

# **Draft Character Appraisals & Management Guidance for the Charlton Riverside and Thames Barrier & Bowater Road Conservation Areas**

## **Statement of Consultation**

February 2021

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### **I Introduction**

- 1.1 This statement provides an overview of the public consultation on the draft Character Appraisals and Management Guidance for the Charlton Riverside and the Thames Barrier & Bowater Road Conservation Areas. In planning terms, Appraisals have the status of Supplementary Planning Documents and as such are a material consideration in planning decisions.
- 1.2 Public consultation is a key step in ensuring local and inclusive engagement in the process and is in line with the Royal Borough's adopted Statement of Community Involvement (SCI) and with the National Planning Policy Framework (NPPF).
- 1.3 A total of 14 responses were received. These were received from statutory bodies such as Historic England, TfL, Natural England, residents and residents' associations, amenity societies, local Councillors and landowners/developers with an interest in the Royal Borough.

### **2 Summary of consultation process**

- 2.1 Formal public consultation took place for six weeks between **21 September 2020** and **02 November 2020**. The consultation comprised the following:
  - Advertisement on the Royal Borough's website via the current consultations page. The consultation documents - comprising the two draft Appraisals - were made available to download.
  - Advertisement and promotion via the Royal Borough's social media channels.
  - Notifications sent via email and letter to statutory bodies, national and local amenity societies, residents, businesses, community groups, landowners, ward members and all other stakeholders registered on the Planning Policy Consultation Database.
- 2.2 In addition, members of the Greenwich and Woolwich & Thamesmead Planning Committees were consulted at a joint meeting held online on 10 December 2020, as required by Royal Greenwich's Constitution.

### **3 Summary of responses to the Public Consultation**

- 3.1 A summary of all representations received together with the Royal Borough's response and corresponding amendments to the Procedure Note is set out in table I.0 below. For conciseness and clarity, responses in the table are organised by respondent rather than aspect of the consultation.
- 3.2 The response to the consultation was mainly supportive with strong support received from two statutory bodies (Historic England and TfL), local residents as well as from local Councillors.
- 3.3 The Government's heritage advisor, Historic England (HE), supports these documents as an important step to addressing the issues affecting the conservation areas and in securing their preservation and enhancement. They consider that they are well-researched, detailed and illustrated documents and clearly set out justification for the conservation area boundaries and significance of

the Area's component assets.

- 3.4 TfL supports the references to the important walking and cycling routes in the areas, as well as the aspiration to remove superfluous street furniture and signage. TfL suggests coordinating the Appraisals with TfL's forthcoming Local Connections Study to ensure a consistent approach to the public realm. To deliver a better public realm TfL suggests emphasising the importance of developer contributions and HE suggests encouraging redevelopment to incorporate pocket parks.
- 3.5 TfL welcomes and supports the aspirations to improve access to the riverfront, to animate the riverside with heritage-based visitor attractions and create interpretive signage and heritage trails. HE also welcomes the opportunity to enhance and provide greater access to the river Thames.
- 3.6 A local residents' association, Charlton Benefice, a large-scale community arts studio (Art Hub Studios) and several individual residents also welcomed the documents and consider them a great resource.
- 3.7 Two local Councillors responded that the documents were excellent and thorough; they identified additional issues within the public realm and made suggestions for additional key views and local heritage assets.
- 3.8 Two representations on the Thames Barrier & Bowater Road Appraisal were received on behalf of large-scale developers with interests in the area, one stating that the document was proportionate and generally identifies the significance of the area and its character areas. The other was supportive of the document's objectives in terms of untapped heritage potential.
- 3.9 Both developers had several objections to policy wording in the sections on key views, open space and management guidance, with one considering the guidance on development in the setting of the conservation area to be negatively worded and that new development should be recognised as an opportunity to improve the area's setting and stimulate regeneration.
- 3.10 One developer also objected to the reference to the conservation area being on the Heritage at Risk Register due to neglected, vacant buildings and its vulnerability to development proposals.

#### **4. Summary of Member consultation via a Joint Meeting of the Greenwich and Woolwich & Thamesmead Area Planning Committees on 10/12/20**

- 4.1 Members commented in support of the appraisal. It was felt that they strengthened the conservation areas and were extremely important in terms of determination of future planning applications. The inclusion of Atlas and Derrick Gardens in the Charlton Riverside Area was also considered favourably.
- 4.2 Members considered it was important to connect Charlton riverside and Charlton Hillside and that they could be connected through key strategic views. It was suggested a point be added requiring better access to the beaches. It was also felt that public art should be given consideration.
- 4.3 In response to whether the inclusion of the Thames Barrier would result in developers using it as a precedent, the Officer present commented that the Thames Barrier formed part of the industrial aesthetic of the area and predominant and characteristic building materials in the area were not only brick, but also metal. However, it was thought unlikely that residential applications would replicate the Thames Barrier in terms of its materials.
- 4.4 In response to whether there was potential for additional conservation areas along the river front, such as Woolwich Dockyard and for designation of Maryon Park itself, the Officer responded that the western part of the Dockyard was already in the Thames Barrier & Bowater Road Conservation Area. The remainder was reviewed during consideration of the Woolwich Town Centre

Conservation Area, and while there had been some additional local listings of buildings it was not included in the Woolwich Conservation Area because it did not form part of the character of the town centre and because survival was more fragmentary. The northern part of Maryon Park was already included in the Conservation Area being part of the green corridor leading from the river. The officer said that the Park could be reviewed as to whether it would merit designation in its own right, however the Park already has a number of significant designations on it (it is a Site of Special Scientific Interest (SSSI) a Grade I Nature Conservation Site as well as an Area of Special Character).

- 4.5 In response to questions from the Committee on what could be done about the various dilapidated buildings in the Conservation Area, the Officer stated that the publication of the appraisals would focus attention on the buildings in need of restoration; funding opportunities could be investigated along with residents' associations, such as through crowdfunding. Discussions could be had with Historic England as to whether the buildings could be placed on the Heritage at Risk Register.
- 4.6 In response to queries about the issues in the public realm, the Officer pointed out that the appraisals are not only a material consideration in the planning framework, but would also be coordinated with future strategies, citing the example of the local connections study for Charlton Riverside, currently in preparation by TfL and the Greater London Authority.

## **5. Summary of main amendments to the draft Appraisals**

- 5.1 In response to comments from TFL, references have been made to the Mayor's Healthy Streets Approach and to utilising developers' contributions for the improvement of the public realm. TfL's forthcoming Local Connections Study for the Charlton Riverside area has also been referenced.
- 5.2 In response to comments from Historic England, the integration of parks and green spaces has been included as a means of improving the public realm. The fragility of the archaeological resource has been emphasised in both documents, and the requirement for applications to be accompanied by archaeological assessments has been noted where they fall within an Area of High Archaeological Potential (AHAP).

### **Charlton Riverside**

- 5.3 In response to comments from Historic England, use of management and enforcement through Parking/Planning to address issues of parking and untidy land on the Thames Path has been included. In terms of archaeology, it has been noted that the archaeological legacy is not confined to visual evidence on the foreshore.
- 5.4 In response to a comment from the Derrick and Atlas Residents Association, the rarity of Derrick and Atlas Gardens as Edwardian social housing has been emphasised.
- 5.5 In response to comments from residents, Lombard Wall has been added to the section on public realm which identifies poor quality boundary treatments.
- 5.6 In response to comments from Charlton Benefice/Diocese of Southwark, the Thames Path has been added to the list of designations in Section 1.0.
- 5.7 In response to comments from Residents and Members, the key views section has been strengthened and additional features of interest and views added.
- 5.8 In addition, the boundary has been extended northwards to include the foreshore, due to the need to protect the area's archaeology and historic features associated with Cory's Barge Works.

## Thames Barrier & Bowater Rd

- 5.9 In response to comments from TFL, the mural beneath the Thames Barrier Operational Building has been identified as a feature of interest in the *Thames Barrier & Barrier Gardens* character zone. The importance of the re-routing of the Thames Path along Bowater Road, enabling public access and appreciation of the area's heritage assets, has also been emphasised.
- 5.10 In response to comments from Historic England, the reasons for placing the area on the 'Heritage At Risk' Register have been quoted in the text and Area of High Archaeological Potential 23 (Woolwich Dockyard) has been referenced in the planning designations section.
- 5.11 In response to comments from Charlton Benefice/Diocese of Southwark, the Thames Barrier has been identified as a destination in need of optimising as a visitor attraction.
- 5.12 In response to comments from Members and from Charlton Benefice/Diocese of Southwark, Maryon Park has been included in the recommendations for local heritage listing due to its historical, archaeological, landscape, geological and cultural significance.
- 5.13 In response to comments from Members, additional issues have been picked up in terms of the public realm including the superseded Capital Ring route through the Conservation Area and the Thames Path access along Bowater Rd via a pedestrian gate.
- 5.14 In response to comments from Art Hub Studios, their public hoarding project on Bowater Rd, developed with local schools and funded by developer U+I, has been referred to as an excellent example of a community project drawing on the history of the Conservation Area; and the importance of the Conservation Area as home to one of largest communities of artists in the UK has also been highlighted.
- 5.15 In response to comments from developer U+I and Eastmoor St LLP/Aitch Group, additional policy designations (Opportunity Area and Thames Policy Area) have been referenced in the section 1.0; Bowater Road itself has been added to the layered map in terms of its contribution to open space; the sheds and other structures to the west of Barrier Gardens (Eastmoor St) have been identified as detractors in the text and on the map, and their associated storage yards and service areas have been identified as making a negligible contribution to the setting of the Conservation Area in the text; policy wording has been amended to better reflect the tenets of the NPPF; the reference to the Site Allocations Local Plan has been removed since it is still subject to consultation and examination and it does not therefore yet have sufficient weight.

**Table I.0 Summary of responses received and RB Greenwich's response**

	Response	Comments	Royal Borough of Greenwich's (RBG's) response	Changes to draft documents
1	Natural England	No comments	Noted	No change
2	Highways England	No comments or objections	Noted	No change
3	TFL	Retention of heritage assets will not impact on proposed routing of vehicular routes	Noted	No change
		TFL are reviewing the existing walking and cycling environment in Charlton Riverside as part of a Local Connections Study (LCS), which will identify improvements. The appraisals should be coordinated with the LCS to ensure a consistent approach to the public realm is taken	Noted; officers will liaise with Highways within RBG and TFL; the LCS will be referenced within the documents	Minor change
		<b>Charlton Riverside:</b> Supports reference to Thames Path as an important walking and cycling route	Noted	No change
		Note that a number of issues within the public realm are identified; these will be reviewed in the LCS	Noted	No change
		Reference to removal of superfluous street furniture /signage is in line with London plan policies and should be in line with the Mayor's Healthy Streets approach. Consideration should be given to emphasising the importance of developer contributions to deliver a better public realm	Noted; text will be amended to include reference to the Mayor's Healthy Streets approach and the importance of developer contributions	Minor change
		Supports aspirations to improve access to riverfront and capitalise on frequent use of Thames Path which will support achieving the Mayor's target of 90% of journeys to be made by walking/cycling/public transport by 2041	Noted	No change
		Access improvements to the riverfront should be for both pedestrians and cyclists in line with the Mayor's Healthy Streets and London Cycle Design Standards	Noted; text will be updated in Charlton Riverside appraisal	Minor change
		Support the aspiration to animate the riverside through heritage attractions such as art and sculpture, which is in line with the Mayor's Healthy Streets approach	Noted	No change
		<b>Thames Barrier &amp; Bowater Road:</b> The Tunnel mural	Noted; this will be identified within the text	Minor change

		under the Thames Barrier operational building is not mentioned		
		Supports reference to Thames Path, Q14 and Green Chain as important walking and cycling routes	Noted	No change
		Note that a number of issues within the public realm are identified; these will be reviewed in the LCS	Noted	No change
		Reference to removal of superfluous street furniture /signage is in line with London plan policies, and should be in line with the Mayor's Healthy Streets approach. Consideration should be given to emphasising the importance of developer contributions to deliver a better public realm	Noted; text will be amended to include this	Minor change
		Reference to creating interpretative signage, heritage trails etc. is welcomed	Noted	No change
		Reference to TFL's proposed improvements to the A206 Woolwich Road including a cycling corridor is welcomed	Noted	No change
4	Historic England	Support these documents as an important step to addressing the issues affecting the conservation areas	Noted	No change
		Both appraisals are well researched, detailed and evocatively illustrated. Justification for boundaries and significance of component assets and detractors are clearly set out	Noted	No change
		Both conservation areas now afforded greater accessibility from the Thames Path and new cycle routes. Opportunity to enhance these areas and provide greater physical and intellectual access is welcomed	Noted	No change
		Production of these documents is an essential step in securing preservation and enhancement of the significance of these areas and securing well-designed places	Noted; text updated to reflect this	Minor change
		Helpful to encourage redevelopment to incorporate pocket parks to improve amenity and community health, though these must be balanced with areas industrial character	Noted; text updated to reflect this	Minor change
		Parking management, enforcement and section 215 notices might be considered to tackle issues of parking in and poor condition of public space	Noted; text updated to reflect this in Charlton Riverside document	Minor change
		<b>Thames Barrier &amp; Bowater Road:</b> on the HAR Register due to poor condition of assets and public realm and high level of development pressure.	Noted; text updated to reflect this	Minor change
		The document is an important step in identifying character	Noted	No change

		and establishing a guidelines framework to address those issues. Encourage seeking of opportunities to improve the area and ensure positive change is delivered		
		<b>Charlton Riverside:</b> Reinstatement of timber windows might be modified to more appropriate historic designs given the industrial nature of the area	Noted; text updated to reflect this	Minor change
		<b>Archaeology:</b> the historic landscape lies buried beneath the reclaimed marshes and therefore has potential to contain a rich archaeological legacy. Archaeological evidence is a fragile and non-renewable resource. Any application to demolish or change a historic asset should have clear understanding of its potential significance and inform appropriate recording	Noted; text updated to reflect archaeological fragility and requirement for desk-based assessment added where an application site is located in an area of high archaeological potential (AHAP)	Minor change
		<b>Archaeology</b> Thames Barrier & Bowater Road is an area of high archaeological potential (AHAP) associated with the western extent of the Royal Dockyard.	Noted; text updated to reflect this	Minor change
5	Resident	<b>Charlton Riverside:</b> Lombard Wall is a massive detractor to the area, with lorries parked and blocking the pavement; Access for pedestrians with accessibility needs is difficult due to lack of dropped kerbs and poor paving	Noted; parking enforcement is a highways issue. There are dropped kerbs to the pavements on Lombard Wall and Anchor & Hope Lane, and the Thames Path along Riverside has level access; poor paving is identified as an issue in Section 5, Lombard Wall has been added to section identifying poor quality boundary treatments	No change  Minor change
6	Derrick and Atlas Residents Association	<b>Charlton Riverside:</b> Derrick & Atlas Gardens are the only buildings like this with a direct link to the Thames in the vicinity, can our rarity be emphasised?	Noted; text updated	Minor change
7	Stewart Ash on behalf of GIHT	<b>Thames Barrier &amp; Bowater Road:</b> 37 Bowater Road is of historic importance	Noted, this is why RBG applied for it to be nationally listed	No change
		Retaining 37 Bowater Road will result in problems for the redevelopment scheme as it is in the poorest condition and on a slight angle so it will not make efficient use of land; ceiling height in existing buildings will reduce number of proposed housing units	Beyond the scope of this consultation; comments on the viability of a specific redevelopment scheme are not relevant in this context and should be addressed to the appropriate planning officer for the application	No change
8	Charlton Benefice/ Diocese of	Two documents are welcome especially as they draw on the Heritage and Employment Study, invaluable in Charlton Together's case for the VIP trading estate Appeal	Noted	No change

	Southwark			
		<p>Merit in linking the two conservation areas along the foreshore/riverside walk, given riverside is integral to the whole opportunity area?</p> <p>Heritage of river itself should be incorporated into the appraisals</p>	<p>The two conservation areas are not adjacent to one another. Their areas of foreshore and riverside are designated due to their architectural, historic and archaeological interest, which is pertinent to each conservation area. The riverside walk and foreshore between them does not have any known features of historical value. Linking them via the riverside walk would therefore be difficult to justify on heritage grounds since to qualify for conservation designation, areas need to meet the criteria of both architectural and historic interest and townscape value.</p> <p>Both conservation areas were designated as they are important surviving areas of riverside heritage; the history of the river Thames itself is too large a topic to include in the documents</p>	No change
		<b>Charlton Riverside:</b> Agree with untapped potential section and opportunity to develop as a destination	Noted	No change
		There is also the need to develop as a residential community. Riverside end of Anchor & Hope Lane would be ideal location for school, health centre and community facilities.	Beyond the scope of this consultation, and will be considered as part of Royal Greenwich's Site Allocations Local Plan and Local Plan review	No change
		Heritage of the conservation area should be celebrated in partnership with that of the other conservation area. Great increase in use of the Thames Path by cyclists and walkers needs to be more widely recognised and addressed	Noted; capitalising on the frequent use of the Thames Path is identified as part of the area's untapped heritage potential. The Thames Path has been added to the designations section at the beginning	Minor change
		There are elements of maritime heritage outside the current conservation area with riverside / industrial connections, notably Stone Foundry	The <i>Heritage and Employment Study 2017</i> assessed the extent of the Charlton Riverside opportunity area for its heritage potential and recommended the two riverside conservation areas, which were designated the following year. It was considered that parts of Stone's Foundry had sufficient interest to merit local listing, but that it and its setting did not have sufficient townscape quality to merit conservation area status.	No change
		<b>Thames Barrier &amp; Bowater Road:</b> welcome retention of key buildings and vision for height and density; the established arts community has much to contribute to future development. There is huge potential for celebration of its	Noted	No change

		heritage and for this to enhance the area		
		Thames Barrier is an obstacle on the Thames Path resulting in the diversion down Bowater Road. This needs addressing given its growing use	The 2018 Thames Path re-routing along Bowater Road has given public access to what was previously a private, gated industrial estate, which provides walkers and cyclists with an excellent opportunity for close-up views and appreciation of the area's heritage assets, especially the former Siemens works. Prior to 2018, the route involved a long and potentially dangerous detour along Woolwich Road, so the Q14 cycle path is a large improvement.	No change
		The Barrier should be developed as a destination in its own right, it is neglected and unloved	The Barrier has its own information centre and café, but these look dated and would benefit from a facelift and wider promotion as a visitor attraction. Public realm and Untapped Potential sections updated to reflect this	Minor change
		Perhaps the local heritage might also incorporate the history of the adjacent Woolwich Dockyard, now little more than a run-down esplanade	When the two conservation areas were designated in 2018, several buildings and structures associated with the Royal Dockyard were added to the Borough's Local Heritage List, and part of the Dockyard (the Steam Factory) was included in one of the conservation areas	No change
		This is an opportunity to acknowledge the slums that were part of 'New Charlton'. At the heart of planning for the opportunity area there is need to ensure we are building a sustainable new community and not creating a legacy that might be dismissed as little more than vertical 'new slums'	These are referenced in Appendix 2  Beyond the scope of this consultation; any new schemes will need to be in accordance with planning policies including those relating to design and sustainability	No change
		Dynamic fixed views should include the view from the eastern mound in Maryon Park – possible location in the film 'Blow Up'. Maryon Park has heritage in own right and might be better linked to the conservation area	Fixed View 1(FV1) is a long-distance view from elevated ground within the park which takes in both eastern and western mounds Maryon Park is already linked to the Conservation Area since the northern section of Maryon Park is included within the boundary. The Park (including Gilbert's Pit) has features of historical, archaeological, landscape, geological and cultural significance and meets the criteria for local heritage listing. It will be included in the recommendations for local heritage listing. It is not considered that the conservation area designation should encompass Maryon Park. As a SSSI, a Grade I Site of	No change  Minor change

			Borough Importance for Nature Conservation and an Area of Special Character, Maryon Park benefits from existing protective designations	
9	Art Hub Studios CIC	<b>Thames Barrier &amp; Bowater Road:</b> document is a great resource; welcome the confirmed designation of Grade II listing (37 Bowater Rd) & local heritage assets listings and the protection this gives to the buildings that surround us	Noted	No change
		Can Art Hub Studios be mentioned in the document, as we have been based on Bowater Rd for 15 years, currently in no. 34 previously in no. 37?	Noted; Art Hub Studios now referenced on p. 2, 4, 20, 3 and 33 where 34 Bowater Rd referred to	Minor change
		Art Hub Studios takes an active part in growing the awareness of the local area and its importance. Recently we developed a local schools project: a public hoarding exploring the industrial history of the <i>Bowater Road Conservation Area</i> , now on display along Bowater Road. Perhaps this could be mentioned in section 6.4 where the document mentions ' <i>Draw on the strong creative and artistic community in the area to develop ideas and community-led projects.</i> '	Noted; the hoarding developed with local schools is an excellent example of a community project drawing on the history of the area. Text updated to include this; importance of the Conservation Area as home to one of largest communities of artists in UK also emphasised in summary of special interest and referenced as a characteristic of Siemens Industrial Zone	Minor change
10	Resident	<b>Charlton Riverside:</b> welcome the draft which generally identify the pertinent features I value		
		No consideration given to views from opposite the foreshore e.g view of golden dome of Hope & Anchor Public House	Noted; view will be added	Minor change
		Unclear if reference to space at Hope and Anchor limited to the 'beer garden'. The area adjacent contributes to the feeling of openness along Riverside	The reference is to the 'beer garden'. The adjacent area is in use as a car park for the public house, and is an open space denoted as making a positive contribution to the area on the layered map within the document	No change
		Reference to shutters at Vaizey's Wharf is inappropriate as they are in states of dilapidation and should not be considered of importance	The reference is to draw attention to the characteristic use of timber in this development, which references the wharf's construction from historic ship's timbers	No change
		Welcome references to conditions of paths and signage. Disappointing to note opportunity to improve accessibility for cycling has not been considered and should include on-street storage, dedicated cycle ways and improved signage	The poor condition of the public realm for pedestrians and cyclists is referenced in the document. TfL will be reviewing the cycling environment as part of their Local Connections Study and this will be referenced in the document along with the aspiration to improve accessibility of the area and upgrade the existing environment for pedestrians and cyclists	No change Minor change
11	U+I	<b>Thames Barrier &amp; Bowater Road</b>	Opportunity Area will be referenced in the List of	Minor change

		<b>Planning &amp; other Designations:</b> Opportunity Area and area potentially suitable for tall buildings not referenced	Designations along with Thames Policy Area. The potential suitability of the area for tall buildings will not be referenced since it is not a designation on the Proposals Map. It is a local plan policy (DH2) which states that tall buildings <b>may</b> be appropriate in Charlton Riverside, providing consideration is given to heritage assets and distinctive character features. This policy does not mean that all tall buildings will be appropriate in this area. The balancing exercise will be determined at application stage	
		<b>Key views:</b> falls short of reference to Siemens Industrial Zone area as a densely developed inward-looking built area; change should be towards restoration of historic character rather than to fossilise later demolitions	Density of Siemens site is referenced in Historical Development (Appendix 2). Although dense, a significant proportion of buildings were single storey units, as they are now, so there were always open and expansive views of the taller factory buildings through and across the site. The key views identified in this Zone reflect the current and historic situation, with the exception of the views from the open space of Barrier Gardens, which although resulting from relatively recent demolitions, is recognised a strongly positive feature in the area	No change
		<b>Open Space:</b> what are currently open spaces (mostly post-demolitions) in Section 4 does not lead to analysis of whether such open spaces are appropriate for the heritage interest of the area – of the remaining buildings always having been seen as part of a tightly-developed complex. Thus the ‘Some Contribution’ of yards and service areas are lesser than the main contributions of buildings  It is the character of the routes such as Bowater Road which make the main contribution	This comment is not entirely clear. Yards and Service areas attributed with ‘some contribution’ were historically yards and service areas or single storey units/two storey houses. Therefore, their low-rise or open nature allowed open and expansive views of the taller factory buildings through and across the site, as is the case today.  Bowater Road will be included in the open space assessment and on the layered map.	No change  Minor change
		<b>Condition and Issues:</b> the suggestion that the conservation area is on the Heritage at Risk register due to disuse and neglect is not correct, the owners have made substantial investment in making sure the buildings remained wind and weatherproof notwithstanding low levels of occupation in the period up to conservation area designation.	The photographs in section 5.1 showing invasive plant growth, brickwork staining and broken window panes to three of the former Siemens factory buildings clearly illustrate the poor condition of the buildings as a result of inoccupancy and neglect and lack of weatherproofing. In their response to the consultation Historic England confirmed the area’s placement on the register due to	No change

			the “poor condition of many of the assets and the public realm, alongside a high level of development pressure”.	
		There are viability constraints which led to this part of the conservation area being taken out of Strategic Industrial Land in view of its uncertain future. Commentary needs to make clear that any opportunity will need to be viable	Beyond the scope of this consultation; viability will be considered as part of Royal Greenwich’s Site Allocations Local Plan and Local Plan review	No change
		Heritage importance of the public realm needs to be confirmed rather than references to its poor condition	It is not clear what aspect of the public realm is being referred to here as being of heritage importance. Section 5.0 (Condition and Issues) specifically analyses the conditions and issues of the built environment and the public realm only. Features of heritage value within both the public realm and the built environment are identified in preceding sections	No change
		<b>Management Guidelines:</b> Support is given to the objectives set out in the ‘Guidance’ statement for demolition and redevelopment it appears unlawful for the subsequent commentary to note that any proposals for demolitions automatically ‘will not be considered acceptable’ in the light of the required planning balance	Noted  Text has been amended to reflect the tenets of the NPPF	Minor change
		The ‘at risk’ designation by Historic England is assumed to come largely from condition and vacancy of the buildings rather than any known development proposals	In their response to the consultation Historic England confirmed the area’s placement on the register was due to the “poor condition of many of the assets and the public realm, alongside a high level of development pressure”. Therefore, the reference to development pressures will be retained and	
		Should be no reference to Site Allocations Preferred Approach 2019 as only low weight is attributable at present	Reference removed	Minor change
		Interactive map does not form part of the document	The map features on the 4 <sup>th</sup> page of the document	No change
		<b>Untapped Heritage Potential:</b> Support given to the general approach to the Siemens Industrial Zone to securing the restoration and future use and in noting that this can include ‘re-use’; it should be made clear that such re-use could include appropriate new non-industrial uses in line with the site’s de-designation from SIL.	Noted  Beyond the scope of this consultation; appropriate uses for the area will be considered as part of Royal Greenwich’s Site Allocations Local Plan and will be determined in accordance with the Local Plan	No change

12	Lichfields on behalf of Eastmoor St LLP c/o Aitch Group	<b>Thames Barrier &amp; Bowater Road</b> Proportionate with a concise format that generally identifies significance of the area and its individual character areas	Noted	No change
		<b>Summary of Significance</b> Scale of development and character of conservation area is not accurately conveyed. Stating that building heights are predominately 3-5 storeys or prevailing heights of 1-5 storeys does not recognise the taller buildings. 37 Bowater Rd has a 6-storey frontage to Barrier Park and 17-21 Bowater Rd is 6 storeys. Thames Barrier Control Tower is 35m high approx. Text in relation to building heights should be amended to say building heights are predominantly 3 to 6 storeys with single storey units and some buildings of impressive scale	The '6 <sup>th</sup> ' storeys referred to here are basement and roof storeys which would not be included in a description of a building's height. In their listed building entry for 37 Bowater Road, Historic England describe the building as a 'large five storey L-plan building' and 'five storeys plus basement'. 17-21 is also described by Historic England as a 'five-storey building' and is a five-storey building with a mansard roof. The Thames Barrier Control Tower is a unique element within the Conservation Area and as a control tower to oversee the river needs to be a certain height. It is not representative of the character of the conservation area in terms of building heights. Assessment of building heights will remain the same.	No change
		<b>Policy Context</b> Opportunity Area should be referenced as well as being identified as an area appropriate for tall buildings	Opportunity Area will be referenced in the List of Designations, along with Thames Policy Area. Tall building suitability will not be referenced since it is not on the proposals map. Policy DH2 states that tall buildings <b>may</b> be appropriate in Charlton Riverside, providing consideration is given to heritage assets and distinctive character features. This policy does not mean that all tall buildings will be appropriate in this area, so it is not a designation.	Minor change
		<b>Open Space</b> Contribution of open space not mapped  Storage areas, yards and service areas on the site of 33-81 Eastmoor Street and 6-10 Westmoor Street do not contribute positively to the setting of the Conservation Area	Noted; This is one of the toggleable layers on the interactive map; it is usually switched off by default for clarity.  The area to the west of the Conservation Area is shown as making a negligible contribution. Text has been updated to reflect this in Section 4.1; associated buildings have been identified as 'detractors' in Section 2.1 and the map updated accordingly	No change  Minor change
		No recognition that the existing setting, particularly to the west, is poor quality and detracts from key areas of public	Text updated to reflect this in sections 2.1 and 4.1	Minor change

		realm		
		Section 6.2 is too negatively worded. Potential for harm is limited by poor quality of existing setting. Guidance should acknowledge opportunities for enhancing character and appearance in line with NPPF policy 200 and should recognise the opportunities for development within the setting to improve its quality, as well as stimulate regeneration and contribute to wider economic and heritage benefits. Text should be re-worded to state that development within the setting of the conservation area should be sympathetic its industrial riverside character and take opportunities to reinforce local distinctiveness with development of an appropriate scale and design, having regard to the prevailing scale of development of one to six industrial storeys	Text will be updated to reflect wording of the NPPF	Minor change
13	Cllr Smith	Excellent reports	Noted	No change
		<b>Thames Barrier &amp; Bowater Road:</b> pleased to see issues around legacy signage were picked up, good to get those rationalised. In addition, the route for Capital Ring Walk (Section 1) should be updated as it pre-dates the filling in of the missing link along the river for Quietway 14, which now goes to the Thames Barrier via the Bowater Estate and avoids Woolwich Rd	The inaccurate route maps for both Capital Ring and Thames Path will be noted in the Condition and Issues section (Public Realm) and Untapped Heritage Potential section	Text amended
14	Cllr Gardner	Excellent and thorough documents	Noted	No change
		We need more reference and connection between Charlton Riverside and Charlton Hillside. Both were transformed and further cemented by the opening of the railway which is the boundary between the two parts. It is important to see Charlton's conservation assets as a whole	Where historical links exist between Charlton Riverside and Charlton Hillside, they are mentioned in the historical development sections in the documents; however the character of Charlton Hillside with its pre-industrial village core and that of Charlton Riverside with its Victorian industrial heritage are very different	No change
		<b>Charlton Riverside:</b> suggest 3 additional key views: looking east to Woolwich Ferry, north to Tate & Lyle embarkation point and historic view south from the river to St Luke's Church Charlton Village. This is one of just 11 churches granted in the 18th century the right to fly the Red Ensign to ease the passage of naval vessels. In 1864, both St. Luke's Charlton and St. Mary's Woolwich replaced them with the White Ensign made in proportion 2:3	Noted; Woolwich Ferry & Tate & Lyle factory will be added to features of interest in Key View FV4: Thames Panorama from Thames Path. View to St Luke's will be included as an additional key view	Text amended

		Suggest adding better public access to the Thames beaches on the foreshore	The CR document identifies this as an issue and improved public access is one of the recommendations in the heritage potential section. This would not be appropriate for the TB&BR since the main section of the Thames Path/public footpath which adjoins the river in this conservation area is adjacent to the Thames Barrier, where there would be security concerns in respect of public access to the foreshore	No change
		<b>Thames Barrier &amp; Bowater Road:</b> suggest adding Maryon Park and Gilbert's Pit escarpments to local heritage assets.	Maryon Park (including Gilbert's Pit) is of historical, archaeological, landscape, geological and cultural significance and meets the criteria for local heritage listing. It will be included in the recommendations for local heritage listing.	Minor change
		Note that egress onto Warspite Road from Thames Path is an unsafe and awkward single pedestrian gate	Noted; text will be added to public realm section in terms of limited access and limited opening hours of 6am-9pm	Minor change