



CUTTY SARK GARDENS PLANNING BRIEF

March 2006

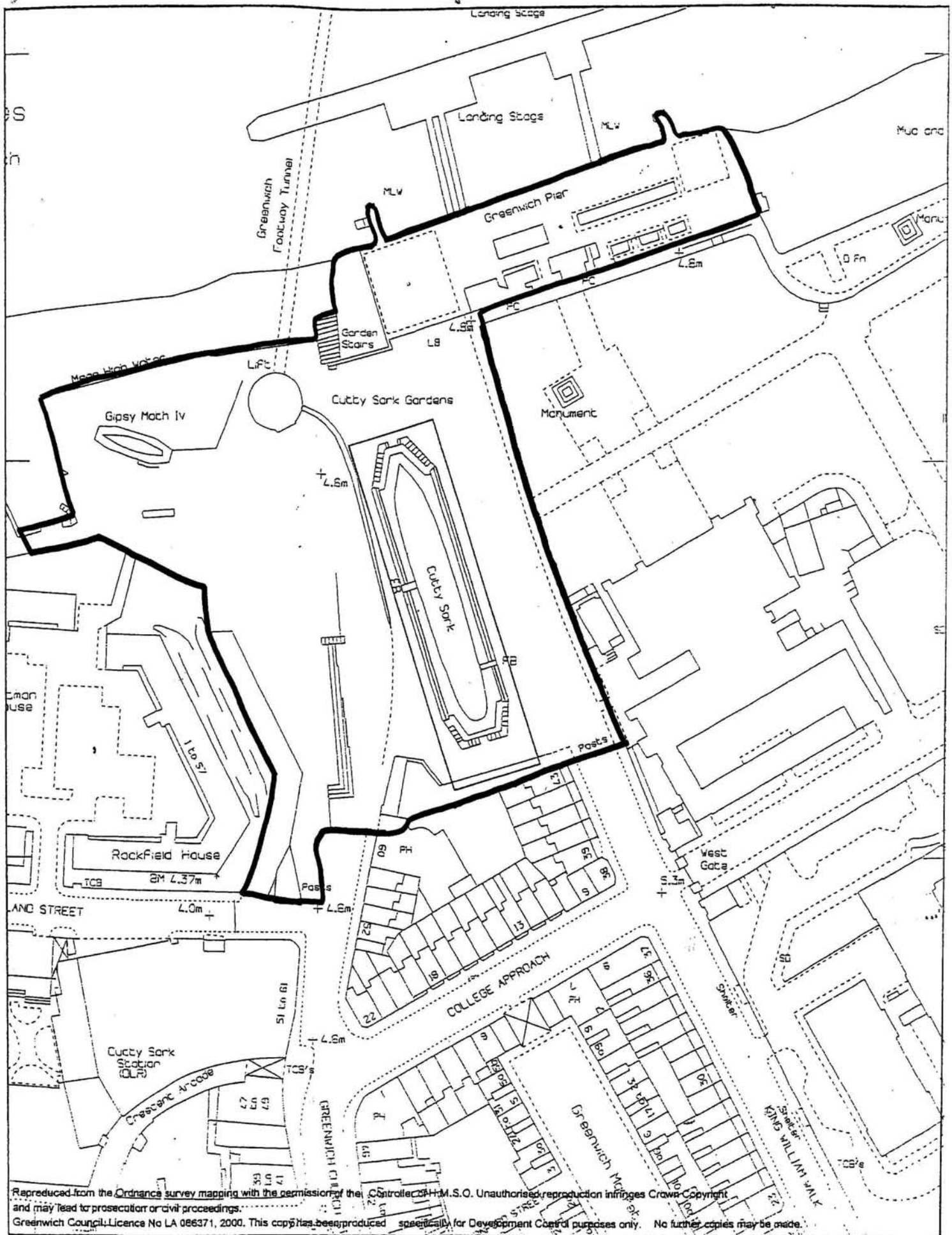
CUTTY SARK GARDENS PLANNING BRIEF

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Cutty Sark Gardens

Greenwich Development Planning

Figure 1
 Planning Brief Boundary
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1. Introduction

- 1.1 Cutty Sark Gardens lie in the Maritime Greenwich World Heritage Site. The Gardens are the setting for the Cutty Sark ship (Grade 1 listed) which is based in a dry dock in its centre. They lie within a Conservation Area, are flanked on the eastern side by the Old Royal Naval College (Grade 1 listed) and form an important part of the historic town centre of Greenwich. The Gardens are a major gateway to the World Heritage Site, being a main visitor arrival point for the Docklands Light Railway and river, a local open space with River Thames frontage and part of a major national cycle network and river path. The Gardens are owned by the London Borough of Greenwich.
- 1.2 Cutty Sark Gardens does not operate to its full potential. The area could be more effectively and attractively used and re-designed to animate the site better, particularly in times of under-use and in the winter. As well as bringing new life to the site, this would encourage people to stay longer in the Gardens and discourage anti-social behaviour. An extensive hard landscaping scheme was carried out in 1999 as the first phase of the renewal of the area and there is now an opportunity to strengthen this work.
- 1.3 Cutty Sark is the key focal point of the Gardens. The ship is in a poor structural state and a programme of restoration, conservation and interpretation is being planned.
- 1.4 The purpose of this brief is to set out a clear framework and guidance for further animation and development of the Gardens (Figure1). The objectives are to:
- i) Bring new life and activity to this riverfront open / civic space.
 - ii) Provide an improved setting for the Cutty Sark and contribute to a sustainable future for the ship.
 - iii) Integrate the site more with its neighbours.
 - iv) Strengthen the townscape by including the re-introduction of appropriate building forms and uses that appropriately re-interpret the grain of the historic street pattern.
 - v) Recognise the role of the site as an entry and orientation area for visitors to the World Heritage Site.
- 1.5 The Brief has been informed by work commissioned from consultants (2004) by the Borough, along with the Port of London Authority, the National Maritime Museum, Docklands Light Railway Ltd. and the Cutty Sark Trust to explore ideas and conceptual options for the area.
- 1.6 Public consultation on a draft Brief was undertaken in January and February 2006. There were approximately 200 consultees, comprising local residents and businesses and other agencies and parties. The majority of the respondents were supportive of the need for the brief and the proposals. The planning brief

has been adopted by the Council as supplementing the policies and proposals of the adopted and revised Unitary Development Plans in accordance with guidance in PPG12 'Development Plans'. It is material to the determination of planning applications and appeals affecting the Gardens.

2. Cutty Sark

- 2.1 Cutty Sark is one of the most famous and important preserved historic ships in the world. It is a potent international symbol of UK and maritime heritage. It is an internationally recognised attraction for Maritime Greenwich and is Grade 1 listed. When the ship arrived in Greenwich in 1954, renovation was carried out but after 50 years a comprehensive sustainable renovation programme is again needed, including for the hull, which is of composite construction, iron and timber.
- 2.2 Despite the ship's importance visitor numbers have declined in recent years and the income stream has dwindled. The Cutty Sark Trust owns the ship and is preparing to restore and enhance it as a revitalised visitor attraction with new interpretation facilities. The ship's future is now at a critical stage.
- 2.3 The Trust has made a successful application to the Heritage Lottery Fund for assistance towards the costs of conservation. The Fund has awarded £1.25 million with a further £11 million available for a satisfactory stage 2 application to be made in April 2006. One of the conditions of the Heritage Lottery Fund for a successful stage 2 bid is that a planning brief for the Gardens should be in place.
- 2.4 The five-year restoration plan from 2006 envisages facilities to provide interpretation of the ship and also for studying the process of restoration itself. The Trust has engaged consultants to advise on the works, from the specialist repair of the fabric to the presentation of the ship as well as examining the long term sustainability of the ship's operations.
- 2.5 Greenwich Council granted planning permission for the conservation and interpretation of the Ship in December 2005. Approval was also given for a temporary enclosure building, which will enable the Ship to promote the conservation and restoration in action under temporary covering. A resolution was passed to grant Listed Building Consent, subject to direction from English Heritage.

3 Local Context

- 3.1 The Gardens form an integral part of Greenwich Town Centre. The historic centre is a well established international, national and regional tourist and visitor destination by virtue of its world class status as an architectural landscape, major heritage attractions and for its specialist markets. To a significant extent this role shapes its wider commercial functions in retailing, hospitality and leisure uses, although its role in providing convenience shopping, services and leisure activities for the local community is also important. Pre-war the Gardens area formed part of the street pattern of the town centre.

- 3.2 The Town Centre is well served by public transport with visitors, residents and workers using South Eastern Trains, Docklands Light Railway, buses, boats, the Thames Path and the River Thames foot tunnel and it is the hub of four national cycle routes.
- 3.3 The Gardens are the major arrival point for visitors arriving by boat, through the foot tunnel (the Rotunda is a Grade II listed building), the Thames Path and cycle routes and the DLR station is close to the south-western boundary. Greenwich Pier and Promenade, immediately to the north west of the Gardens, is served by leisure craft from Central London and visiting historic craft. International cruise ship passengers also embark/ disembark tender vessels at the Pier, from time to time. It has experienced increased use by river operators since the millennium and houses a number of boat ticketing outlets. The Promenade is the land immediately to the north-east of the Gardens and has a perimeter wall and is accessible in daylight hours only. Access is via the riverside path or Cutty Sark Gardens.
- 3.4 The Promenade is owned jointly by the Greenwich Hospital and the Port of London Authority. That part which is owned by the Greenwich Hospital is leased to the Port of London Authority (PLA). The PLA is the lessee of the Greenwich Hospital land. Transport for London are responsible for the operation of the Greenwich Pier, with access to the pier granted over Port of London Authority operational land. A scheme for the redevelopment of Greenwich Promenade was granted planning permission in 1999 but was not progressed. A new planning application for its redevelopment was submitted in January 2006.
- 3.5 The Old Royal Naval College (ORNC), which flanks the eastern side of the Gardens, is one of the finest groups of baroque buildings in the world. It is a Scheduled Ancient Monument and contains four Grade 1 and nine Grade II listed buildings including gates and railings adjacent to the Gardens. The College contains the Maritime Greenwich Campus of the University of Greenwich and Trinity College of Music. Monument Gardens and the spaces round the Royal Courts are open for public use via openings to the perimeter railings.
- 3.6 The Pepys Building adjacent houses both the Tourist Information Centre and the Visitor Centre for the Old Royal Naval College. Greenwich Foundation for the Old Royal Naval College, who manage the College site, are currently looking at a scheme to redesign the interior of the Pepys building to play a greater role in visitor management and learning. This will include reconfiguring main entrances/exits.
- 3.7 Meridian Estate, to the west of the Gardens, is a pre-war housing estate with a mixture of tenure. Its east wing faces on to the Gardens. There is an access road off Greenwich Church Street to the underground car park that lies underneath the Gardens.
- 3.8 Further to the west (beyond Wood Wharf currently under development) lies an area of potential major development known as Greenwich Reach East. Subject to S.106 agreements, there is a resolution to approve a mixed-use development (93,600 sq.m.), which is predominantly residential in nature (900+ units) with

supporting retail and commercial uses. It includes a riverside walkway which will form part of the Thames Path. It would lead to an increased use of the riverside walkway leading into the Gardens from the western side.

- 3.9 The southern side of the Gardens is formed by the rear gardens of existing housing and the garden of the Gypsy Moth pub.
- 3.10 The Gardens is one of only a few riverfront open spaces on the Thames in this part of Thames Gateway. It is used extensively in fine weather, particularly during daylight hours and is a landmark site on the course of the annual London Marathon. It is also used for the Greenwich & Docklands International Festival, as well as Car Free Day and other events. At other times, particularly in winter and at night, the Gardens are inhospitable and often intimidating due to anti social behaviour and the lack of permanent activity.

4. Planning Policies

- 4.1 This section provides a short summary of the main Council planning proposals and policies that provide a supporting context to the approach adopted in the planning brief. These in turn draw on a range of national, regional and topic based planning guidance.

The London Plan

- 4.2 The London Plan (2004) is the Mayor's spatial strategy for Greater London and sets out an integrated social, economic and environmental framework for the future development of London over the next 15-25 years. Boroughs' Unitary Development Plans should generally conform with the London Plan. The key objectives of the plan are:
 - i) Promote the efficient use of space and sustainable environments through intensification and growth.
 - ii) Make London a better place to live.
 - iii) Promote strong and diverse economic growth.
 - iv) Promote social inclusion, tackle discrimination and deprivation.
 - v) Improve transport.
 - vi) Make London a more attractive, well-designed and green city.
- 4.3 The London Plan recognises that the East London sub region is a national and strategic priority for regeneration (Policy 5C.1). It also supports the role of London's network of town centres within which Greenwich is identified as a District Centre (Policy3D.1). It recognises the strategic importance of the Blue Ribbon network (Section 4C). It seeks and supports the enhancement of the public realm (Policy 4B.4) and the protection and enhancement of London's historic environment (policy 4B.10). It supports the preparation of Management Plans for World Heritage Sites which should protect their historic significance and safeguard, and where appropriate, enhance their settings (Policy 4B.13). The town centre falls within the proposed panorama of Central London from Greenwich Park and a "townscape view" of the Old Royal Naval College is identified from across the Thames from Island Gardens opposite the Gardens.

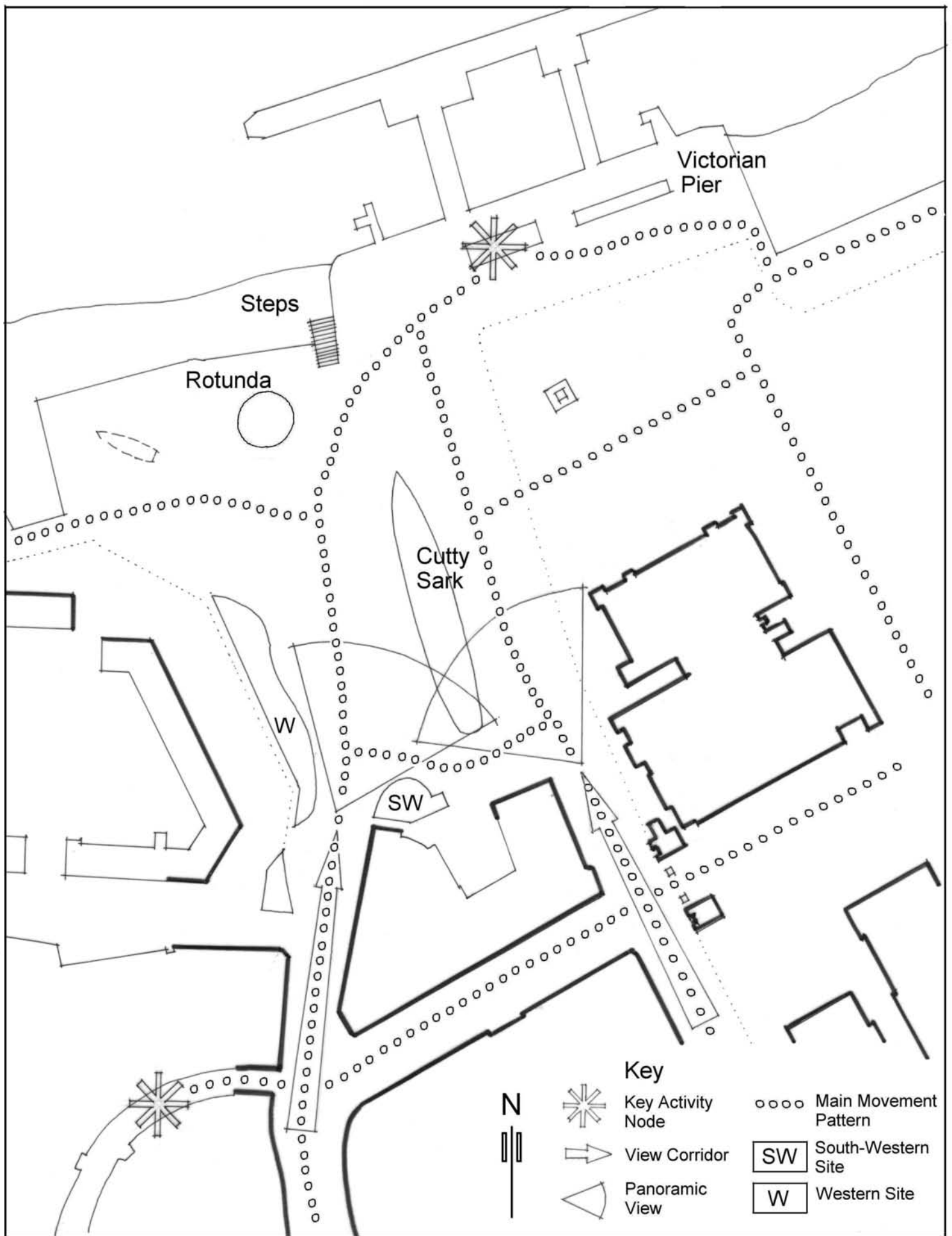
Unitary Development Plan

- 4.4 The Council's Unitary Development Plan (UDP) was adopted in November 1994. The Second Deposit Draft of the revised UDP was published in April 2004 and Modifications were published in January 2006. Adoption is expected in Summer 2006. The Second Deposit Draft UDP as proposed to be modified is in general conformity with the London Plan.
- 4.5 In the UDP the Gardens are designated as Community Open Space, identified as a civic space and included in the Maritime Greenwich World Heritage Site and the West Greenwich Conservation Area. Policies that particularly apply are (adopted UDP policy numbers in brackets):
- Development should be of a high quality of design. D1(D4);
 - Development should preserve or enhance the character and appearance of conservation areas taking into account local scale, established pattern of development and landscape, building form and materials. D16 (D18);
 - Resists proposals for development which would detract from the setting and proportions of a listed building or group D20 (D23);
 - Supports and promotes tourism, particularly in the Waterfront areas ST1 (T1);
 - Development in the Thames Policy Area should be of a high quality of design respecting the special character of the River Thames W2 (D26);
 - The River Thames is identified as a Site of Nature Conservation of Metropolitan Importance O17 (O25);
 - Support and promote the many functions of Greenwich Town Centre and identifies it as a District Town Centre STC2 & TC8a (S5);
 - Protect and enhance the site and setting of the Maritime Greenwich World Heritage Site and ensure that development is of an appropriate scale and character TC7 & TC8 (TC31);
 - Identifies Cutty Sark Gardens as Community Open Space on the Proposals Map where policy seeks to safeguard it from built development O6 (O10);
 - Identifies Cutty Sark Gardens as a town centre civic space whose character and use should not be diminished.

Maritime Greenwich World Heritage Site Management Plan

- 4.6 The Maritime Greenwich World Heritage Site was inscribed in 1997 under the 1972 World Heritage Convention. Inscription was followed by the production of the Maritime Greenwich World Heritage Site Management Plan in 1999. It was revised in 2004. Both documents, through their objectives and proposals have provided a context for Cutty Sark and Cutty Sark Gardens.
- 4.7 The 2004 Management Plan builds on the achievements of the 1999 Plan and in respect of the Cutty Sark identifies the key issues as:
- Establishing a programme of conservation and maintenance, which will form a visitor attraction in their own right;
 - Transforming the Cutty Sark into a 21st century attraction and establishing a sustainable future;
 - Using the ship as an educational resource with improved interpretative facilities for visitors;
 - Integrating the Cutty Sark with its World Heritage location;
 - Developing an improved setting in Cutty Sark Gardens;
 - Inspire learning and promote opportunities which support diversity to widen audience participation.
- 4.8 For Cutty Sark Gardens it identifies that:
- Cutty Sark Gardens provides a link between the riverside walk, the Pier, the town centre and the great architectural set piece of the Old Royal Naval College;
 - From the town centre there was a clear linear relationship between the riverside and the line of the old streets - from King William Walk in the southeast corner and Greenwich Church Street in the southwest. This relationship needs to be re-established to reintegrate the open space into the town centre from which it has grown;
 - The Pepys Building has become the main reception point for visitors to Maritime Greenwich, housing the visitor centre and Tourist Information Centre and draws people from Cutty Sark Gardens;
 - The adjacent Monument Gardens has become a complementary open space;
 - Although the DLR station has become a major point of arrival the Pier will remain a major point of entry and egress and both could be integrated better into plans for the Gardens;

- A redesign of Cutty Sark Gardens is desirable to make better use of the space and to provide a more appropriate context for the Cutty Sark.
- 4.9 The 2004 World Heritage Site Management Plan includes the restoration of the Cutty Sark and further improvements to Cutty Sark Gardens in its programme of action.



Cutty Sark Gardens
Greenwich Development Planning

Figure 2
Urban Design Analysis
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5 Urban Design

- 5.1 This section presents an analysis of the physical characteristics of the Gardens and how it fits within Greenwich Town Centre (Figure 2).

Townscape Pattern

- 5.2 The underlying pattern of townscape across the Town Centre reveals how the Gardens relate to the rest of the town centre and in particular to the Old Royal Naval College and to the Meridian housing estate. Key components of the pattern include:
- i Highly regular and parallel formal grid forming the basis of the ORNC to the east of the town centre incorporating strong primary and secondary grids;
 - ii Regular grid to the west of the Gardens on alternative alignment to the ORNC;
 - iii Central north-south sinuous 'Town' element effectively connecting the two east and west grid patterns. This 'town element' appears to follow an old watercourse alignment and forms a distinctive and unique component to Greenwich's overall character. The sinuous nature of this alignment helps to distinguish the Gardens from the predominant grids;
 - iv Certain key built elements help to reinforce the alignments of specific grid lines (St Alfege's Church, Cutty Sark, Queens House);

Open Space Pattern

- 5.3 Greenwich has traditionally consisted of, and been characterised by, a very clear relationship of built form to open space (parks, squares). This is expressed in the density and compactness of the built form in relation to significant and large tracts of open space (Greenwich Royal Park and River Thames). The Gardens do not fit within this tradition and can appear as a left over river edge space. As such this provides a reason for intervention within the Gardens by extending development based on the historic town centre structure providing clearer definition and frontages to address the open space.

Movement Patterns

- 5.4 The key points of arrival are the DLR Cutty Sark station, located beyond the southwest corner of the site and ferry and passenger services to the Pier. These modes are responsible for around 50% of the visitor trips to Greenwich. Vehicle movements around the one-way system partially separate the Town Centre from its waterfront. Limited vehicular service access is required to serve the Pier/LRS.
- 5.5 Across the Gardens itself pedestrian movements follow a clear pattern. Strong movements occur directly between the Pier and Promenade and the two Town access routes, connecting onto Greenwich Church Street and King William Walk

respectively. The majority of visitor arrivals at the Pier however are directed towards the Tourist Information Centre (Pepys building) and left into the ORNC. This results in weak pedestrian flows around the full extent of the Gardens, particularly at the western/northern edges and lack of activity along these edges exacerbates this situation.

5.6 Key movement issues are:

- Achieving a balance of movements across the Gardens as a whole;
- Promoting new activities along the western edge to encourage better use of this space;
- Introducing new activity to the north west corner, offering reasons for people to stay longer;
- Improving use of the area to the stern of the ship, but retaining east-west access into a new entrance for the Pepys building;
- Reinforcing the waterfront east-west route connecting to Wood Wharf and Greenwich Reach East;
- Incorporating route for the London Marathon.

Views and Settings

5.7 An important element of the Gardens is the views and setting of the Cutty Sark. At present specific views of the ship are compromised in areas by their backdrop. In principle a complex sculptural form needs to be set against a simple 'frame' in order for it be seen more clearly and cleanly. The bow view has to be seen against the back of the housing and this results in a confusing picture of the ship. The view to the east onto the port side is better due to the open space of Monument Gardens while the view onto the starboard side with the Meridian Estate backdrop could be improved. There are good views from the river into the site, in particular views from the northwest give an early experience of the presence of the ship. There are also views from the Gardens upstream and downstream of the Thames.

5.8 Key issues are:

- Addressing site to stern of ship to improve bow and oblique views;
- Addressing Meridian Estate backdrop to views to starboard side;
- Improving currently underused views to the stern of the Cutty Sark;
- Creating new viewing angle to Cutty Sark from higher level view spaces.

Key Design issues

5.9 The origins and development of the Gardens has resulted in a civic/ open space that fails to perform against many of today's commonly accepted urban design performance criteria as set out in national, strategic and local guidance. Key design issues are:

1) Gardens as a whole

- General open and expansive character of the Gardens with limited activity has resulted in an under-performing public space with a cold and windswept feel for much of the year, which contributes to the area's lack of character and 'sense of place'. Lack of covered space is in part responsible and limits time spent in the area. e.g. even in summer a short, sharp shower would likely result in visitors leaving the Gardens.
- Generally a lack of ground floor activity to the perimeter of the Gardens. This contributes to overall lack of vibrancy and occupancy of the space with correspondingly poor natural surveillance, 'ownership' and lack of identity;
- The Gardens contain a number of free-standing elements (Cutty Sark, foot tunnel rotunda, public convenience). This contributes to a sense of 'elements within space' rather than enclosure of this key public space.

2) Garden's Southern edge

The townscape at this point is very weak, the traditional building form having been destroyed by World War II bombing, resulting in a truncated block and leaving a weak and underused edge to the Gardens. Existing housing 'backs' onto the public realm and generates an underused part of the space with lack of continuity, poor natural surveillance, enclosure and lack of activity. Tight circulation space to the stern of the ship results in under-valued stern visitor attractions. It combines both 'ship stern' and 'town development' interface issues. There is a need to retain and improve east-west access to incorporate the proposed new entrance to the ORNC/Pepys building and visitor centre.

3) Western Gardens space

This is the largest contiguous space within the Gardens and at its southern end forms an important entrance to the Gardens from Greenwich Church Street and the DLR station. There is a lack of activity at the ground level for users of the Gardens. It has an open expansive character with cold windswept feel and lack of identity/ownership and 'sense of place'. Any new intervention would need to take careful account of height considerations with the ship and existing Meridian Estate buildings. There is a problematic level change to Meridian Estate and need to maintain basement car park access. Part of this space is on a light weight deck structure over basement car park which inhibits the range of events/activities and installations possible. Existing hard landscaping is relatively new and measures should focus on giving the area a less bleak visual image. In terms of the entrance making the most of the transition from a well defined street into a open/civic space is the key design criteria.

4) River edge

Lack of activity provides visitors with little incentive to enter this part of the Gardens and linger. It was the site of the Gypsy Moth IV, currently on a round the

world fundraising and promotional tour, but it was not in a setting or landscape conducive to the scale and qualities of the ship. The former use of this edge was for visiting ships - flat bottom boats could be moored along the river wall to provide interest and activity to this northwest Gardens boundary. The western riverside wall has recently been repaired.

5) Pier and Promenade

The walled southern edge fails to address the very important forecourt to the Pepys building and its facade. Public access is restricted to the river edge at this point. Lack of publicly related uses other than café and ticket office for the London River Services (LRS) ferries. Poor quality architecture of the 1960s of the terminal fails to respond to this World Heritage Site location in contrast with the 19th century structures.

6) Eastern edge / Old Royal Naval College (ORNC)

Current structure of the space to the forecourt of the Pepys building and alignment of railings forms a very important part of the wider historic ORNC building-open space relationship. The area constitutes traditionally grassed areas bisected with footpaths and mature tree lines of London Planes. Access from the riverside footpath via the Lewin Gate, east-west access and integration has been improved to Monument Gardens. It would be improved further by the proposed new entrance to the ORNC visitor centre on King William Walk.

6. **Animation & Development Principles**

6.1 The following principles provide guidance for the proposals for the next phase of the Gardens.

- i) Improve the setting of Cutty Sark;
- ii) Bring new life and interest to the Gardens as important open/ civic space;
- iii) Recognise the role of the Gardens as a visitor entry and orientation point;
- iv) Integrate better the activities of the Town Centre and the Gardens;
- v) Relate the area better to the adjacent sites;
- vi) Strengthen the local townscape;
- vii) Minimise impact on views, particularly of the Ship;
- viii) Incorporate the annual London Marathon route;
- ix) Respect the Garden's World Heritage Site setting.
- x) Protect the ecological value of the River Thames.

7. **Proposals**

7.1 An integrated approach to the animation of the Gardens as an open space is essential to make the most of the opportunities, to enable a sustainable future for the Cutty Sark and to conserve and enhance the historic environment. The proposals which follow will generate new areas of activity and animation in the Gardens. They are supported by limited development. Each area is individually

addressed, within the context of the overall principles, but the combination of them is to encourage and provide reason for people to stay longer in the Gardens. The Council will work with landowners to facilitate an integrated approach. Such an approach allows for actions to be phased but there is a need for actions which relate to the Cutty Sark to be prioritised so that they can also be integrated with the restoration timetable. Any proposals for development will require the production of accurate photomontages to determine the visual impact of the proposals in relation to the ship and the existing setting and to other planned and committed initiatives. Proposals for development also will require a Flood Risk Assessment. Within this context and the animation and development principles listed above specific proposals for parts of the Gardens are set out below:

Cutty Sark

- 7.2 The Cutty Sark will remain the focal point for the Gardens as a major icon for Greenwich. Compatibility with the Cutty Sark Trust's proposals for enhancing and expanding the ship's environs will be essential. Both the permitted proposals and the revised proposals are intended to present the ship in a manner more closely resembling its original state. The ship would be supported by a 'cradle' system which would be less stressful on its structure than the current method of support. This new support system would require raising the ship by 2.2 metres. This would have the benefit of presenting the ship at a more 'natural' level when viewed from the Gardens, resembling the height it would be viewed at as if it were afloat. It also will have the benefit of making the ship even more dominant within the Gardens and in views to the Gardens. A permanent cover/canopy would then be constructed around the hull of the ship covering the area below and enabling a new presentation of the ship.
- 7.3 The raising of the ship would also create a new basement area of approximately 1000 sq.m. below the hull which would be used for exhibition space and a café. The ship would be accessed from a new entrance point at the stern, which is less intrusive than the current ramp entry, through the side of the ship. From the new stern entry the visitor would descend down a ramp around the outside of the hull to the new basement level. From this level a corridor would lead to a new excavated area (36 sq.m. approx) to the east of the existing dry dock incorporating toilets and lift and stair access up into the ship.
- 7.4 For the duration of the restoration works a temporary enclosure is to be erected over the ship, for a maximum period of four years. It would provide the minimum ground area necessary to provide for working space and storage of equipment during the conservation works. It would also enable public access during the restoration works. The temporary enclosure would cover a larger area than the permanent scheme but would still allow for public access around all sides of the ship.

Southern end of the Gardens

- 7.5 Raising the Cutty Sark, as well as making her more visible from the river approaches and allowing enhanced views from Greenwich Church Street,

creates a more fitting setting for the ship. The southern end of the Gardens is also adjacent to the proposed new entrance to the ship. There is scope at the south west half of the area for a mixed-use development. As this area is tight, the detailed design of the building will need to take account of the proposals for the ship, to ensure the proposals are compatible and retain a suitable distance separation.

Design parameters and criteria

- 7.6 This is a very high profile and sensitive site and it is vital that the proposals are of the highest possible design quality. They should be subject to the following criteria:
- (i) Have a layout and built form that helps 'heal' the fractured townscape, providing definition to this part of the Gardens.
 - (ii) Minimise intrusion into views and open space.
 - (iii) Include an active frontage, particularly at ground level, addressing the open space.
 - (iv) Include shelter by incorporating canopies and/or building recesses.
 - (v) Employ an appropriate architectural language e.g. a stone and stucco render approach would be suitable along Greenwich Church Street due to the townscape context while a 'light weight' and timber clad tensile approach could be appropriate fronting the Gardens due to its reference to the Cutty Sark hull and rigging.
 - (vi) Employ an appropriate palette of materials e.g. timber cladding could be appropriate due to its reference to the timber construction of the ship.
 - (vii) Careful consideration should be given to the junctions with existing buildings and the roof profile.
 - (viii) As the building would form part of the backdrop to the Cutty Sark it must not detract from it.
 - (ix) At the site's western end the building should be seen as part of the northern streetscape extension of Greenwich Church Street.
 - (x) Due to the high profile nature of the proposals they should be subject to consultation with stakeholders and the general public. It may be appropriate for the proposals to be the subject of a design competition.
- 7.7 A stylistically neutral stance is suggested at this stage and a classical or contemporary approach is plausible. Either approach is valid provided it is designed and executed to a high quality. Illustrations (Figures 3a & 3b) show both a classical and a contemporary approach. The contemporary approach is driven by the sinuous plan form of this part of the Town Centre.
- 7.8 The development would be at the south-western edge of the Gardens. It would be three storey providing at ground floor the potential for a relocated tourist information centre and restaurant (A3) or A1 (retail) use. The first and second floors would provide potential for upper level viewing galleries over the Cutty Sark, for an upper floor for the ground floor restaurant (A3) and for residential use. As this site is highly accessible by public transport no car parking spaces should be provided.

- 7.9 The development has potential for an increased level of visitor services which will draw visitors east/west at the stern of the ship and link with the new proposed entrance to the Old Royal Naval College Visitor Centre. It would also provide an opportunity to place the Tourist Information Centre in a more prominent position within the Gardens gateway to Greenwich Town Centre. The development would have the benefit of helping to 'round off' the poor townscape currently provided by this area and providing natural surveillance of the Gardens.

Integrating with Old Royal Naval College

- 7.10 Since the ORNC was opened up to public access new views of Cutty Sark have been available from Monument Gardens. The railings and tree cover should be retained. There is a further opportunity for a closer link between these spaces by providing a new link to the Visitor Centre off King William Walk through the Pepys building forecourt.

Western side of the Gardens

- 7.11 This part of the Gardens provides an opportunity to add to the activity and animation of the area. In terms of specific land uses this would comprise market stalls and refreshment facilities (Class A3). These could be accommodated in single storey lightweight structures on the upper level and be an acknowledgement of the old historic street pattern of the town centre. The structures would be orientated towards the Cutty Sark taking advantage of the full broadside views of the ship and should incorporate an open covered area providing shelter and seating. The structures could include the existing Victorian Greenwich Pier pavilions (predominantly wooden buildings) if they are not needed as part of that development (see para 7.13). This would result in a rearrangement of the public seating currently forming part of the western screen of the Gardens. There is potential to use the lower level car park below for service access via a new stair / lift. The result would be to extend people's stay in the Gardens over a longer period by providing a place to shelter, browse, shop, relax and eat and drink. This could be extended if this part of the Gardens was equipped as a performance space. An illustration (Figure 4) shows a contemporary approach. A more traditional approach would be the reinstatement of the Victorian Pier pavilions in this location or the erection of an 'orangery' type structure.

Riverside

- 7.12 The area around the historic Billingsgate Dock, including the former site of Gypsy Moth IV, is at present under-used. It is understood there is no prospect of Gypsy Moth IV returning to this site. There is potential for bringing new life to the river edge by realising the potential for additional mooring around Billingsgate Dock, subject to further consultation with the Port of London Authority, who would be unlikely to support the introduction of wash sensitive uses in this location. This could be accompanied by an improved pedestrian access from the northern end of the car park. Any works or interventions at the river wall or in the river itself would require the express written consent of the Environment Agency. Wherever possible, any works should be accompanied by measures to improve the river

habitat, such as adding timber fenders to the river wall. The location will also benefit from the increased use of the riverside footpath from the developments to the west, encouraging activity within and through the Gardens.

Greenwich Pier & Promenade

- 7.13 Any proposals for the development of the Promenade should aim to provide an improved gateway to the Old Royal Naval College and the Gardens from the Promenade, and should allow enhanced public access and ticketing for boat passengers. Its primary purpose as a pier should be retained but it could also provide restaurant(s) (A3 use) and new public toilets. It will need to relate sensitively to its World Heritage site setting. It should also provide an improved view of the pier by reducing the amount of walled frontage, from the riverside footpath and potentially provide an additional access point to the Promenade opposite the Lewin Gate. This development would help promote an active use over a longer part of the day and evening and across the seasons, thus generating more activity within and through the Gardens.

Environmental improvements

- 7.14 There also is scope to undertake environmental improvements, particularly to lighting and seating. Lighting can play a major role in improving safety and security and in enhancing the animation of the Gardens. Any detailed lighting design should take account of any proposed new lighting scheme for the ship. Care also needs to be exercised to avoid clutter of excess street furniture. Similarly, the planting of any new trees or shrubs should be approached with caution. The addition of new planting is not considered necessary nor appropriate. Any planting on the car park deck would by necessity be in planters, and could look incongruous, especially when compared to the large mature trees in the vicinity.

8. Planning Obligations

- 8.1 The Council recognises that delivering the development proposals within the brief will not be straightforward, and that there are complex issues to be addressed. The key priority for any development is to provide a better setting and animate the Gardens. It is in this context that s106 planning obligations may be sought by the Council. These will be at a rate and scale that is relevant to the respective development. To this end, the contributions could include;
- i) Environmental improvements e.g. seating and lighting.
 - ii) Support and work with the Greenwich Local Labour in Business initiatives to recruit local workers, provide local training and job placements, and promote the use of local contractors and sub-contractors.



Figure 3a: South-Western Site: Traditional Approach



Figure 3b: South-Western Site: Contemporary Approach

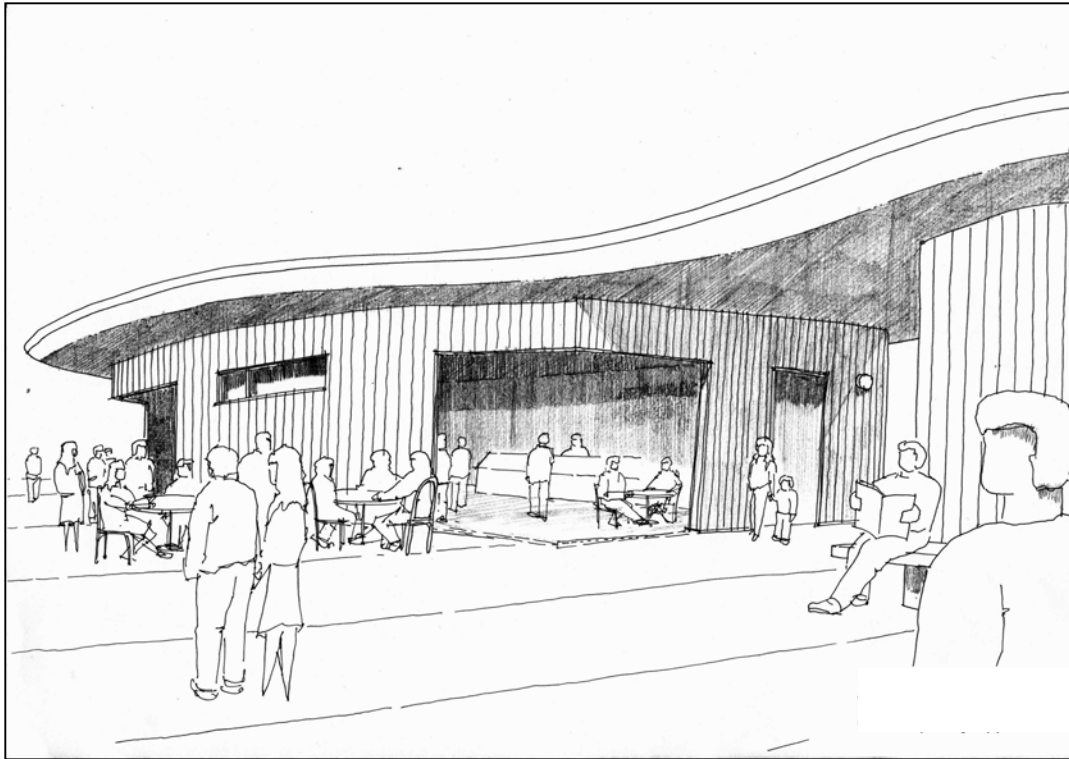


Figure 4: Western Site: Contemporary Approach