



buildings and parking areas will also be removed.

In addition, the Thames Path, which runs along the wharf front, will be segregated from the site, resurfaced and extended to a width of six metres to allow it to be used safely by both cyclists and pedestrians.

These changes will provide significant visual, air quality and efficiency improvements and reduce heavy goods traffic by over 100 vehicles a day.

They will also allow us to make better use of the river to transport raw materials and finished products.

The new concrete plants will play an important part in the redevelopment of the Greenwich peninsula. They will also be used to manufacture precast concrete structures for major infrastructure projects in London including the Thames Tideway Tunnel, Silvertown Road Tunnel and Crossrail 2.

**For more information or to  
arrange a site visit you can email  
[enquiries@hanson.com](mailto:enquiries@hanson.com) or call  
David Weeks on 01454 332535 /  
07966 499299**



**upgrade  
proposals for**

# **Victoria Deep Water Terminal**



# Key benefits

**Support** for London's infrastructure improvement programme

**Opportunities** for local employment

**Modern** production facilities in an enclosed building

**Latest** technology to control dust and noise

**Termination** of the unsightly recycling operation

**Reduction** in lorry movements

**Improvements** to the Thames Path for cyclists and pedestrians

Construction materials supplier Hanson is planning to invest £12 million at its Victoria Deep Water Terminal on the Thames at Greenwich to upgrade and improve the site. A planning application has been submitted to the Royal Borough of Greenwich along with a full environmental impact assessment.

This leaflet provides a summary of the proposals and a point of contact for further information.

Hanson is a leading supplier of heavy building materials to the construction industry and employs 3,500 people. We produce aggregates (crushed rock, sand and gravel), cement, ready-mixed concrete and asphalt from a network of over 300 sites.

The Victoria Deep Water Terminal on the

north-west side of the Greenwich peninsular off Tunnel Avenue is an important strategic site which is safeguarded as an industrial wharf in the London plan and the Greenwich local plan.

We are proposing to replace the two existing concrete batching plants with three new ones enclosed within a building. This new building will also house the raw materials for concrete production, principally sand and gravel, currently stored in open bays.

The extensive waste recycling operation will be terminated and the site cleared, eliminating all associated heavy goods vehicle movements. The temporary office

View of the proposed development from the north side of the river.

Artist's impression of the development. The new building will be 38 metres high – 10 metres higher than the existing external concrete plant.

