

# Charlton Riverside

## Conservation Area Character Appraisal SPD

March 2021

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## I.0 Overview of the Conservation Area

### Summary of Special Interest

The main features of *Charlton Riverside Conservation Area's* special historic and architectural interest are:

- Distinctive **industrial riverside character** derived from historic and current use by the boat building, shipbreaking and wharfside transportation industries
- Most buildings are **local heritage assets** associated with riverside industry
- Strong visual connection with the **River Thames**, crucial to the area's sense of place
- Strong contribution of **riverside infrastructure & archaeology**: wharves, boat slips, jetties, dry docks and foreshore artefacts
- **Compact, quiet and secluded** character
- **Small intimate scale** to streetscape: building heights of 2-3 storeys
- Retention of historical **street pattern**
- Expansive **views** of the Thames and key landmarks
- **Anchor & Hope Wharf**: maritime archaeology site of dismantled naval warships of international significance
- **Cory's Barge Works**: Victorian barge building and lighterage operation, still operational as part of Cory Riverside Energy; key site linking residential and commercial character zones
- **Derrick & Atlas Gardens**: rare surviving example of Edwardian social housing for Cory's workforce, grouped around tree-lined greens
- **Anchor & Hope pub**: historical landmark and popular local amenity, serving workers in riverside industry

### Date of Designation

*Charlton Riverside Conservation Area* was designated in March 2018 and was identified through master planning within the Charlton Riverside SPD 2017 and accompanying evidence base (Heritage & Employment Study 2017).

### Location

The Conservation Area lies on the south bank of the Thames, approx. 2.3 miles from both Woolwich and Greenwich, between Greenwich Peninsula and the Thames Barrier. It is bounded by aggregate sites to the west (Tarmac, Cemex & Day) industrial estates to the east (VIP Trading Estate), a distribution facility to the south (Sainsbury's) and the Thames to the north.

### Boundary

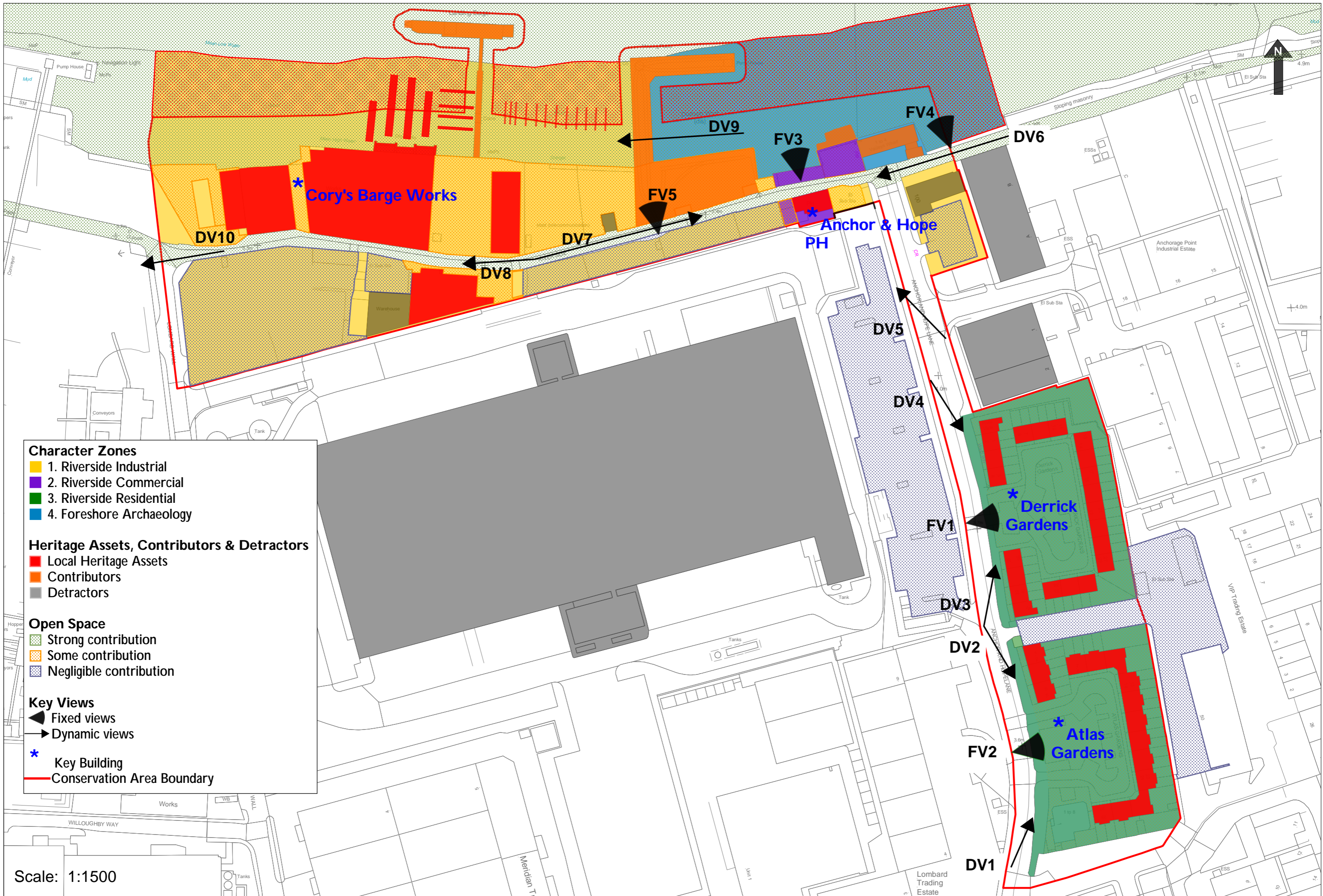
The conservation area encompasses the northern part of Anchor and Hope Lane including Derrick and Atlas Gardens, a short section of Lombard Wall, Riverside and the stretch of foreshore parallel to Riverside with its associated wharves, jetties and slipways (Durham and Vaizey's Wharves, Cory's slips and dry docks). The southern boundary follows the line of the 19th century rope works (lost).

### Topography and geology

Located on the alluvial flood plain of the Thames River Basin, the terrain is flat and sits at and slightly above high tide level. Geology comprises layers of alluvial river silts and sands as a result of the post-glacial rise in sea level within the Lower Thames Valley.

### Planning and other designations

- **Area of High Archaeological Potential (AHAP) 5**: Greenwich Peninsula and Foreshore.
- **Flood Zone 3** (high risk)
- **Aggregates Zone** – north section of conservation area on Riverside
- **Strategic Industrial Location** – west of Anchor and Hope Lane
- **Thames Policy Area** – north of Derrick Gardens
- Charlton Bargeworks (Cory's) – protected as a **Waterway Support Facility** (under Royal Greenwich Local Plan policies EA2 & IM5)
- **Thames Path** – national walking route, passes along Riverside



**Character Zones**

- 1. Riverside Industrial
- 2. Riverside Commercial
- 3. Riverside Residential
- 4. Foreshore Archaeology

**Heritage Assets, Contributors & Detractors**

- Local Heritage Assets
- Contributors
- Detractors

**Open Space**

- Strong contribution
- Some contribution
- Negligible contribution

**Key Views**

- Fixed views
- Dynamic views
- Key Building
- Conservation Area Boundary

Scale: 1:1500

## 2.0 Character

### 2.1 Key Buildings: contributors and detractors

The buildings and structures of the conservation area contribute in different ways to its overall character and appearance, some positively (key buildings and local heritage assets, positive contributors) others negatively (detractors). The contributions of individual structures are shown on the interactive layered map above.

#### Local Heritage Assets & Key Buildings

Buildings designated by the Royal Borough as having architectural or historic interest and which feature on Royal Greenwich's [Local Heritage List](#) (see Appendix I).

- I-41 Derrick Gardens
- I-30 Atlas Gardens
- Anchor & Hope Pub, Riverside
- Cory's Barge Works including slips and dry docks, Riverside

#### Positive Contributors

Unlisted buildings or structures that help to shape the character and appearance of the conservation area.

- Cory's Barge Works: Jetty & Crane
- Durham Wharf & Jetty
- Foreshore Archaeology at Anchor & Hope Wharf
- Vaizey's Wharf

#### Detractors

Buildings out of character due to their scale, design, facing materials, building type or the way they relate to neighbouring buildings.

- Watercoombe House, 100 Anchor and Hope Lane
- Anchorage Point, 90 Anchor and Hope Lane (outside boundary)
- Sainsbury distribution centre, acoustic screen (outside/on boundary)
- Temporary structures on Riverside



Cory's Barge Works



Atlas Gardens



Watercoombe House, 100 Anchor and Hope Lane



Anchorage Point, 90 Anchor and Hope Lane



Sainsbury's Distribution Centre, Anchor & Hope Lane



Sainsbury's acoustic screen, Anchor and Hope Lane

## 2.2 Character Zones

### Zone I: Riverside Industrial

#### Cory's Barge Works (now Cory Riverside Energy - Lighterage)

- William Cory & Son (est. 1838) was one of principal transport enterprises in London & Southern England distributing coal during 19th century and fuel, oil, grain and other commodities during the 20th century. In the 21st century Cory Riverside Energy is a leading Energy from Waste operator and largest lighterage operator on the Thames
- Barge works established in 1873 to build and repair the 'lighters' (flat-bottomed barges) used to distribute coal
- Of particular significance locally but also of wider significance given rarity of riverside heritage on Thames: continued presence of 181-year-old business in operation on same site for almost 150 years is exceptional
- Boat building, repair and maintenance is a long-established tradition at Charlton Riverside, mapping evidence shows an earlier boatyard slightly to the east
- Buildings on site date from 3 periods - 1870s/80s, 1911 and 1950s/60s - and comprise two large groups of pitched-roof brick sheds fronting the river and two flat-roofed brick office blocks
- Boat repair sheds: range of 4 smaller sheds to west are earliest structures on site dating from 1870s/1880s and represent earliest phase of the Barge works. Wooden-frame construction; iron-framed roofs replaced with steel trusses in 1911 expansion works
- Covered slipways: range of 5 large sheds to the east contain boat slipways, dating from 1911 expansion of works. Original steelwork structure and roof trusses and external stock brick walls survive; roofing replaced with corrugated metal sheeting, still operational
- Protected as a waterway support facility in the Royal Greenwich Local Plan (policies EA2 and IM5)



Cory's logo, Office Block (south), Riverside



Cory's Barge yard

- Office blocks: fronting onto Riverside, date from 1950s/60s, in streamlined functional style with glazed brick stairwells, southern block displays Cory's logo. Plainer northern block serves as main administration building
- Associated historic features survive on foreshore: dry docks and boat slips. Jetty and crane are modern replacements but in historic location as shown on 1914 OS map



Cory's Barge Works from the north, showing boat repair sheds, covered slipways, office blocks, dry docks, slips, crane and jetty



Covered slipways of 1911



Covered slipway of 1911 from Riverside



Boat repair sheds of 1870s-1880s



Covered slipway of 1911 from Riverside, detail



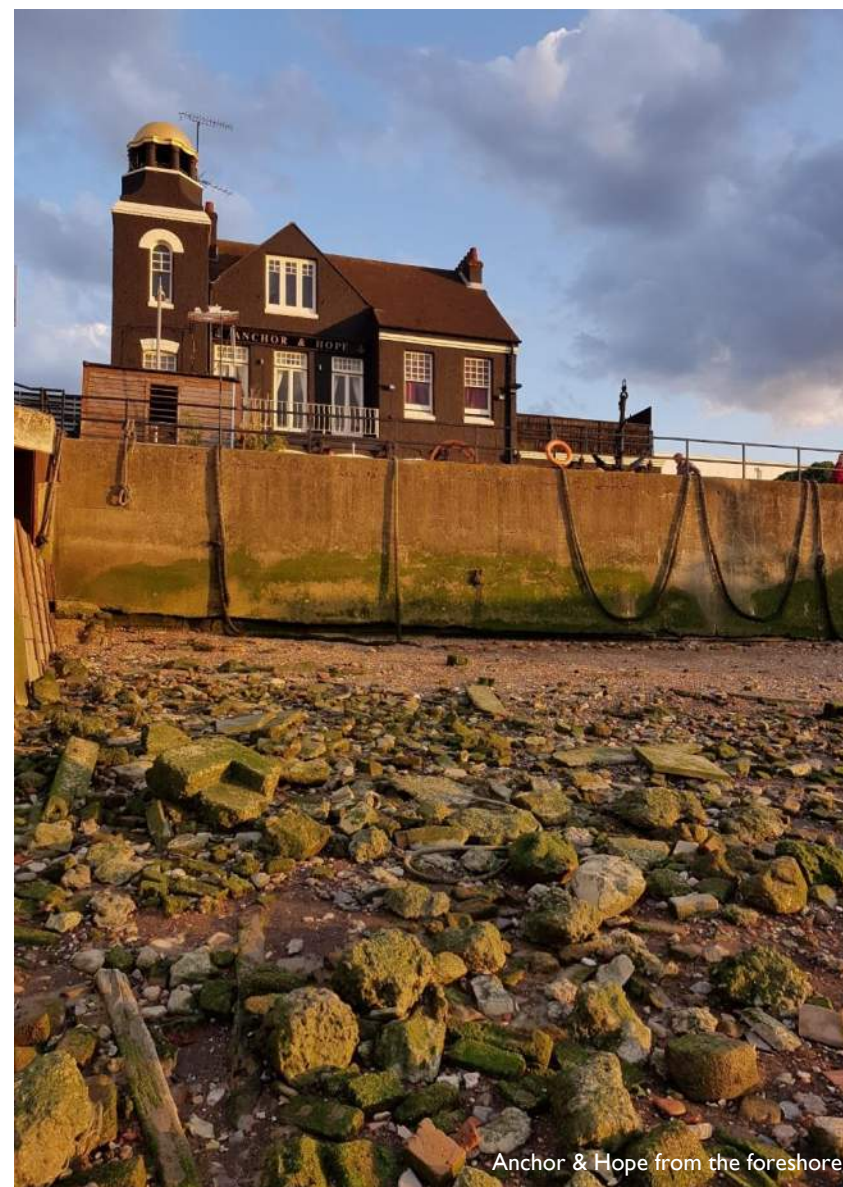
## Zone 2: Riverside Commercial

### Anchor & Hope Pub

- Local landmark and riverside asset that makes an important contribution to the character of the area
- Distinctive Golden dome a feature of riverfront for over 100 years: can be glimpsed in background of 1905 watercolour (held in the National Maritime Museum, see p.13)
- Rebuilt 1899 although there has been a pub on the site serving boatyard workers, ferrymen and lightermen for over 400 years
- Substantially intact 3 story building with pitched roof, gable, feature tower, chimneys and historic timber casement/sash windows
- Tranquil and secluded riverside terrace with panoramic views of the river and warship timbers on the foreshore below (see Zone 4)
- Popular local amenity on the Thames Path



Contemporary sketch of 1899



Anchor & Hope from the foreshore

### Zone 3: Riverside Residential

#### Derrick and Atlas Gardens

- Key buildings and important positive contributors
- Erected 1908-10
- Symmetrical composition consisting of groups of terraced maisonettes planned around two secluded partially-enclosed greens with mature trees; a garden suburb in miniature
- Rare example of Edwardian social housing built by Cory's for their workers, including the 'coalies' who worked on the floating coal berths or derricks, known as 'Atlas 1' and 'Atlas 2'
- Provided workers with higher living standards: designed with internal bathrooms and sheltered play areas for children to the rear
- Reflect an important period in the area's history when Charlton's boatyard industry at its height, represent Cory's enterprising legacy
- Domestic Revival style with contrasting red brick for door and window arches, shallow double height bay windows and decorative brickwork features add to visual interest: red brick aprons and white-painted keystones, projecting pedimented porches, bullseye, round-headed and segmental-headed windows, tall chimneys
- Unified development with shared architectural detailing, though design of each is subtly different and follows a distinct pattern:
  - **Derrick Gardens:** Three separate blocks with hipped end-terrace roofs, gables on alternate properties, single entrance beneath projecting brick porch with segmental arch and pointed or curved pediments, single segmental-headed window above
  - **Atlas Gardens:** Continuous terrace with characterful corner treatments with doors in angles and bullseye windows; gables alternate with pyramidal turrets, double entrance beneath projecting brick porch with round arch and pointed or curved pediments, two round-headed windows with keystones above



### Vaizey's Wharf

- Three-storied 1980s development built on former Anchor and Hope Wharf
- Traditional pitched roof with large gables and feature tower on the river front
- Building and roof form designed to complement nearby Anchor and Hope pub
- Characteristic use of timber joinery: doors, windows, external shutters and cladding, referencing historic ships timbers on adjacent foreshore and which form the construction of the wharf

### Zone 4: Foreshore Archaeology

The Conservation Area sits within a designated **Area of High Archaeological Potential (AHAP)**: *Greenwich Peninsula and Foreshore* (see appendix 2). As well as visible evidence on the foreshore, the area has the potential to contain a rich archaeological legacy, since much of the ancient landscape lies buried beneath land reclaimed from the former marsh.

### Anchor & Hope Wharf & Vaizey's Wharf

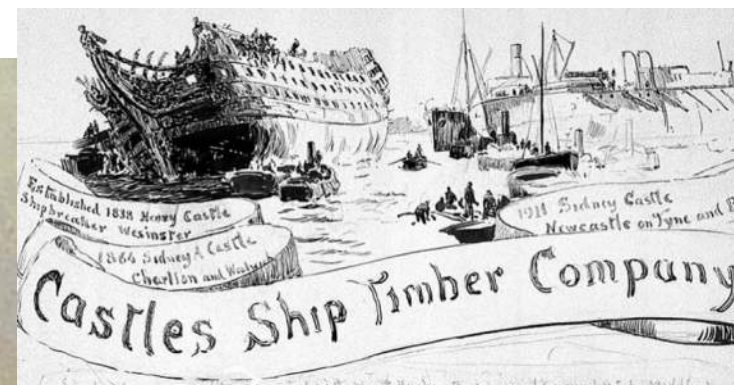
- Large site of international significance in the field of maritime archaeology
- Comprises timbers of large, first class naval warships including the most powerful warship in the world in 1852: HMS Duke of Wellington (1852), 131-gun first-rate ship of the Royal Navy and flagship of Baltic Fleet in Crimea, as well as the Impregnable, the Caledonian, and ironclad Ajax V and Alexandria
- Site occupied by Castle & Beech (est. 1856), official "Admiralty Shipbreaking Yard" from 1864 until 1933



Foreshore Archaeology: structure north of Vaizey's Wharf

- Archaeological investigations of the timber structures on the foreshore in 2011 concluded the following!
  - Structure north of Vaizey's Wharf built 1904-5 of 100 re-used timbers from warships including HMS Duke of Wellington (launched 1852; broken up 1904) and armour plate from ironclad battleship HMS Ajax V (launched 1880; broken up 1904). Thought to be a crane base, this structure appears on the 1916 OS map (see Appendix 3).
  - Slipway of 80 re-used warship timbers from 3 vessels located 50m to east of wharf, built 1861-85 used for shipbreaking
  - Revetments on eastern, northern and western faces of Vaizey's Wharf also built of re-used warship timbers
- Believed to be the only known and accessible archaeological evidence in Europe of large, powerful 19th century warships and of a revolutionary period in naval architecture
- Evidence of the breaking up of HMS Duke of Wellington in 1904-5 on Charlton foreshore is provided by a contemporary watercolour in the National Maritime Museum (see illustration overleaf)





*'Breaking up the Hannibal and Duke of Wellington'*, 1905, by W L Wyllie. The golden dome of the Anchor & Hope can be seen in the background  
© National Maritime Museum

## 2.3 Building Materials

### Zone 1: Riverside Industrial

- Walls: yellow stock brick, corrugated metal sheeting
- Roofing: modern corrugated metal sheeting and asbestos sheeting, iron- and steel-framed trussed roof construction supported on columns
- Wharves, jetties, dry docks, boat slips: timber and metal structures

### Zone 2: Riverside Commercial

- Walls: painted render/pebbledash
- Roofing: traditional clay tile
- Windows: timber casements, timber sashes with 4-over-1, 12-over-1 or 16-over-1 glazing pattern
- Doors: timber French Windows x3 at first floor level with multi-pane toplights, modern timber replacements at ground level

### Zone 3: Riverside Residential

- Walls: brown/yellow multi stock brick with red brick detailing to windows, eaves and chimneys, hanging slate to bay windows, timber cladding painted white
- Roofing: traditional grey slate
- Windows: traditionally Edwardian-style sashes with 6-over-1 pane glazing pattern, now upvc replacements in same style, timber casements
- Doors: modern timber replacements

### Zone 4: Foreshore Archaeology

- Structures and artefacts: timber and iron



Riverside residential: Derrick Gardens, detail

### Boundaries and streetscape

- Pavements: largely asphalt with granite kerbs
- Road surfaces: asphalt
- Street furniture: modern galvanised steel lampposts, modern steel street signage, traditional fingerposts for Thames Path
- Boundaries: brick walling (yellow stock, red and multi), wire, timber, concrete panel and galvanised steel security fencing, fishing rope



Riverside Commercial: Anchor & Hope PH



Riverside Industrial: Cory's Barge Works



Riverside: Boundary treatment



Foreshore Archaeology

## 3.0 Key Views

Views make an important contribution to our capacity to appreciate the character, appearance and setting of the conservation area. Significant views are identified and shown on the map at the beginning of the document.

### 3.1 Significant fixed views (FV)

Fixed views are those seen from a particular viewpoint

**FV1: Derrick Gardens from Anchor and Hope Lane**

**FV2: Atlas Gardens from Anchor and Hope Lane**

- Views into self-contained architectural set pieces. Mature trees and private and public green space make a strong contribution

**FV3: Thames panorama from Anchor and Hope pub riverside terrace**

- Peninsula and the O2, north bank & Emirates Cable Car
- River infrastructure: wharves, jetties, cranes, barges and tugs
- Cory's Barge Works: riverside operations
- Foreshore archaeology: naval warship timbers

**FV4: Thames panorama from Thames Path (east of Vaizey's Wharf)**

- Thames Barrier, Woolwich Ferry & Tate & Lyle Sugars Factory
- Peninsula and the O2, north bank
- River infrastructure: wharves, jetties, cranes, barges and tugs
- Foreshore archaeology: naval warship timbers

**FV5: Durham Wharf from Riverside**

- View of wharf and surviving rail tracks onto jetty

**FV6: St Luke's Church Tower from north bank of the Thames**

- Historic view of St Luke's church tower, Charlton Village
- Includes views of golden dome of the Anchor & Hope and Cory's Barge Works

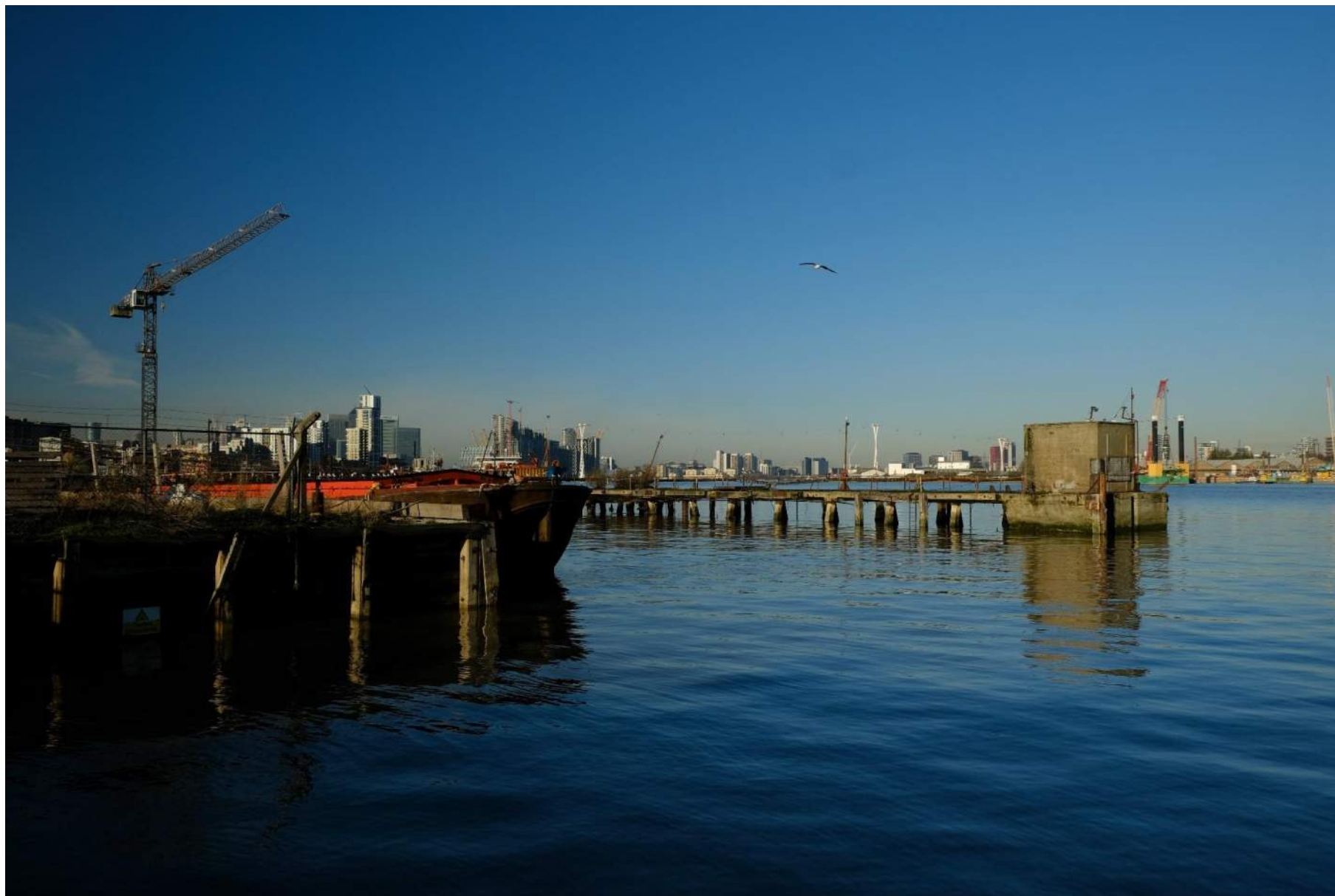


View of Atlas Gardens



View of the Thames Barrier from the Thames Path





View from Anchor & Hope's riverside terrace

### 3.2 Significant dynamic views (DV)

Dynamic views are those slowly revealed through the movement of the viewer which give a sense of spatial character and architectural quality. The following local heritage assets and key buildings are the focal points:

#### DVI-4: Derrick and Atlas Gardens

- Long views up and down Anchor and Hope Lane. Mature trees and green spaces play an important role

#### DV5-7: Anchor and Hope Pub

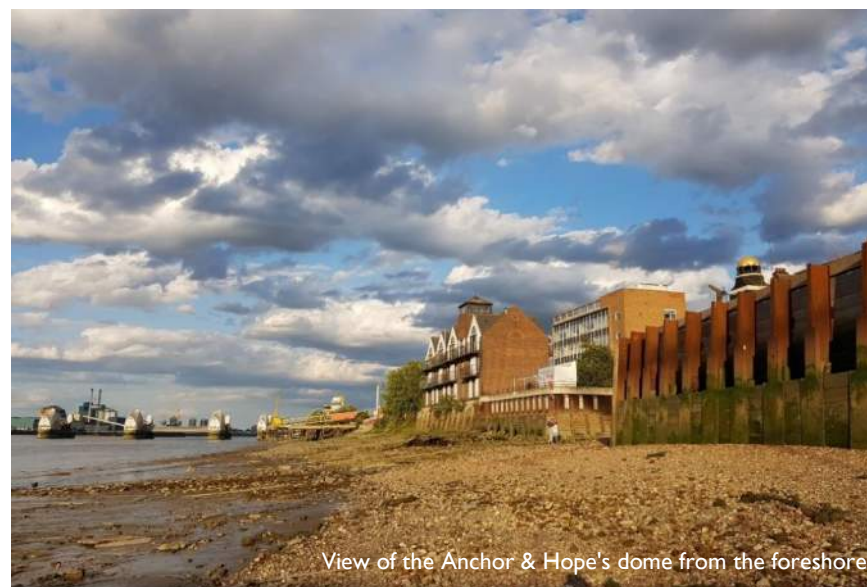
- Long views from Anchor and Hope Lane, along Riverside and from the foreshore of this local landmark with its distinctive golden dome

#### DV8-9: Cory's Barge Works

- Views from Riverside and from the foreshore at low tide

#### DVI10: Views towards aggregate works

- Dramatic views out of the conservation area



View of the Anchor & Hope's dome from the foreshore



View of Cory's Barge Works from the foreshore



View of Atlas Gardens from Anchor and Hope Lane



View out of the Conservation Area towards the aggregates works (Tarmac)

## 4.0 Open Space Assessment

There are significant amounts of open space both inside and immediately outside the conservation area, some of which make a strong contribution to character and appearance, others no or negligible contribution. Open space contributes in two ways:

- By enabling views through, into and out of the conservation area
- By providing a setting for the area's heritage assets

Open space is defined as any undeveloped land or areas of water and here it includes the Thames and the foreshore, private and public gardens and car parks. The contributions of open space are mapped on the interactive map at the beginning of the document.

### 4.1 Open space inside and outside the conservation area

#### *Strong Contribution*

- Enclosed greens and front gardens of **Derrick and Atlas Gardens** are a significant component of the townscape
- **Thames Path** is an important public walking/cycling route and corridor of open space, in frequent use
- **Thames and Foreshore** provide expansive open vistas and are an essential part of the conservation area's character
- **Anchor & Hope Pub** riverside terrace and foreshore access

#### *Some contribution*

- **storage areas and industrial yards**, which allow views of the river and form the setting for local heritage assets. Though hard landscaped, an essential part of the area's industrial riverside character

#### *Negligible or no contribution*

- Watercoombe House **car park**, 100 Anchor and Hope Lane
- Temporary **storage areas** on Riverside (south)

- **Private car parks** to Sainsbury's distribution centre and trading estates e.g. VIP Trading Estate

## 5.0 Condition and Issues

### 5.1 Public Realm

Overall, the external condition of buildings in the conservation area is good. The condition of the public realm, particularly paving, road surfaces and boundaries, is poor and signage/access is limited. The main issues are:

- Poor quality and inconsistent **road and footway surfacing** with many patch repairs
- Bad quality, poorly maintained, inconsistent **boundary treatments** on Riverside and Lombard Wall (concrete, galvanised sheet metal, palisade, chain link, picket, close board, some with barbed/razor spikes etc.) **obscure views of the river** and give a neglected, unwelcome and hostile appearance to walkers and cyclists using the Thames Path
- **Tall acoustic screen** on conservation area boundary obscures views of Anchor & Hope pub and its golden dome
- **Parked cars and refuse bins** along demarcated Thames Path forcing pedestrians to walk on the road
- **Uninviting signage, lack of interpretation, lack of amenities** along waymarked Thames Path discourages walkers and cyclists from stopping *en route*. Leisure activity confined to Anchor & Hope pub
- Loss of **front boundary treatments** to Derrick & Atlas Gardens
- **Foreshore access** limited, obscure, treacherous: possible at a single point via slippery, algae-covered slope with no handrail or signage
- **Lack of activity, vacancy and disuse** (Durham Wharf, Watercoombe House) contributes to an air of neglect and abandonment
- Lack of **parks, accessible green spaces** and soft landscaping



Riverside: Thames Path obstructions and obscured river views



Uninviting signage



Riverside: inappropriate boundary treatments



Poor quality and inconsistent footway surfacing

## 6.0 Management Guidelines

### 6.1 Demolition and Redevelopment

*Guidance: the redevelopment of buildings and areas which detract from the character of appearance of the conservation area and its setting is encouraged.*

The area is under pressure for redevelopment and demonstrates opportunities for enhancement through repair and intensification.

There are opportunities to improve the character of the Conservation Area through the demolition and redevelopment of detractor buildings and sites. Detractor buildings and sites are identified on the interactive map at the beginning of the document. Redevelopment of buildings identified as making a neutral contribution to the conservation area may also be accepted, subject to the quality of the replacement scheme. With regard to vacant sites, it should not be assumed that any development is better than the current situation.

Understanding the significance of this Conservation Area, as defined in this document, is an essential step in securing well-designed places. The Royal Borough therefore encourages development which is sensitive to local character and history while not preventing innovative change, in line with Nation Planning policy Framework (NPPF) Policy 127.

Royal Greenwich will seek the retention of those local heritage assets, structures and features that make a positive contribution to the conservation area, as identified in section 2.1 above. These buildings and structures are central to the area's character, individually and collectively and make a strong contribution to significance. Therefore, proposals for demolition that are considered to constitute substantial harm to the significance of the conservation area, as set out in the NPPF, will not be considered acceptable.

The use of Charlton Bargeworks as a waterway support facility is protected in the Royal Greenwich Local Plan, and therefore any proposals for this site will need to preserve this use. Proposals that increase the proportion of water-borne freight in Royal Greenwich are encouraged in the Local Plan.

Within the Conservation Area, total or substantial demolition of a front boundary or building over 115m<sup>3</sup> or requires planning permission. Demolition without the necessary consent, is likely to result in enforcement action that may result in prosecution and a substantial fine.

Proposals for new development should seek to preserve or enhance and reinforce Charlton Riverside's distinctive industrial character, taking into account the area's intimate scale and prevailing building heights, and where possible improve the visual connection to the Thames and capitalise on the area's expansive riparian views. Proposals must be informed by careful historic analysis and integrate with and complement the existing context by being sympathetic to the historic building form, scale, materials, design and detailing.

Since the Conservation Area is a designated Area of High Archaeological Potential and the archaeological resource is fragile and non-renewable, all applications must be accompanied by an archaeological assessment.

### 6.2 Development in the Setting of the Conservation Area

*Guidance: applications for development schemes within the setting of the conservation area should be determined with reference to the identified views and open space assessment in this appraisal.*

Development within the setting of the Conservation Area should take opportunities to reinforce its local distinctiveness and industrial riverside character. Redevelopment should also look to enhance or better reveal the Area's significance, in line with NPPF policies 185 and 200. Development should be of an appropriate scale and design, having regard to the prevailing scale of development of two to three storeys.

As identified above, different areas of open space in the setting of the conservation area make a different contribution to its character and appearance (see section 4.0).

- Development on areas of existing open space which make a strong contribution to the character of the conservation area is likely to have a harmful impact;

- Development in areas which make a negligible contribution may be possible without causing harm, subject to design, siting, scale, density, choice of materials and retention of mature trees.

When proposing new development within the setting of the conservation area, applicants should assess and describe the likely impact of their proposals on the significance and character of the area, and on the views and open space identified above using Historic England's best practice guidance on *The Setting of Heritage Assets* (2nd edition 2017). This advocates a staged methodological approach for assessing impacts on the setting of heritage assets and including assessment of the extent to which building design may mitigate any adverse impacts on significance.

Development proposals within the setting of the Conservation Area, especially adjacent to Derrick/Atlas Gardens, will need to have regard to the low-rise, intimate character of the Area.

### 6.3 Public Realm

*Guidance: Streets and public spaces should be managed in a way that enhances their character and contribution to the conservation area and made more welcoming and accessible to pedestrians and cyclists*

Character and appearance are sensitive to changes to the public realm and careful consideration is needed. Small changes made over time can have an adverse cumulative impact, as can be seen at Charlton Riverside where piecemeal alterations, neglect and lack of an overall strategy have resulted in disparate and degraded road and footway surfaces, boundary treatments and signage, as identified above.

More sensitive, better quality, consistent design and removal of superfluous street furniture, signage or road markings would help to improve the conservation area, along with the reinstatement of historic boundary treatments and traditional surfaces. Granite setts should be reinstated where possible and paving should preferably be in natural stone or high quality composite stone, rather than concrete slabs or small modular paving.

Public realm improvements could also incorporate parks and green spaces to improve amenity and community health, though these would need to balance with the area's industrial character. Developer contributions could

also be utilised to deliver a better public realm. New schemes should retain any historic surfaces and features and should preserve and enhance the conservation area, using natural materials and colours that are consistent with its character and appearance.

Public realm improvements should be in line with Historic England's guidance in 'Streets for All', see: [www.historicengland.org.uk/publications](http://www.historicengland.org.uk/publications), the London Plan and the Mayor's [Healthy Streets Approach](#).

### 6.4 Untapped Heritage Potential

*Guidance: explore the untapped potential for place-making and reinforcing the Conservation Area's industrial riverside character:*

- Improve the accessibility of the area for pedestrians and cyclists and upgrade the existing walking and cycling environment
- Coordinate with TfL's Local Connections Study to ensure a consistent approach to public realm improvements
- Improve public access to the riverside and foreshore
- Optimise the riverfront as a destination and capitalise on frequent use of the Thames Path and encourage users to recognise, engage with and appreciate the area's heritage:
  - By drawing on strong community ties in the area to develop ideas and community-led projects
  - By animating the riverside and providing visitor focus and heritage-based river attractions such as public art, sculpture
  - By creating interpretative signage, heritage trails etc.
- Increase amenity and leisure offer, for example cafés/toilets, to draw both residents and visitors to the river
- Celebrate and reinforce historic links between Cory's, Derrick & Atlas Gardens and Anchor & Hope pub
- Bring jetties/wharves back into use as viewing platforms, key leisure spots or historic vessel moorings; or create a new 'landmark' jetty

- Encourage historic boat activity, including training/employment in boat repair & maintenance
- Create new parks and green spaces which balance with the area's industrial character
- Use management and enforcement by Parking/Planning to address issues of parking and untidy land along the Thames Path

The Royal Borough encourages discussions with the community and welcomes proposals to work collaboratively to realise the area's potential.

### 6.5 Repair, Maintenance and Alterations

*Guidance: property owners within the Conservation Area are strongly encouraged to undertake regular maintenance and sympathetic minor works to improve the condition and appearance of their properties, which will have a wider positive impact on the conservation area as a whole.*

Maintenance and upkeep of buildings within a Conservation area is generally a matter for the freeholders and leaseholders. The Royal Borough encourages those with an interest in properties to maintain them to a good standard and to consider the effect of minor alterations on the wider character and appearance of the conservation area. Regular maintenance can prevent serious and expensive problems at a later date.

The conservation area could be enhanced through the reinstatement of historic features, including:

- Removal of uPVC or aluminium windows and replacement with more appropriate historic designs in keeping with the building's and area's character
  - Removal of non-historic render, paint or pebbledash without damage to the underlying surface
  - Reinstatement of painted metal rainwater goods and historic boundary treatments
- Most external changes will require planning permission. For further

information, please consult the Planning Portal or the [Planning and Building Control webpage](#).

### 6.6 Conservation Area Boundary

*This appraisal has identified that the boundary of the Charlton Riverside Conservation Area should be extended to include the historic timber structures on the foreshore associated with Cory's Barge Works, so as to protect features which contribute to the conservation area's special interest.*

The boundary of the conservation area will be extended northwards to the low tide line of the foreshore, so as to encompass the historic timber boat slips and sets of dry docks associated with Cory's Barge Works as well as the slipway composed of warship timbers on the foreshore. These structures on the foreshore are revealed at low tide and are an important part of the area's industrial history.

The proposed extension is shown on the interactive map at the beginning of this document and will come into force at the time of adoption of this document.

## Appendix I

### Sources

The [Royal Greenwich Local Heritage List](#) contains detailed descriptions of the local heritage assets referred to in this Appraisal. It is available online and updated regularly.

An Appraisal of Royal Greenwich's *Areas of High Archaeological Potential* by the Greater London Archaeology Advisory Service (GLAAS) can be found on Historic England's website here: [Greater London Archaeological Priority Areas](#).



## Appendix 2

### Historical Development

#### Origins

Charlton Riverside was an area of low-lying marshland, drained for agricultural use in the 18th and early 19th centuries and adopted for industrial uses during the 19th and early 20th century.

Rocque's map of 1741-45 shows the area as a network of fields comprising a mixture of ploughed land and pasture. The historic route between the river and the ancient manor of Charlton on the escarpment to the south was known as (Great) Manor Way. This was re-named '**Anchor and Hope Lane**' in the latter part of the 19th century.

Charlton Riverside had no significant building development until the later 19th century. The Tithe Map of 1826 labels the area 'The Marshe', alluding to its paludal origins, despite being cultivated pasture and meadow. There was only one building in existence during this period: the **Anchor & Hope** public house, which had 16th century origins (parcel 2).



Tithe Map 1826



John Rocque's map of London 1741-45

Records of rental payments to the Lord of the Manor at Charlton House confirm that the Anchor & Hope was already in existence by the 17th century, and was named in the Victuallers List in the 18th century. The 19th century Ordnance Survey maps show that the riverside terrace 'seats' for customers were long established, along with a private 'causeway' from the river, since many customers arrived by boat.

The Tithe Apportionments of 1826 and 1839 confirm that the land forming the northern half of the conservation area (immediately to west of Anchor and Hope Lane) was in the ownership of Sir Thomas Maryon Wilson, Baronet, of Charlton House and was leased to tenant farmers. The land forming the eastern half of conservation area (now Derrick and Atlas Gardens) was owned by the Roupell Estates and also leased to tenant farmers.

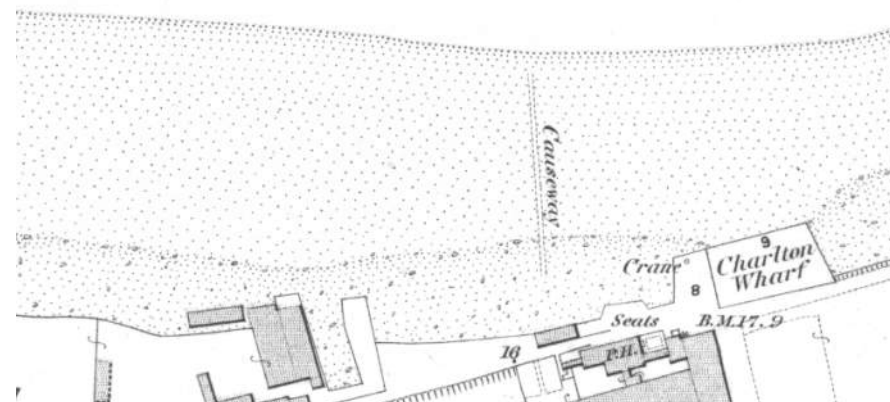
The street known as '**Riverside**' originated as a field boundary in the early 19th century and became formalised as a route along the river during the 1800s.

**Lombards Wall** (originally *Lambardes Wall*) originated as a flood barrier, separating Charlton Marsh from Greenwich Marshes, where drainage and cultivation had begun earlier.

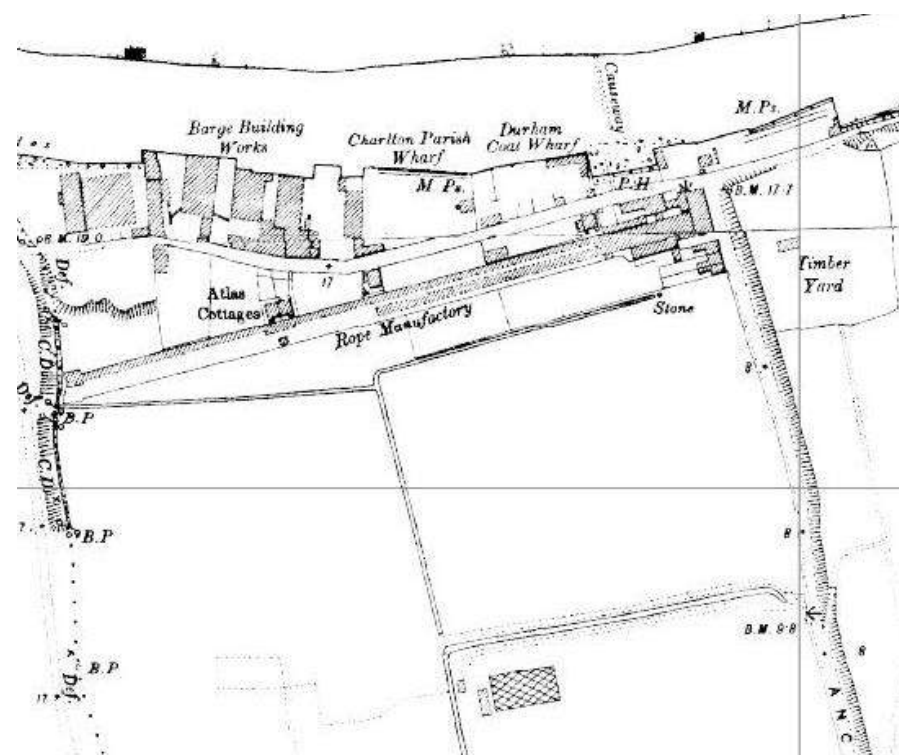
### The beginnings of Industry

The 1826 Tithe Map confirms that the **Ropeworks** was the first riverside industry established at Charlton Riverside. This was a family business founded by William Ayles at the beginning of the 19th century. A 'Ropewalk' tenanted by Edward Ayles is referred to within the Apportionment. By the end of the 19th century this had expanded to a bigger concern with associated buildings and is referred to as a 'Rope Manufactory' on the 1897 edition Ordnance Survey map.

Boat repair and lighterage is a long-established traditional industry at Charlton Riverside. The 1869 edition Ordnance Survey map shows a small dock with an adjoining shed or yard close to the Anchor & Hope pub which indicates boatbuilding or repair activity was already operating on the riverside by this time. This is thought to be the boatyard of W.R. Cunis Ltd. By the end of the 19th century it was the principal industry characterising the riverside at Charlton following the establishment of **Cory's Barge Works**



Ordnance Survey map 1869 edition



Ordnance Survey map 1897 edition

in 1873 (see inset panel). The Barge Works were set up to build and repair the 'lighters' (barges) used to distribute coal across London and by 1875 Cory's was building barges at the rate of one a week. The 1897 edition Ordnance Survey map shows Cory's first building phase and its extensive site coverage. The westernmost range of sheds still survives, since the timber frame of the first is recognisable in a photograph of 1889.

Shipbreaking for the Royal Navy was another significant industry operating on the riverside in the 19th century. A large shipbreaking yard was established at Charlton by **Castle & Beech's Shipbreaking Company** in 1864. Sidney A. Castle's move to Charlton from Rotherhithe was strategic given the proximity of the Royal Naval Dockyard at Woolwich, and from 1864 he was awarded contracts from Admiralty to break up numerous great battleships. Castle's dominated the shipbreaking industry on the Thames during the final years of timber sailing ship and was one of London's largest timber merchants. Their enormous 'Timber Yard' appears on the 1897 edition Ordnance Survey map.

The Anchor & Hope was rebuilt in 1899, probably to accommodate the increase in trade as a result of the burgeoning riverside industries at the end of the 19th century.

### **William Cory & Son Ltd** **River transport, Atlases and Derricks**

William Cory & Son was founded in 1838, although the name 'Cory' was already synonymous with the coal trade, one of London's most important industries, for over 200 years. William Cory (1783-1868) established a profitable and Thames-wide lighterage operation and became a household name for coal for both domestic and industrial use. The key to Cory's success was the resourceful use of the river Thames: transporting coal into London by barge and transporting household waste out. Remarkably, William Cory's legacy continues today since Cory Riverside Energy is a leading Energy from Waste operator and uniquely amongst EfW companies, utilises the river as a green highway.

Cory's revolutionised coal distribution in the mid-19th century. In 1862, to avoid dock dues, Cory's devised a highly efficient mechanised method

of discharging coal directly onto barges on the river, replacing laborious loading at the wharf side. This was achieved by modifying a former salvage vessel with 6 hydraulic cranes which could discharge coal from steam colliers directly into 'lighters' (barges) at a rate of 1200 tons per day. This floating coal berth or 'derrick' was named 'Atlas 1' and moored mainstream at Bugsby Reach. Cory's even successfully resisted a legal challenge in the High Court brought by the Thames Conservancy to remove Atlas 1 from the river.

In 1866 'Atlas 2' was installed upstream of 'Atlas 1' and together they discharged over one million tons of coal per annum. William Cory's obituary of 1868 attributes the success of the seaborne coal trade in London to Cory's large floating derricks, the 'Atlases', and hydraulic machinery at Victoria Docks, which enabled quicker and cheaper delivery than by rail. By 1875 Cory's was responsible for unloading more than half of the seaborne coal arriving in London. In 1896 the business merged with seven companies in the coal trade to form William Cory & Son Ltd and by 1914 they were distributing c.5 million tons of coal per annum. Although the Atlases were subsequently scrapped during the First World War, Cory's ensured their legacy was preserved by naming the housing built for their workforce in 1908 after the Atlases and Derricks. Cory's moved into oil distribution in the 1920s along with the distribution of grain, sugar, feeds and other commodities. By WWII the company's involvement in fuel and oil distribution, ship towage and barge manufacture and repair made Cory's one of the principal enterprises of the Thames and South East. Cory's also played its part in the war effort, transporting 60,000 tons of fuel a week.

Cory's *National Maritime Museum Boat Unit* operated in Cory's Yard constructing replicas of historic vessels (now in museum) and undertaking restoration work, including of the Cutty Sark.

Cory's is still involved in transportation by barge on the Thames, now of domestic waste, from various depots to incineration and power generation plants downriver. Though part of a much bigger concern with the UK's largest Energy from Waste facility at Belvedere, Cory Riverside Energy's lighterage operation still continues from Charlton. The continued presence of a leading transportation enterprise in operation on the same site at Charlton Riverside for almost 150 years is therefore highly significant.

## 20th Century developments

**Atlas & Derrick Gardens** were workers housing built c1908 by **Cory's** on former market gardens purchased from the Roupell Estates. They were designed in Domestic Revival style with decorative brickwork and shallow bay windows, and grouped around two attractive, partially enclosed greens. The terraced maisonettes were sold by Cory's to Greenwich Council in 1979 and given new windows in 1983/4.

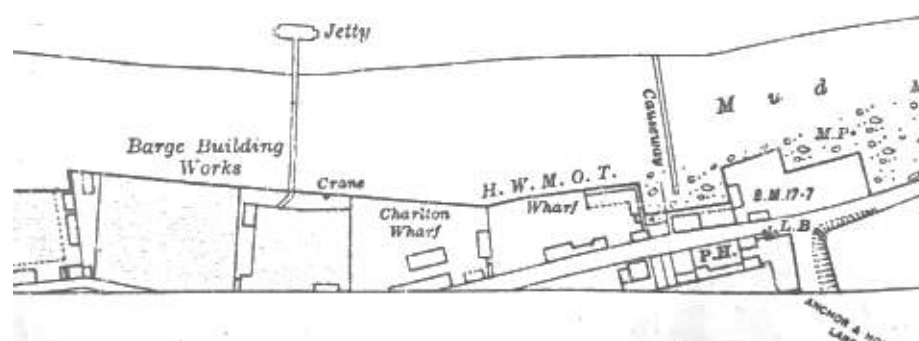
In 1911 Cory's successful growth resulted in a major expansion of the works at Charlton, with erection of a range of 5 large barge building sheds and modernisation of the equipment including the sawmill. The 1916 edition Ordnance Survey map shows the new crane and jetty, and the new building range as a large 'block' to the west of the jetty.

The **Ropeworks** continued south of Riverside until 1908. A larger enterprise known as Charlton Ropeworks was then established on Anchor and Hope Lane in 1913. Although no physical trace survives, the 330m linear Ropewalk is represented by the long, straight northern boundary wall of the Sainsbury Distribution Centre and forms the boundary of the conservation area.

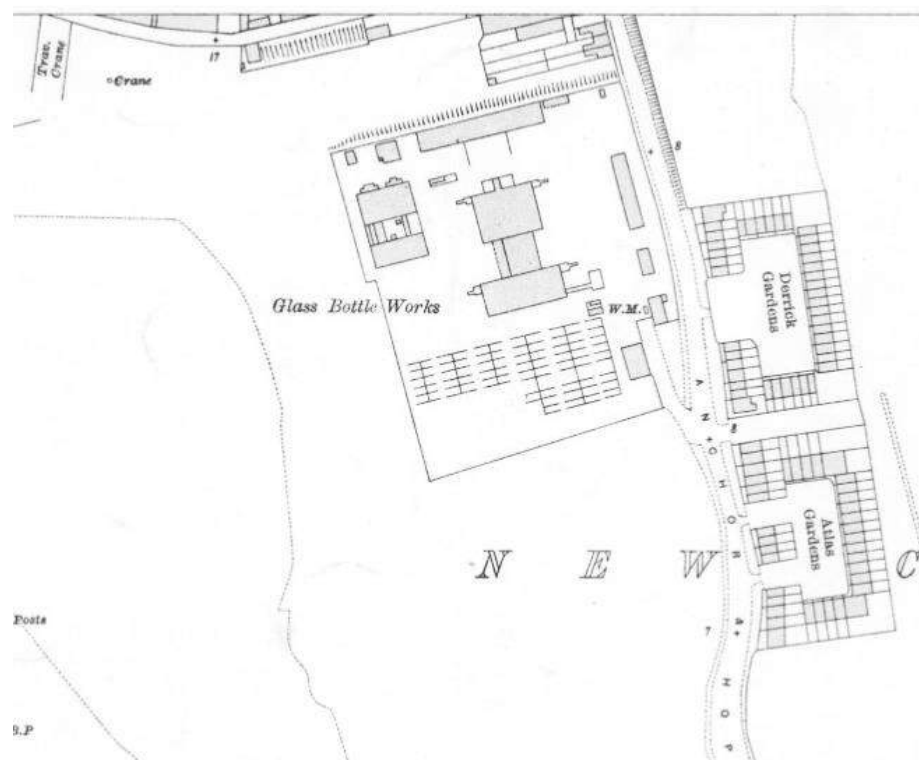
**Durham Wharf** was built in the early 20th century for the transfer of coal and sand from river to rail. It was used extensively by the United Glass Bottle Works and was connected to the Angerstein Wharf freight railway. The rails are still extant, embedded in the wharf, and are the last remains of the formerly extensive sidings in the area. Last used by Cory's in the 1970s, it is now disused.

**Castle's** shipbreaking yards at Charlton and Woolwich closed in 1933 when the company moved to Plymouth. Castle's legacy continues on the Charlton foreshore and also at Liberty's in Regent Street, which is constructed of timbers from the Royal Navy's HMS Britannia & HMS Impregnable! Royal Greenwich's Mayoral chair was also supplied by Castle's and is composed of solid oak timbers from HMS Royal Albert.

From the 1980s onwards the pattern of industrial land use surrounding the Conservation Area changed, when former factory land parcels were adapted to large footprint retail and industrial estates. The survival of an original 19th century industry (Cory's) and associated historic buildings within the Conservation Area is therefore all the more remarkable.



Ordnance Survey map 1916 edition



Ordnance Survey map 1916 edition