of cyclists and pedestrians. The eastern part of Charlton Riverside includes part of the Green Chain Walk and Capital Ring, strategic walking routes in/ around London.

## B.6 Flood Risk

### **National policy: NPPF**

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere (paragraph 100).

### **Regional policy: The London Plan**

Policy 5.12 Flood Risk Management states that new developments should aim to reduce the risk of flooding and identify specific opportunities for flood risk management measures, particularly in areas adjacent to existing flood defences, such as Charlton Riverside. Development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible should aim to be set back from the banks of watercourses and those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.





### **Local policy: Core Strategy**

The majority of Charlton Riverside falls within an area at risk from flooding (Flood Zone 3a). When building in this designation, the Royal Borough's Strategic Flood Risk Assessment (SFRA) must be used to inform development and reduce flood risk (Policy E2 Flood Risk), and new development should be designed in line with the management of surface water. Whilst the area is afforded protection by the Thames Barrier, it is classified as a high residual flood risk area under Policy E3. As such, development should implement risk reduction measures with the primary aim of reducing risk to life and applicants should provide a flood risk assessment and flood plan.

## **B.7 Design**

### **Regional Policy: The London Plan**

Policy 3.5 of the London Plan sets out the requirements in terms of the quality of the built environment that new residential development should seek to deliver. Chapter 7 of the Plan focuses on the quality of the built environment, generally, with policies providing direction in respect of the creation of neighbourhoods that are sustainable and will stand the test of time (Policy 7.1), accessibility and inclusivity (Policy 7.2), issues relating to crime (Policy 7.3), character of development (Policy 7.4) and public realm (Policy 7.5). Policy 7.7 sets out the policy with respect to tall buildings.

In addition, the Mayor's Housing Supplementary Planning Guidance (SPG) and London Housing Design Guide provide guidance and direction

across a similar range of themes, with a more specific focus on housing delivery.

### **Local policy: Core Strategy**

Policy H5 sets out the Royal Borough's requirements in respect of the design of new housing, and references Policy DH1, which sets out the Royal Borough's requirements in terms of design quality, generally.

Charlton Riverside sits within the Thames Policy Area. Development here is covered by Policy DH(k) which requires a high quality design which respects the special character of the River Thames in that area, taking into account strategic and local views. Development should seek to protect and enhance the river and its foreshore for wildlife and nature conservation; avoid encroachment other than for river dependent uses; and contribute positively to the improvement of the local environment.

Policy DH2 and supporting paragraph 4.4.21 state that tall buildings may be appropriate at Charlton Riverside:

*as long as the appropriate public transport infrastructure is delivered to support these and sufficient consideration is given to any existing historic assets and distinctive character features.*

This policy should also be considered alongside Policy DH(k) discussed above.

## **A.8 Heritage Assets**

### **Regional policy: The London Plan**

Policies 7.8 and 7.9 give direction as to the nature and importance of London's heritage assets and how these might be integrated into development proposals and provide a stimulus for regeneration.

### **Local policy: Core Strategy**

The Core Strategy recognises the importance of Royal Greenwich's heritage assets and provides direction as to how these should be retained, enhanced and, where possible, integrated into development proposals (Policy DH3). The importance of local views and vistas, particularly the Thames-side panorama from the open space adjacent to the Thames Barrier is highlighted (Policy DH(g)). Listed buildings (Policies DH9(i) and DH(j)) are also identified as making a positive contribution to the character of Royal Greenwich. Policy DH(k) addresses the importance of the heritage aspects of the Thames Policy Area.

## **B.9 Open Space**

### ***Regional policy: The London Plan***

The London Plan seeks to: protect, promote, expand and manage London's network of green infrastructure; protect against the loss of open space; and address provision in areas of deficiency (Policies 2.18 and 7.18). The western portion of the Charlton Riverside site is identified as an area deficient of local parks.

### ***Local policy: Core Strategy***

Charlton Riverside includes a strip of Metropolitan Open Land (MOL) connecting the Thames Barrier to Woolwich Road (Eastmoor Street Park), and further south to Maryon and Maryon Wilson Parks, Charlton Park and Woolwich Common.

Policies OS1, OS2, OS3 and OS(a) in the Core Strategy and Policy 7.17 in the London Plan give strong protection to MOL. Eastmoor Street Park also forms part of the South East London Green Chain and the associated Green Chain Walk will therefore need to be promoted and enhanced as an accessible, regional and outdoor recreational resource and visual amenity.

## **B.10 Environment**

### ***Regional policy: London Plan***

Policies 7.14 Improving Air Quality and 7.15 Reducing Noise and Enhancing Soundscape, set out the requirements in terms of the quality of the wider environment and its significance for built development. Policy 7.19 Biodiversity and Access to Nature seek to protect designated sites and encourage the delivery of new sites for habitat and biodiversity. Associated policies cover geological conservation (7.20) and the management, maintenance and enhancement of trees and woodland (7.21)

### ***Local policy: Core Strategy***

Policies E(a), E(b) and E(c) focus on pollution, supporting London Plan Policies 7.14 and 7.15. The whole of Royal Greenwich is an Air Quality Management Area because of its existing poor air quality due to elevated mean concentrations of nitrogen dioxide (NO<sub>2</sub>) and particulate matter, largely as a result of local traffic. Developments should include design solutions, buffer zones or steps to promote greater use of sustainable transport modes.

The site includes two designated Site of Importance for National Conservation (SINCs) as shown on Figure A.1 – the Westcombe Park Railsides in the west, and Eastmoor Street Park in the east. Policy OS4 Biodiversity in the Core Strategy and London Plan Policy 7.19 seek to protect designated sites such as these. Development adjacent to protected SINCs will need to demonstrate that habitats will not be adversely affected.

## **B.11 Community Infrastructure**

### ***National policy: NPPF***

Planning policies should aim for mixed-use developments, strong neighbourhood centres and active street frontages to encourage members of the community who do not normally mix, to interact with each other (paragraph 69).

### ***Regional policy: The London Plan***

The London Plan sees regenerating opportunity areas as a significant opportunity to improve health and reduce health inequalities (Policy 3.2). New development should be supported by necessary and accessible health and social infrastructure. This can be achieved through: ensuring employment and economic development meets the needs of the community; improving access to green and open spaces; supporting safe and sustainable transport systems; improving air quality; reducing noise; and ensuring that there are a good range of local services. Policies 3.18 Education Facilities and 3.19 Sports Facilities also seek to ensure that development proposals include provision of new or improved educational and sports and recreation facilities.

### ***Local policy: Core Strategy***

Policies CHI (Cohesive Communities) and CH2 (Healthy Communities) provide direction in terms of social and community infrastructure provision in Royal Greenwich. The Infrastructure Delivery Plan and Joint Strategic Needs Assessment provide an evidence base for the levels and type of community infrastructure which it is expected will be delivered as part of

any new development. Policy IM1 (Infrastructure) requires all qualifying development to provide the requisite infrastructure, facilities and amenities necessary to serve and support that development and its associated population, as well as mitigating any negative impacts on the surrounding area and community.

## **B.12 Sustainability**

There is much guidance that already exists at the regional and local level which this SPD does not seek to replicate; as such a brief overview is set out below.

### ***Regional policy: The London Plan***

The policies and targets in Chapter 5 of the London Plan comprehensively cover how development should respond to climate change in terms of: climate change mitigation – leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019; sustainable design and construction; decentralised energy networks; renewable energy; overheating and cooling; urban greening; green roofs and development site environs; flood risk management; sustainable drainage; water and waste management; aggregates; and contaminated land. Further detail is provided in the Mayor’s Sustainable Design and Construction Supplementary Planning Guidance adopted in 2014.

### ***Local Policy: Core Strategy***

Core Strategy Policy DHI Design covers all aspects of design for buildings including environmental sustainability in terms of appropriate layout and orientation, enhancing biodiversity, water efficiency, waste management and the integration of living roofs or walls. The Royal Borough expects all major developments to at least achieve ‘Excellence’ and will seek an ‘Outstanding’ rating wherever possible for non-residential buildings. It is supported by further detailed guidance in the Greener Greenwich SPD adopted in September 2014.

## **B.12 Waste**

### ***Local policy: Core Strategy***

In line with the London Plan, Policy IM2 Waste Apportionment safeguards all existing waste transfer and management sites for waste management use, unless appropriate compensatory provision is made in appropriate locations. Days Aggregates on Lombard Walk is such a site and helps the Royal Borough meet its waste apportionment targets as set by the London Plan.