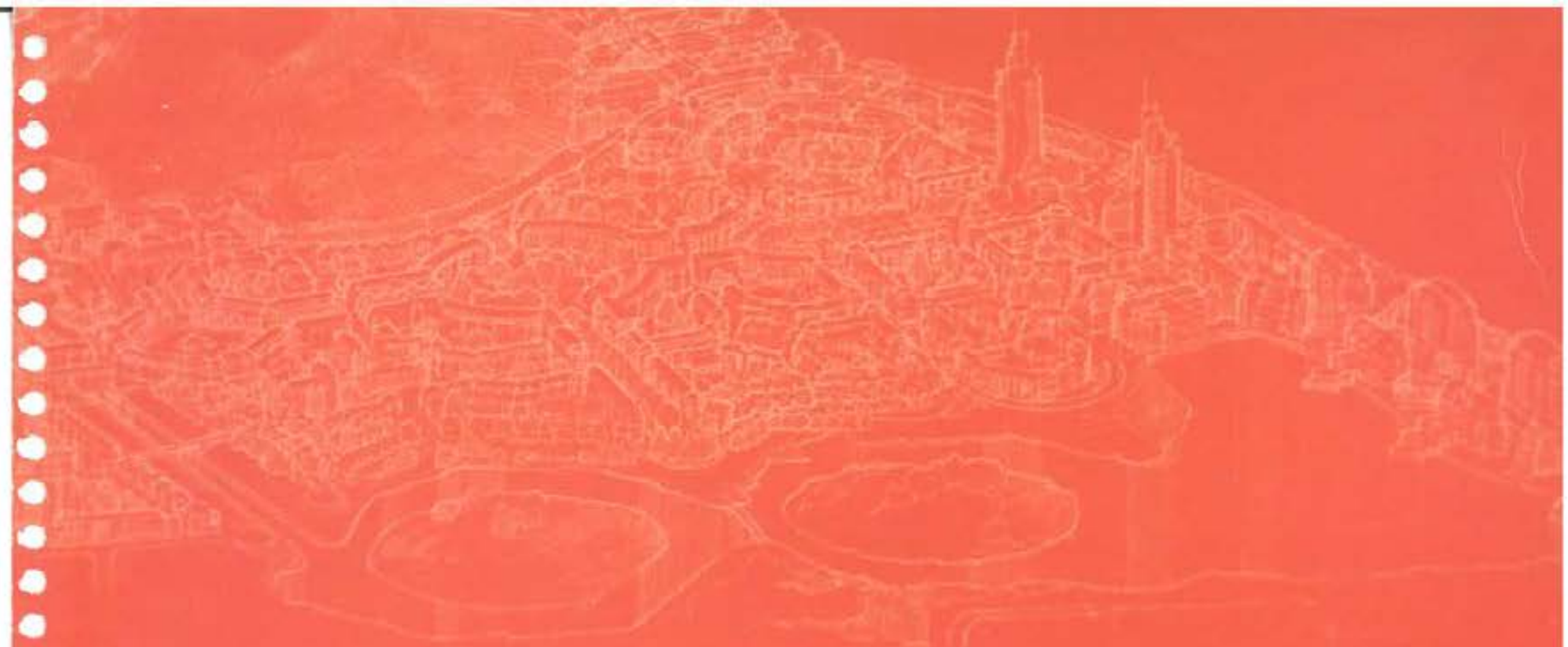

Tripcock Point

Thamesmead [redacted] Development Framework

Adopted as Supplementary Planning Guidance by Greenwich Council September 2003

Tilfen

Greenwich

Tripcock Point | Thamesmead
Development Framework
September 2003

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Greenwich

1 | Introduction

Prison hulks were anchored off Tripcock Ness in Dickens's time

This Development Framework was approved as Supplementary Planning Guidance (SPG) to the Greenwich Unitary Development Plan by Greenwich Council Cabinet on 16th September 2003. It deals with the remaining major residential site in Thamesmead. The site was known as Area 6/4L and is now named ***Tripcock Point***. This name firmly anchors the site in its context. Greenwich Council is working in partnership with Tilfen Land to bring the site forward. Tilfen Land have appointed David Lock Associates (DLA) to master plan the site. The Development Framework meets the Council's principle regeneration and planning objectives for the site.

It is the intention of Tilfen Land to submit an outline planning application in accordance with the Development Framework. A Transport Assessment and Environmental Statement that addresses environmental impacts and the necessary mitigation measures will be submitted as part of a planning application for Tripcock Point.

Purpose

This document will establish a framework for the development at Tripcock Point. The framework includes practical guidelines and principles for the proposed development and establishes a vision for Tripcock Point that will transform current perceptions of Thamesmead and provide a new residential quarter, with a substantial mixed use element.

Greenwich Council has published the Greenwich Unitary Development Plan (First Deposit Draft) setting out policies for the period to 2011. The Council's strategy for land use and development is centred on three main themes:

- *equality and social inclusion;*
- *sustainable development; and*
- *regeneration.*

The Development Framework is adopted by Greenwich Council as Supplementary Planning Guidance (SPG) in accordance with PPG12[1]. It will be a material consideration when the outline planning application is considered. A statement of consultation, representations received and the Council's response to those representations is available.

Guidelines and principles will be established as a means of steering development - establishing what is acceptable and what is expected in terms of design, implementation and management.

The vision for Tripcock Point is a statement of aspiration and, more importantly, should be an inspiration. It follows all the broad principles contained in the UDP and embraces the three core themes. Titen Land, the Greater London Authority and Greenwich Council all see this site as a real opportunity for balanced development - meeting the clear need for quality housing yet ensuring a sustainable approach to development. DLA are committed to working with Titen Land and Greenwich Council to ensure that this happens.

Scope

This Development Framework is primarily about design and place-making. Design guidelines and principles will ensure a rigorous and controlled approach to both urban design and architecture yet will provide for flexibility of response and detail. The Development Framework is designed to provide a robust framework to cover the envisaged ten year implementation programme.

The guidance addresses a range of design issues, including development character, streets and spaces, building form, construction materials and landscaping. The guidance also addresses some elements of detail, primarily in terms of sustainable design, such as energy efficiency, waste and construction.

Management issues are also important - high standards need to be established and adhered to. The planning application and accompanying legal agreement will determine and control detailed proposals, but there is scope here to explore options and establish the main principles for management of the development (both during construction and following completion).

Consultation

This document has been subject to formal consultation. Statutory consultees and the general public have been given an opportunity to comment. Their views were taken into consideration by Greenwich Council in adopting the document. A planning application can be considered now that the Development Framework is approved as SPG.

[1] PPG12: Planning Policy Guidance Note 12: Development Plans

2 | A Vision of Tripcock Point

Tripcock Point is the last major residential site to be implemented in Thamesmead. It enjoys an outstanding location, located between the future Tripcock Park, the Town Centre, Thamesmere Extension Lake and the Thames. It is a spectacular development opportunity. Its development should be characterised by the best of contemporary urban design practice.

The development will be based on a set of clear guiding urban design principles:

- a strong and direct link between the main site entrance at Barnham Drive and the Thames Waterfront;
- maximum accessability to the Thames Waterfront for all sections of the community;
- higher density development clustered on the main edges of the site including the Thames Waterfront, Tripcock Park and the lakes;
- higher density development around key transportation nodes especially on the Waterfront Transit route;
- excellent footway and cycleway routes throughout the site connecting the Waterfront, Tripcock Park, the transit stops, Thamesmead Town Centre and Primary School;
- strong restraint measures over the use, penetration and speed of vehicles within the development; and
- a formal layout that provides a robust context for a contemporary architectural interpretation of proven London development forms.

Tilfen Land aspire to a very high quality scheme which embraces the principles of the 'New Urbanism' and advances the agenda for sustainable urban communities.

The core of the scheme is dominated by a north-south orientated axis with a series of grand public spaces incorporating formal gardens. The axis links the principal scheme entrance point with the river Thames frontage and brings the influence of the Thames into the very heart of the scheme.

The development defining and adjacent to the central axis is in a London genre: typically four storey continuous terraces, containing formal spaces and defining compact, urban streets. In its town planning (concept, geometry, scale, dimensions, etc.) this area is laid out in the manner of Georgian London. However we see no scope for a historicist built form: our Master Plan is a platform for developing a fresh and contemporary architecture.

Primary circulation through the scheme is via an attractive curvilinear boulevard following the edge of

the future Tripcock Park. This is extended to the Thames frontage to form an esplanade, providing ease of public access and a lively shoreline to the Thames. Such enhanced accessibility to the waterfront is unique in the Thames Gateway Area (and rare in the Greater London area).

Development overlooking the Thames and the Esplanade will be built to a very high density to maximise the potential for views across the water, enliven the waterfront and support public transport. The Master Plan features a 'permeable' form of development to ensure that the waterfront development does not form a barrier between the river and the rest of Tripcock Point.

Close to the town centre the denser riverfront zone is conceived as a mixed use area, providing a waterside destination and evening/weekend activities. The lakeside sector is planned in an informal organic manner, with dwellings fronting the local park corridor adjacent to Thamesmere extension.

Tripcock Point marks an abrupt change in the direction of the river and is a focal point. Tripcock Point will once again enjoy the prominence it formally had.

In the southern sector of the site a careful response is planned to the new canal to ensure the continuity of the green corridor associated with the existing sectors of the canal. A bridge across the canal incorporating dwellings (à la Ponte Vecchio) is proposed on the axis crossing. This southern sector of the site will be developed to a high density, focusing on a future stop on the proposed Waterside Transit.

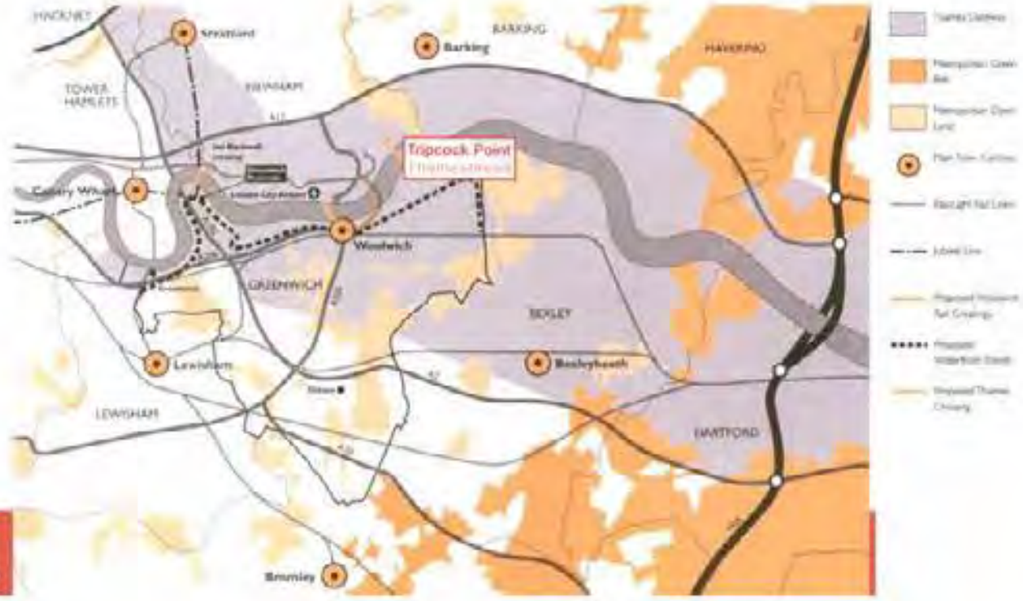
Throughout the whole scheme traffic calming is a priority; many of the streets are planned as Homezones and both the movement and storage of cars are carefully considered.

Once the development is underway Thamesmead will begin a process of rapid change. Tripcock Point will be a very different place from much of Thamesmead and it will set a standard that will percolate throughout the town. Mixed use will be integral to the concept. Walking and cycling will be the preferred method of moving around. The waterfront will be accessible to all. Priority will be given to pedestrians and cyclists but cars will be permitted to park and move slowly along the waterfront. This will ensure that there is activity throughout the year including winter when the prevailing winds make the waterfront an inhospitable place.

Tripcock Point will be a vibrant new quarter of Thamesmead. People will be encouraged to walk and cycle to Tripcock Park, across the footbridge to the town centre, to the waterfront and to the Waterfront Transit. High quality urban spaces are sited within the development where residents can meet and mingle. Shopping and small office/workshop spaces will be located throughout the development with a concentration of cafés and restaurants at the eastern edge of the waterfront, close to the town centre. New footbridges will be constructed across the proposed canal and across the lake to the Town Centre. Tripcock Point will boost the town centre and increase the pace of change and upgrading.

Tripcock Point will represent a seminal example of quality, sustainable brownfield regeneration in the Thames Gateway area.

3 | Development Context



Key Sub-regional Diagram
Greenwich UDP

The Thames Gateway

The Thames Gateway is a planning policy tool intended to promote the regeneration of the East Thames Corridor. The designation extends from the London Docklands to Tilbury in Essex and the Isle of Sheppey in Kent. The Thames Gateway policies are designed to establish '... *the framework for a sustained and sustainable programme of economic, social and environmental regeneration*'[1]

Thamesmead lies towards the western end of the Thames Gateway. Further to the west are the Royal Docks and London City Airport, beyond are the Isle of Dogs and Canary Wharf. These areas have benefited from significant levels of regeneration and investment, and are now recognised as areas of international business and commercial importance. Tripcock Point will move the process of regeneration eastwards.

To the north of Thamesmead, but still part of the Thames Gateway, are Barking and Dagenham. These parts are characterised by large areas of industrial activity. Some regeneration of previously industrial land has occurred in these areas, particularly near Barking. Significant residential redevelopment is progressing at Barking Reach.

In the western parts of the Thames Gateway, between Canary Wharf and Gravesend, pressures for regeneration have generally advanced from west to east, although hotspots have developed in places like Bluewater. These pressures have largely been driven by demand for residential and business growth. The regeneration flow is now reaching Thamesmead, providing the ideal development context for Tripcock Point.

[1] RPG9A: The Thames Gateway Planning Framework, Department of the Environment, 1995

Thamesmead[2]

There is a long history of development on and around the Plumstead and Erith Marshes. The marshes were drained (but naturally re-flooded) a number of times, but it was only early in the seventeenth century that the entire area was finally maintained in a drained condition.

The Royal Arsenal, as it became known after 1805, operated as a centre for the manufacture, proof, examination and storage of weaponry. At its peak during the First World War, the Arsenal employed a total of 73,000 people. The 'Twin Tumps' on the site were constructed at this time as (floodable) blast containment structures.

By the early 1950s, the Arsenal was underused and becoming out of date. In the early 1960s, it became apparent that wholesale regeneration was needed, and that this would be best conceived as part of a single large-scale project.

Thamesmead - the name chosen by local residents for the new development - dates from the early 1960s, when the Greater London Council (GLC) began planning a new urban development as an overfill to the rapidly filling areas of central London. The GLC's 1966 draft master plan envisaged a community of 60,000 people, developed over a period of 15 years.

Development at Thamesmead has been ongoing since the 1960s. Much of the early residential development remains in sound condition. More recent development contributes to the diverse architectural styles which have evolved over the thirty-year development period. Recently Thamesmead Town Centre has become established as a key provider of local services and facilities.

Thamesmead is at a crucial point of its development. The remaining small development sites are being progressed, and some of the early developments need new investment. Tripcock Point will establish a new benchmark for quality and character in Thamesmead and is imperative as an exercise in place-making.

The strategic accessibility of Thamesmead could change radically if the following improvements occur:

- Thames Gateway Bridge;
- Docklands Light Rail extension to Woolwich; and
- Cross Rail (a link to the south of London is possible via Charlton or the Royal Docks).

The Greenwich Waterfront Transit Scheme is already a committed scheme that will start operating in 2008. The completion of all or some of these improvements will enhance the prospects for Thamesmead.

[2] Elements of the description of the Royal Arsenal and Thamesmead have been taken from *Thamesmead, back to the future – a social history of Thamesmead*, by Valerie Wigfall, published in 1997 by the Greenwich Community College Press.

4 | Site and Context Appraisal

Tripcock Point will be developed on former marshland originally reclaimed before and during the Royal Arsenal's period of operation. A new river wall, walkway and landscaping were constructed during the mid 1970s, and this now forms part of the shoreline to the Thames and protection against river flooding. The space behind the river wall was backfilled to the existing levels.

Work was undertaken by the Greater London Council during the 1970s to reconstruct the existing river bank (to the north of Thamesmere Extension Lake). Substantial areas of hard landscaping were built during this time, with much of this remaining unchanged.

Policy D2 of the Draft UDP states:

Major development proposals and new build development proposed for sensitive locations should be accompanied by a Design Statement setting out:

- ***an analysis of the site and its environs;***
- ***how the design relates to and enhances its urban context;***
- ***how the development would relate to established patterns of movement and activity in the wider area;***
- ***the implications of the development.***

Tripcock Point is on the north western edge of Thamesmead. It was formerly known as Area G/4. The entire site is located on reclaimed land and is brown field development. It is currently used for stockpiling of materials, reclamation and recycling. The entire site is subject to a previously agreed and dynamic reclamation programme that will deal with all the site except the frontage to the twin turnps and the riverfront. Most of the existing secondary vegetation will be removed because the whole site has to be capped. This fact means that we have relied upon historic clues in developing the Masterplan for the site. There is a gentle fall across the site from river wall towards the south of the site where the new canal is to be located. The slope is very gentle and does not require any specific design response.

The site has a 1.25 kilometre frontage to the River Thames. The site is defined by the river to the north, the twin turnps and lakes to the east and the proposed Tripcock Park to the west. The southern boundary of the site will be defined by a part of the Thamesmead canal system. It is adjacent to Thamesmead Town Centre and a direct foot bridge connection will be constructed.

Significant transportation infrastructure improvements are planned for the area. The Greenwich Waterfront Transit is planned for 2008. A transit stop is planned adjacent to the Barnham Drive access. Another transit stop is planned to serve the Town Centre.

These are marked on all subsequent plans of Tripcock Point. The system will connect Tripcock Point to Woolwich and Abbey Wood stations providing connections to Central London and Kent, as well as to Greenwich Peninsula and connections to the underground system.

The following sections of the Development Framework constitute the Design Statement for Tripcock Point.

The Tripcock Point development site is located to the west of the existing Thamesmead town centre and to the north east of the Gallions Reach Urban Village. The alignment of the proposed Thames Gateway Bridge passes to the south east of the site, whilst the route of the Greenwich Waterfront Transit System runs to the immediate south of the site, and will provide high quality public transport links to Woolwich and Greenwich. Plumstead and Abbey Wood stations provide rail access into Charing Cross station via Greenwich and west to Kent.

The areas of Thamesmead which adjoin the development site are largely post-1980 developments. Both the design and quality of these developments is representative of private sector development. It contrasts with the earlier Thamesmead town development dating from the 1960s, located further to the south.

In general, Thamesmead is characterised by areas of neighbourhood housing set amongst large areas of landscaped parkland, lakes and waterways. Often these areas provide important wildlife and nature conservation, as well as leisure and amenity resources. The large areas or waterways provide an important function as part of the water balancing network.

The site itself shows a legacy of a number of different uses. The topography of the site shows significant variations - from short term material storage and longer term landscape modelling. In general the site falls from the river wall towards the south of the site.

There are issues of contamination on the site – a legacy of the Royal Arsenal operations. The investigation and remediation of contamination has been ongoing since Thamesmead's conception. The problems and solutions are well understood. These proven remediation methods will be used at Tripcock Point. The ES will address this, and other environmental issues connected with development of the site.

The development context for the site is largely established. The Town Centre, to the east, is undergoing further development, whilst the Gallions Reach Urban Village, to the south west, is progressing towards completion. Development has now commenced on sites to the immediate south of the site. The site is now surrounded by committed development.

The Ecological Master Plan

Tilfen Land has prepared the Thamesmead Ecological Master Plan. Tripcock Point adheres to the principles of that document. The site of the proposed development has locally significant levels of ecological interest. Water voles and wintering birds make use of the extensive areas of water which surrounds the site, with provision made to both protect and enhance the habitats on which they rely. Other areas of shrubs and ground cover will need to be removed in order to allow ground remediation. The proposals will complement the recent habitat creation.

The site has been regularly disturbed over its lifetime, either by development, materials storage or remediation works. Tripcock Point will finally create a more permanent landscaped built environment.

Vegetation has colonised the Tripcock Point site during the period following the operation of the Woolwich Arsenal and the site has consequently acquired nature conservation value. The site of the proposed development supports a mosaic of habitats including extensive areas of open water, swamp communities, birch and willow woodland and wasteland communities. The site is deemed to be of Metropolitan importance for Nature Conservation due to the habitat mosaic, the presence of water voles, wintering birds and terrestrial invertebrates (particularly bees and wasps).

Following clearance of buildings, extensive sand capping has been undertaken across much of the site. However, the legacy of contamination means that the retention of key natural habitats also requires restrictions on public access. There will be no public access to the Twin Turnps.

Tilfen Land have recognised the existing nature conservation value of the site and its environs and have undertaken extensive ecological mitigation. An Ecological Masterplan has been prepared by Scott Wilson which provides a summary of the ecological baseline for Areas 6 and 7 at Thamesmead. It establishes inter-connected areas for creation of new habitat which are designed to incorporate features required by London Biodiversity Action Plan (LBAP) species. The Masterplan is being implemented through a series of Management Plans which set out detailed prescriptions for habitat creation and management of the habitat in the long-term to maximise nature conservation value. New habitat being created across the Tripcock Point site and its environs includes the following:

- Tripcock Wetland, a large area of reedbed for filtering drainage, designed specifically to provide habitat for water voles, kingfishers and fish appropriate to the locality;
- Tripcock Park, an informal parkland area on the site of the licensed facility will include extensive self-sown herb and grassland areas and blocks of planted native woodland and scrub. Linear areas of sandy ground will be provided on the south facing slopes of the facility for bees and wasps;
- Gallions Canal, under construction, will have soft margins, as well as a broad shelf supporting a reed fringe. About 35% of this feature has already been completed;
- Gallions Hill has been designed with scrub, grassland and wasteland communities and also has habitat for bees and wasps; and
- The reinstated Twin Turnps moats will have appropriate wetland marginal fringes and substantial buffer zones consisting of scrub and woodland beyond the wetland fringes. The Twin Turnps themselves, as well as the Thamesmere Extension Lake, will be retained in situ and will provide habitat for water voles.

Tilfen Land are currently participating in a ground-breaking project on water voles in association with Scott Wilson, Groundwork Trust, the University of Greenwich, the Wildwood Centre and the Environment Agency. Water voles were trapped from the Twin Turnps moats and taken to the Wildwood Centre for breeding whilst contaminated silt is removed from the moats. The water voles are now being returned to the re-instated habitats. The success of the release will be monitored through radio-tracking. The aim is to ensure the long-term viability of the water vole population and to increase the size of the population through the creation of linked habitats and habitat enhancement.

The principle of development at Inpcock Point is long standing. Thamesmead was conceived more than forty years ago, and this land included as part of those plans. The principle of development remains in place and is incorporated in the current Unitary Development Plan.

The proposals for Inpcock Point will implement an established commitment. Although the overall principle of development remains as it did in the 1960s, planning policy and design guidance in which control the detail of development has radically changed. This Development Framework reflects the new design context and attempts to move that agenda forward.

National Planning Guidance

Guidance at the national level emphasises the importance of sustainable development[1] and the advantages of imaginative high density design solutions. This encompasses the location, layout and form of development. Where possible, development should make use of previously developed land.

Development should be located to minimise the need to travel, particularly the need to use private modes of transport. Development should therefore be located close to services and facilities, with good access to public transport. Land uses, for example residential and commercial or retail uses, should be complementary and well related, allowing people to walk or cycle between them.

Residential development should provide for a range of sizes and types of dwellings, and allow for a range of affordability. The current composition of households in the area should be considered in drawing up proposals for new housing schemes, with a view to securing a better social mix.

Design quality is emphasised throughout planning guidance. The design of the spaces between buildings, in particular, is seen as an important determinant of character and therefore quality. Developments should be designed to be safe, with priority given to pedestrians over traffic.

Nature conservation is an important consideration in any development. Developers and local authorities are advised to consider the importance of ecological features and protect these where appropriate.

Guidance on archaeological issues is of particular relevance to Thamesmead. Well-established procedures are in place to address the specific archaeological heritage deriving from its former use.

[1] Relevant guidance at the national level is included primarily in PPG1 General Policy and Principles (1997), PPG3 Housing (2000), PPG9 Nature Conservation (1994) PPG6 Town Centres and Retail Developments (1996), and PPG13 Transport (2001).

Urban White Paper

The Urban White Paper - Our Towns and Cities: The Future Delivering an Urban Renaissance sets out a new vision of urban living.

- ***people shaping the future*** *of more community supported by strong and fully representative local leaders.*
- *people living in* ***attractive, well-kept towns and cities*** *which Lord Scott and Bellingly will*
- *good design and planning will to make it practical to live in a* ***more environmentally sustainable*** *way, with less noise, pollution and traffic congestion*
- *towns and cities that will* ***create and share prosperity*** *investing to help all their citizens reach their full potential, and*
- ***good quality services*** *- health, education, housing, transport, leisure, shopping, leisure and protection from crime - that meet the needs of people and businesses wherever they are.*

Inpcock Point embraces all these five themes in a practical development concept.

Thames Gateway Development Areas
from Home Office Sustainable Communities: Building for the Future
Environmental Quality in Thames Gateway London

Regional and Strategic Planning Guidance

Planning guidance at the regional level provides strong support for continued growth in the Thames Gateway. The opportunity for regeneration and for development making use of previously developed land is widely recognised and encouraged.

The importance of providing a range of housing is identified as being vital to securing the success of the South East. The range of sizes and tenures of new housing, in particular the provision made for more affordable housing tenures (available for those on low incomes and for key workers) is identified as a key factor in progressing development proposals.

Guidance emphasises the importance of the river Thames both as a setting for development and as an important leisure and ecological resource. In particular, securing public access to the waterfront is identified as an important consideration in any development proposal.

The Mayor of London is responsible for producing a Spatial Development Strategy for London. In May 2001, the Mayor published Towards the London Plan, a consultation document containing a proposed vision and broad policy direction. In June 2002, a draft Strategy was published, and will be the subject of Examination in Public. The Final London Plan, which will replace current guidance in RPG3 – Strategic Guidance for London Planning Authorities, is likely to be published in late 2003.

The Mayor identifies Thamesmead as a large potential development area, noting in particular that the location represents a strategic housing opportunity able to benefit from an attractive riverside setting. In broader terms, the draft Strategy also identifies the importance of increasing the supply of high density housing, well located with respect to public transport nodes, and in particular, securing a greater provision of affordable housing. The quality of design and construction of new homes is seen as part and parcel of providing high quality urban environments. The draft Plan highlights the importance of an effective and efficient transport system in contributing to the achieving sustainable development. It identifies the opportunities for the DLR to extend to Woolwich and beyond, and identifies both the Greenwich Waterfront Transit system and the Thames Gateway bridge. The Plan also identifies the importance of high quality design in new developments, including general support for tall buildings.

Informal consultation with the GLA has identified strong support for the development of Tripcock Point and recognition of the significant quantitative and qualitative contribution it can make to the supply of housing in the capital.

Local Planning Guidance

The Greenwich Unitary Development Plan (UDP) was adopted in 1994 and allocates the site for residential and other supporting uses. The First Deposit Draft of the new UDP published in February 2002 carries forward that designation. The Development Framework reflects the policy thrust of the UDP.

Tripcock Point lies wholly or partly within two specific UDP policy areas – Waterfront Area and Thamesmead Policy Area. Policy W1 states:

Development in the Waterfront must:

i Build on and strengthen existing local communities and area character;

ii Conserve and enhance the area's historic heritage and biodiversity;

iii Integrate and connect new proposals with the existing pattern of development;

i Comply with adopted Council planning briefs, design guides and urban design guidelines set out in Strategic Planning Guidance for the River Thames;

ii Develop and enhance the area's links with the river, and contribute to the completion of a continuous public riverside footpath and cycleway from Deptford the Thamesmead (Policy 015);

iii Incorporate sustainable modes of passenger and tourist transport as appropriate;

iv Consider strategic and local views (Policy D24-D26); and

v Protect and enhance the river and its foreshore for wildlife and nature conservation, and contribute positively to the improvement of the local environment.

Policy W2 deals with the Thamesmead policy Area:

The Council will seek a high quality of design reproducing the special character of the River Thames within the Thames Policy Area defined on the Proposals Map. Proposals within the area will be expected to satisfy the development principles under Policy W1 and:

Policy W4 sets the context for the continuing development of Thamesmead:

The Council supports the ongoing development of Thamesmead to form a distinctive, accessible and mixed community with a good quality of life and environment, a balanced range of facilities to serve the local community, public open space and a mix of dwellings including affordable housing.

The draft UDP contains a series of Site Proposal Schedules. The detailed proposals relating to Tripcock Point are set out in Appendix A, together with an extract from the draft Proposals Map. The Development Framework reflects these proposals.

6 | Local Character

This section analyses 'local character' which ranges from the well-known historic building forms of Greenwich to the contemporary housing to be found at the Millennium Village. These are represented in the images set out in this section. The Master Plan provides a clear development form.

The classical formality of historic Greenwich in its streets and public spaces can be reflected in some of the major public spaces of Tripcock Park. The use of local 'stock' brick would allow individual architectural expression whilst creating a sense of unity overall. The detailed use of such brick should exploit modern construction techniques. Historic brick detailing would be inappropriate. This can be combined with a palette of more contemporary materials.

Finally, the architectural achievements in historic Greenwich should be an inspiration to the many future designers of all the components of Tripcock Point.

17

'Contemporary Greenwich Style'

'Historic Greenwich Style'

18 | Design Policy Context

The following planning policy context has influenced the scheme design:

- Government requirements for more sustainable forms of residential development and enhanced design quality (contained in PPG3: Housing (March 2000)), and the need for higher density development and quality to meet these requirements.
- PPG13: Transport (March 2001)

The Publications which have influenced the scheme design include:

- 'By Design in the Planning System: Towards Better Practice'; Commission for Architecture and the Build Environment and DETR, May 2000.
- 'Places Streets and Movement – a companion guide to Design Bulletin 32 Residential Roads and Footpaths' DETR, September 1988
- 'Our Towns and Cities: the future – Delivering an Urban Renaissance' DETR, November 2000.
- 'Sustainable Urban Extensions: Planning through Design – A collaborative approach to developing sustainable town Extensions through Enquiry by Design'. The Prince's Foundation, September 2000.
- Urban Design Guidance - Urban design frameworks, development briefs and master plans: Urban Design Group 2002.

The DETR publication 'By Design' states that:

"Urban Design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and built fabric, and the processes for ensuring successful villages, towns and cities."

It goes on to say that:

"Urban design is a key to creating sustainable developments and the conditions for a flourishing economic life, for the prudent use of natural resources and for social progress. Good design can help create lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale; places that inspire because of the imagination and sensitivity of their designers."

'Urban design' covers a broad range of issues, and it is necessary to establish some objectives in order that the key messages can be implemented at Tripcock Point.

Inherent to the master plan are a number of core urban design objectives, which will provide a foundation for the successful implementation of the development. These core urban design principles are applicable to the development in its entirety, and represent a holistic approach to urban design. The objectives are drawn from tried and tested urban design methods, which derive from the observation and analysis of traditional and well-loved places. They overlap and are mutually supporting, are based on those identified in 'By Design', and on additional objectives which the town builder believes to be important. They address:

- sustainability;
- character and form;
- urban density and built form;
- ease of movement;
- continuity and enclosure;
- legibility;
- diversity and mixed use;
- traffic management; and
- public transport;

'London Style'

Whilst based to a significant extent on historic examples, they are noted for their relevance to the future of urban places, through their ability to deliver safer, more robust, livelier and more sustainable environments.

It is imperative therefore that designers and developers involved in the creation of Tripcock Point, whether it is at the street or neighbourhood level, acknowledge the importance of the core urban design objectives and demonstrate compliance at all stages of their proposals.

Character and Form

The character and form of Tripcock Point will reflect the best of London's urban form characteristics. Variety will be an inherent quality, occurring in streets, spaces and buildings, in order to add richness to the built environment. This approach can readily be applied to a contemporary design style.

Achieving the desired urban form requires attention at a number of levels:

Sustainability

The concept of environmental sustainability will impact at many different levels at Tripcock Point. The built environment will be designed to promote a more environmentally sustainable approach to town building and operation.

Various elements of the urban form, such as a permeable network and pedestrian/cycle friendly streets will impact directly on emission levels, fuel consumption and air quality.

The principle of flexibility in the built form is fundamental to the ability to reuse and recycle buildings, thus avoiding demolition and the use of further resources in reconstruction. The system of a well connected street network and perimeter blocks is robust enough to withstand urban evolution over time, meaning that buildings can be replaced when necessary without the need to redevelop the remainder of the block or reorganise the street system.

Detailed design should adopt building techniques and material sources that allow for greater sustainability. The concepts of 'experimentation', 'innovation' and 'best practice', will allow for an increasingly progressive approach to design and development. Greater energy efficiency and reduced depletion of finite resources will be central to the development, achieved through the exploitation of the best modern technology. Water conservation and environmentally safe methods of water treatment have the potential to be promoted at all levels, from the provision of rain water butts to the installation of water filtering systems within the landscape. Performance ratings for these factors are set out in Part 10.

Urban Density

Ease of Movement

The relationship between urban density and the nature of the built form should not be overlooked. Neither one should be considered in isolation, and it is only when the broader objectives for the character of the Tripcock Point buildings and the level of urban intensity required to stimulate activity are incorporated into the density calculation will the desired effect be achieved.

Urban, as opposed to suburban densities will be sought, and this implies a greater intensity of building, although the density range clearly allows some scope for variety.

Across the development the more intense forms of development will be found towards the central spine and river, and more spacious development towards the eastern edge.

The 'street' is of the utmost importance in Tripcock Point. It will become a natural place for interaction and activity, and residents will enjoy walking its animated length. Each street will contribute to the creation of a comprehensive network, which will spread these benefits across the development and ensure that a choice of ways to get from A to B promotes efficient and direct journeys.

In order to achieve this, the street network must be permeable, with all streets continuously connected and each street terminating in another street.

The concept of permeability should be applied to the movement of pedestrians and cyclists at all times, giving them the freedom to access all areas of the public realm with relative ease. A more permeable network will be achieved where development blocks are smaller, thus increasing the frequency of routes and creating a finer grained environment. Further guidance on block dimensions is given in Section 9.

Whilst the permeable street network should facilitate a more equal distribution of traffic within residential areas, diluting car movement across the site and generally leading to safer streets, there may be some instances where it is desirable to restrict vehicle passage in the interests of safety and amenity.

In such cases, pedestrians and cyclists should still have full access, so visual permeability should be promoted by the built form so that the environment remains legible.

Continuity and Enclosure

The balance between the public realm and private space will be well defined in Tripcock Point, ensuring that residents in particular are able to enjoy the privacy and tranquillity offered by their homes, which will be distinctly separate from the public space of the street, square or park. Conversely, the streets, squares and parks become the focus for activity and interaction, which will raise the quality of the public realm.

The type of urban form described above requires a development response that can reliably create a distinction between public and private space, one which is legible and requires no form of policing. The concept of a continuous built frontage around the edge of the block is the fundamental basis for achieving this. Often referred to as the perimeter block, buildings are placed to front the street and form a well defined building line, and the private 'back' is therefore to the rear. This familiar and traditional pattern is well understood by the general public. Access into the rear of blocks is strictly controlled to individual gardens and shared areas. For this reason also, plots will never be placed where they back onto public areas such as parks or footpaths as this reduces security. Any public area should always be fronted by development.

In addition, as there is generally only one public façade to a property (two in the case of corner plots), it is easier to allow casual surveillance of the well-defined public realm, which will help make safer streets. Opportunities to achieve this should be maximised to ensure 'eyes on the street'.

The perimeter block is capable of accommodating any house type, allowing different house types and uses to occur within a single block. Block form can also vary, for example with the inclusion of shallow mews, provided that building fronts always face towards the public space and backs face into the private interior.

Legibility

The amalgamation of the built form objectives should create an urban environment which is easily understood. This requires clarity, and knowledge of how people have learned to read places over time, but it also provides scope for added interest and excitement, which will make Tripcock Point a memorable place.

Towns typically arranged around one or two primary main streets, occupied by commercial uses, with smaller streets leading off into residential areas, are easy to understand because they have a familiar and reoccurring incidence. Public transport and public buildings are usually located at expected places.

The Tripcock Point master plan seeks to emulate this pattern and so contains the key messages that people look for. Specially designed buildings will mark important corners, formal groupings of buildings will signal the entrance into Tripcock Point at gateways. Integral to this variety are the distinctions between places within a settlement, creating a more readable environment.

Designers and developers should consider the role that their proposal will play in improving legibility within Tripcock Point. They should also seek to identify and maximise opportunities for landmark buildings, views and vistas and focal points. Other special or unusual features might also be integrated into individual buildings to add a further layer of legibility, but this should be the exception rather than the norm.

Diversity and Mixed Use

A good degree of adaptability will also encourage the variety of uses required along the riverfront to make a vibrant and interesting place. Uses can also occur within buildings, stacked vertically (for example flats and offices above shops) further reinforcing the potential for vitality and, importantly, safety. The ground floor 'corners' of buildings adjacent to the central gardens are appropriate locations for non-residential uses appropriate to a housing area with a substantial on-site population. In some circumstances, flexible planning controls may be applicable to encourage the maintenance of the use mix and to avoid empty units when one use moves on.

Traffic Management

Public Transport

Traffic management will be integral to the urban form at Tripcock Point, and will be achieved through a wide variety of means. Whilst cars will not, on the whole, be excluded (as they can contribute to the liveliness of the public realm), they will be required to behave in a manner which is conducive to a pedestrian friendly environment.

In order to achieve a traffic calmed environment there are several design techniques which can be employed. DB32 gives advice that should also be observed. Primarily, the settlement should be built to actively encourage walking and cycling, thus reducing the need to use the car, particularly for short journeys within Thamesmead. A permeable network of streets will be the key factor to achieving this.

The master plan depicts generally urban streets, reflective of traditional London, as these tend to slow vehicles down. Added to these narrower streets will be 'pinch-points', places where the carriageway is deliberately made narrower to allow only one vehicle to pass. These can be formed by a variety of means, for example, through bringing building lines forward in places to create a sense of narrowness, or the use of bollards or railings, or combinations of these measures. The composite design solution must have an elegant, rather than an awkward quality.

The frequency and nature of junctions, and changes in traffic direction will also impact on traffic behaviour. Crossroads are more likely to encourage driver caution, and are preferred to staggered junctions. Careful design is required to ensure safe operation. The radii of these junctions also need to be carefully considered, in order to reduce the distance that pedestrians have to cover at these points, and to ensure cars are required to stop before turning very slowly.

The integration of public transport, into the built environment and into the lifestyles of those living and working in Tripcock Point, will encourage a cleaner and safer environment. Public transport will be convenient, frequent, safe, reliable, comfortable and easily accessed on foot (no house will be beyond a 250 metre walking distance from a potential bus route).

The Greenwich Waterfront Transit Scheme will start operating between North Greenwich and Abbey Wood by 2008. The scheme could be upgraded to tram technology. The development of Tripcock Point will enhance the prospect of this upgrade. The Waterfront Transit runs along the southern edge of the site.

A bus loop has been incorporated into the master plan to connect key locations, including the esplanade and the town centre. The loop will pass within a few minutes walk of all homes, making it easy to access shops, services and jobs. It will allow buses to run in each direction on this route to increase frequency and convenience.

Designers and developers will be required to demonstrate that accessibility to bus routes and the station has been maximised through the layout and amenity of routes. Passenger comfort and safety should be considered, and appropriate provision put in place to ensure convenience.

8 | Master Plan and Scheme Content

The Master Plan is made up of three main components - land use, movement and open space. It reflects the urban design principles set out in section 2. They are reproduced below:

- *a strong and direct link between the main site entrance at Barnham Drive and the Thames Waterfront;*
- *maximum accessibility to the Thames Waterfront for all sections of the community;*
- *higher density development clustered on the main edges of the site including the Thames Waterfront, Tripcock Park and the lakes.*
- *higher density development around key transportation nodes especially on the Waterfront Transit route;*
- *excellent footway and cycleway routes throughout the site connecting the Waterfront, Tripcock Park, the transit stops, Thamesmead Town Centre and Primary School;*
- *strong restraint measures over the use, penetration and speed of vehicles within the development; and*
- *a formal layout that provides a robust context for a contemporary architectural interpretation of proven London development forms.*

Land use - Mixed Use Development

Tripcock Point will be a predominantly residential development, although mixed use elements will be developed along the waterfront. Considerable areas of public and private open space, as both 'hard' and 'soft' landscapes, are also planned. Sites will be reserved for a hotel and a primary school. The primary school offers a special opportunity for both contemporary design and integration with Tripcock Park.

The school will be two form entry with potential to incorporate early years and community uses within a secure area. It offers an opportunity for innovative design.

The residential elements of the development will include a range of dwelling sizes. Opportunities exist to provide live/work units, which combine workshop style accommodation as part of the main residential unit.

Tripcock Point will include a significant element of affordable housing. An indicative figure of 35% is currently being planned for. The affordable housing will include an element of wheelchair access housing. This will be integrated throughout the development.

Possible forms of affordable housing could include social rented housing and submarket rented or part ownership housing for local people and key workers. Thamesmead and Greenwich provide a pool of lower priced market housing which can play a significant role in the recruitment and retention of key workers within the capital. Consideration will also be given to the provision of supported housing. Affordable housing will be delivered by Tilfen Land in partnership with the joint commissioning RSLs.

Small scale commercial elements could be provided as part of the development – possibly as part of live/work units identified above. There may be an opportunity for local businesses to locate in the development providing specialist services to the local community. A small number of restaurants and cafe's could also be included within the scheme, again providing further facilities for the local population.

Tripcock Point offers the opportunity for provision of social facilities including residential care, elderly care and nurseries. Many of these activities could be located in the southern part of the site adjacent to the Waterfront Transit, associated with the proposed primary school. Tilfen Land will work with Greenwich Council and the voluntary sector to define precise needs and agree how these needs should be met within Tripcock Point in terms of the location and provision of sites.

Transport and Movement

Access to a reliable and frequent public transport service and good links to Central London will be of particular importance and the landowners will seek to ensure that the development as a whole is well served by public transport. New bus services will run through the development on priority routes, connecting Tripcock Point to Thamesmead Town Centre, and to Abbey Wood, Plumstead and Woolwich rail stations.

Due to the nature of the site, considerable investment in infrastructure will be needed. There will be three new pedestrian or pedestrian and cycle bridges to ensure a permeable and accessible development. In certain locations footpaths and cycleways offer potential for emergency vehicle access. New roads will be constructed within the site in order to connect two new access points to the south and north east.

The Master Plan shows how Tripcock Point integrates with the Waterfront Transit reinforcing the significance of the Central Core as a movement corridor.

The latest route for the Waterfront Transit (no.11) is shown on all plans, together with the stops for Tripcock Point and the town centre.

Provision will be made for a new pier in the Waterfront Area to support the introduction of public transport services on the river.

Open Space and Landscape Strategy

Significant areas of public open space will be provided as part of the development. This will include areas for formal and informal play, as well as considerable formal areas along the waterfront esplanade. All the interfaces between the development and water will receive intensive design attention. The waterfront esplanade, the edges of the Thamesmere Extension Lake and the canal banks offer opportunities for cycling and walking. Development will front all the key water areas. Private open space will also be provided as part of the development, and this will include both private back gardens and private courtyards shared by a limited number of residents, for example, as part of a single residential block. Taken together, a wide range of both hard and soft landscapes will provide considerable variety for residents and visitors alike.

The development will facilitate construction of the last element of the Thamesmead canal network. Thamesmead's drainage system will then be complete.

1/2900

Tripcock Park

Site for
Primary School

Thames Gateway Bridge

BARNHAM DRIVE

CENTRAL WAY

0m 1/2900 100m N

SITE WIDE GUIDANCE

This section provides the basic palette of tools for town building, and explains how the core urban design objectives set out in Part 8 can be implemented. The palette of tools includes:

- Neighbourhoods – the different parts within Hipcock Point which individuals identify as distinct areas.
- Streets and Spaces – the spaces between and formed by the buildings, including junctions.
- Blocks – the areas between the streets, which can be subdivided to form individual building plots.
- Plots – a piece of land within a block on which individual homes, flats or mixed use buildings are built.

  (For the purposes of clarification, it should be noted that the areas of land sold or licensed to developers, be they comprised of all or part of a block, are referred to as 'land parcels').

Added to this list are aspects of three-dimensional design:

- Building form – building style, height and massing.
- Elements of construction – walls, windows, entrances, corners, roofs, dormers, and eaves.
- Boundary treatment – walls, fences, railings, gates and hedges.

Design guidance and standards are set out to ensure a high standard of design. Design proposals will be assessed on their ability to implement the core design objectives and draw these component parts together to achieve good place making.

Character Areas

The Master Plan has generated some recognisable character areas. These are not rigid neighbourhoods. The intention is to promote broad diversity throughout the scheme, reflecting traditional London patterns and concentrating development intensity towards the centre and riverside.

The general pattern of character areas provides opportunities for detailed designs to:

- explore a broader range of urban forms responsive to the location and character of the setting;
- establish localised focal points to create areas of interest;
- promote identity and legibility throughout the scheme by introducing variety in the built form; and
- to encourage creative designers to produce fresh, contemporary architecture whilst respecting the overall ethos of the scheme as set out in these guidelines.

Character Areas are proposed in Tripcock Point as follows:

The Central Core

This is the area planned on formal lines around central gardens. It is conceived as a contemporary interpretation of Georgian London. Storey heights of 4-4½ stories are proposed along the central axis, the octagon, crescent and square. A level eaves line on opposite sides of the key public spaces will be rigorously enforced, to ensure a sense of balance and symmetry.

At key corners special articulation of the architectural form is required. Flexibility will be allowed in the design for the incorporation of compatible non-residential uses (particularly on the ground floor).

It is important that the octagon, circus and square (and their associated gardens) be conceived and designed in detail as an integrated design.

Boulevard

Dwellings in this western part of the Plan area overlook the (future) Tripcock Park mound and views will be available of the Park under the canopy of the boulevard trees. The principal architectural feature along the boulevard is a long crescent, generally four stories in height, with a dramatic, double curvature, in plan. Elsewhere the built form is a 'villa' of 3½ - 4 stories made up of individual apartments.

In certain locations such as crossing points into Tripcock Park there is the opportunity for 4½ - 5 storey development (eg. forming 'book-ends' to terraces).

Lakeside – Canalside

These areas front the internal water bodies and can provide a considerable variety of environments. Lakeside can provide the opportunity for a more informal pattern of development. Again key vantage points can be marked by taller landmark buildings.

The canal side area is adjacent to the proposed Water Front Transit stop. Higher density development is planned in this area to take advantage of the high level of public transport accessibility – in addition to the Transit all bus routes will cross the bridge.

All dwellings will have a direct frontage relationship with the lake edge or canal.

Greentown

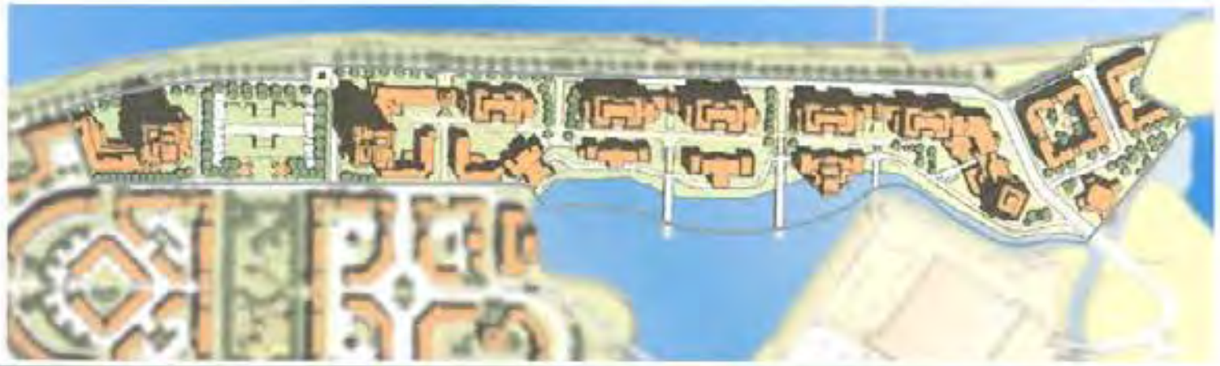
This quarter occupies a strategic position on the river. It will be designed as a dramatic architectural entry (albeit sharing construction, materials and detailing with the Waterfront Zone). The development in this zone will include high-rise buildings with a landmark statement coinciding with Tripcock Ness.

Car parking will principally be undercroft and the concept is for a grid of wholly pedestrian streets. Those on the north-south axis lead directly from Tripcock Park down to the river.

Between these streets three 'fingers' of green link the Park and the riverfront environment. Each finger will have a discreet ecological theme. The riverside in this locality will have a completely informal treatment, in sharp contrast to the Esplanade. Innovation will be the underlying theme of the area.

The dwellings in Greentown will be the most eco friendly of all those in Tripcock Point, and will incorporate 5% as experimental units (exploiting both active and passive solar collection, water and waste recycling, technological controls, etc.).

The Tripcock Ness landmark building is conceived as a 'green' tower and will be the subject of an international design competition under the auspices of the RIBA.



Waterfront

This zone will include the most dense development in the Plan area and will provide an active frontage to the Esplanade. In the isthmus between the lake and the river the ground floor at esplanade level will be available for non residential uses to include:

- residents (sports and fitness) club, incorporating terraces with river and lake views;
- bar(s);
- cafe(s);
- restaurant(s);
- creche;
- day centre;
- small professional offices;
- specialised retail/kiosks (80m² max); and
- residents meeting facilities.

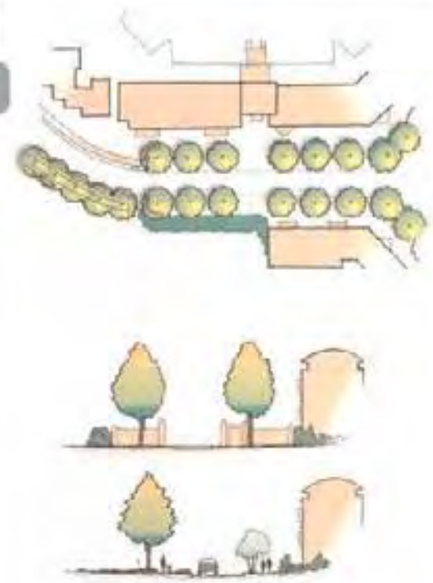
This whole sector and the Waterfront will be served by basement parking (exploiting the site levels).

Storey heights in this sector will rise, locally to eight (sixteen for the tower blocks).

The Boulevard and Waterfront

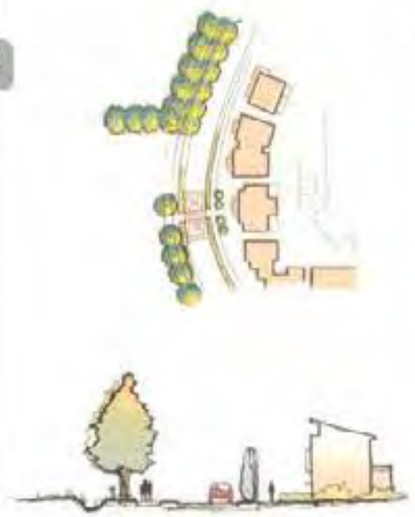
The following diagrams 1-8 illustrate, in plan and section, the wide variety of townscape treatment along the continuous alignment of the Boulevard and Waterfront. Cars can move slowly throughout the area. Careful design will ensure that walking and cycling are given preference.

1



The Boulevard enters a 'gateway' with Tripcock Park to the west, overlooked by 4-5 storey apartments.

2

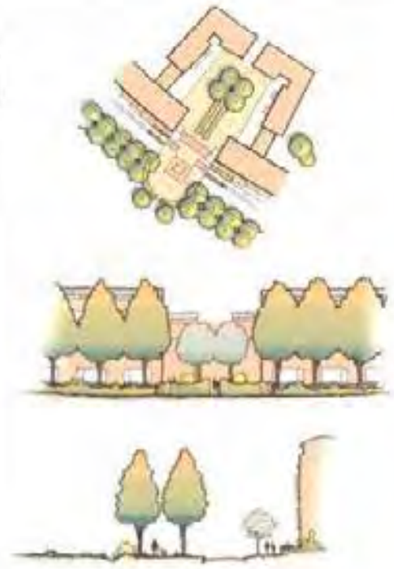


4-6 storey 'villas' overlook the park. Pedestrian routes across the Boulevard are marked by traffic calming and highway surfacing changes.

3

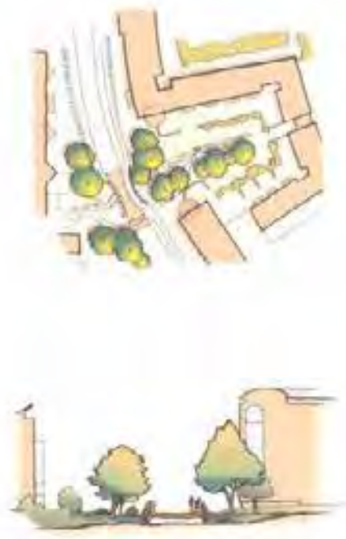
A traffic calming 'chicane' marks a principal pedestrian entrance into the park.

4



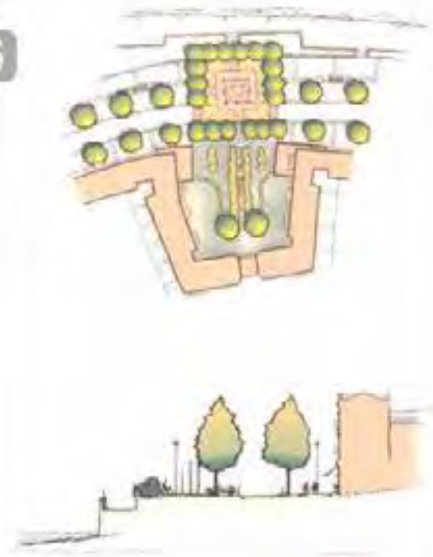
A 'side-slung' square adds variety to the spacial quality of the Boulevard

5



A pedestrian cross route into Greentown is protected by a traffic calmed chicane

6



The Boulevard merges with the Waterfront to provide a wide panorama of the Thames

7

The intersection of the Waterfront route and central axis forms a busy node for human activity

8

Medium rise apartments constructed over mixed use commercial accommodation deliver an attractive and active 'bright lights' area by the Thames for residents of Greenwich

Ulton Land endorse the concept of a pedestrian and cycling route along the Thames Waterfront. Much of the required infrastructure is already in place. Accessibility is the key to ensuring a vibrant river front. Tripcock Point is designed with a Boulevard along Thames. It is designed to create an environment where the car can also pass through at slow speeds and park. This will ensure that the area is fully used all year round and brings the maximum patronage to cafes and restaurants.

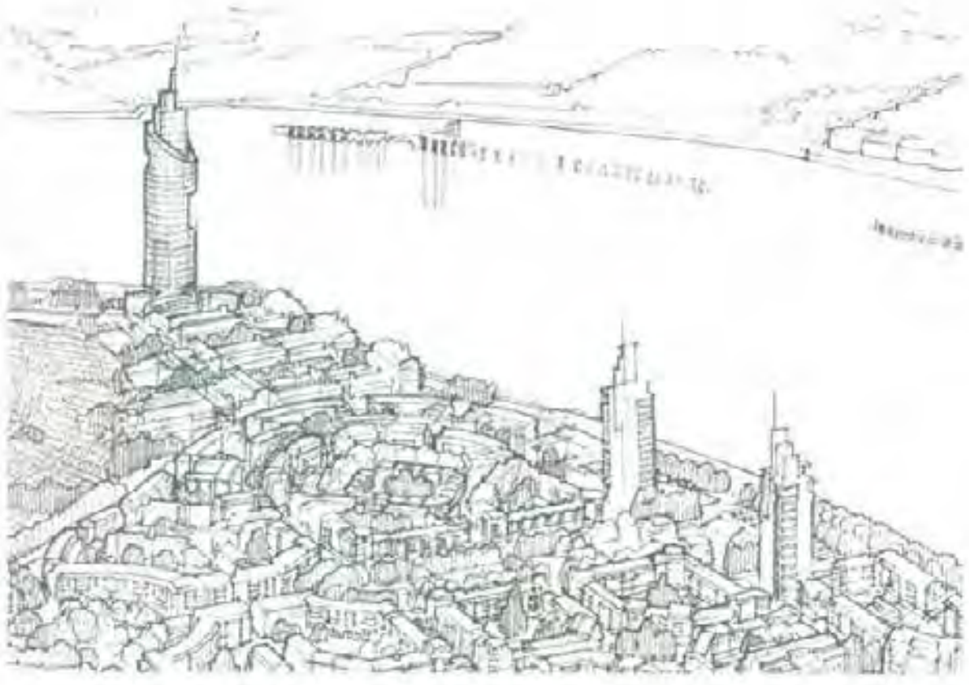
Tall Buildings & Density Strategy

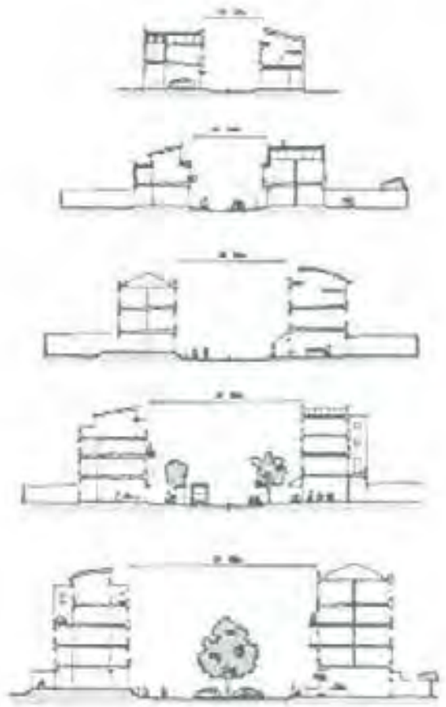
Tripcock Point is one of the key locations on the Greenwich Waterfront. Both the draft London Plan and First Deposit Draft UDP consider the impact of tall buildings upon important views. Tall buildings on Tripcock Point will be used to define key frontages and interfaces, and also to increase development densities around public transport nodes. Titen Land have taken specialist advice on the maximum height of tall buildings on the site because of its proximity to London City Airport. The limiting surface restricts building height to 74.9 metres AOD. Tripcock Point will have a distinctive density gradient as shown on the supporting plan.

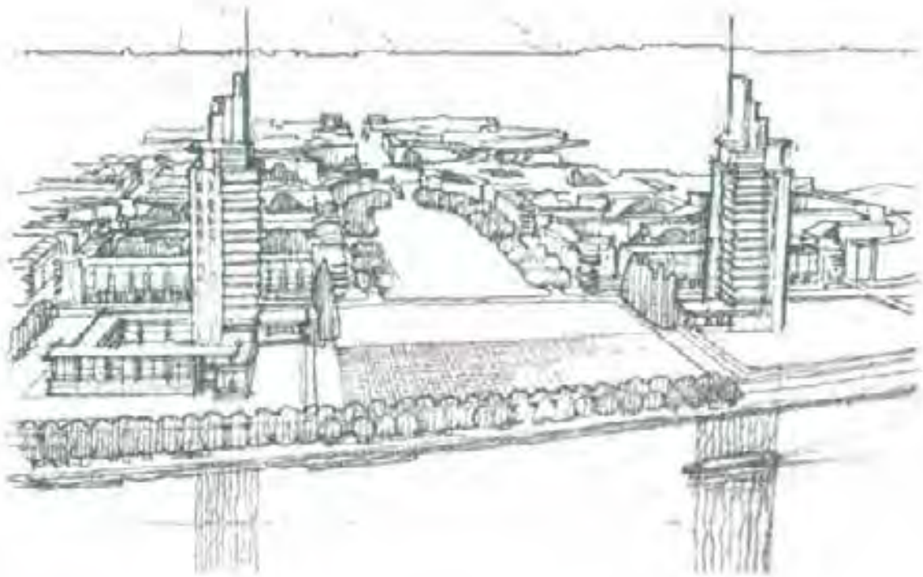
The point blocks adjacent to the river will be largely residential with limited mixed use on the lower floors. The westernmost tower is positioned close to a strategic bend in the river. The theme for this tower will be energy conservation and, in visual terms, a curvilinear spiral form is proposed including open balconies or conservatories spiralling around the structure. The other waterfront towers will couple the device of a strong vertical element as a foil to the articulation of individual floors and balconies as a forceful horizontal line. The vertical element could be expressed as a slender brick column, incorporating lifts, stairs and possibly service rooms. The horizontal element will be finished in white curtain walling. Handrails, balustrades and other details will be treated in a white finish, reinforcing the nautical theme and providing a strong visual link with surrounding lower rise development.

The towers should pierce the sky in a dramatic way. Careful attention to plant room accommodation, the introduction of penthouses and possibly office suites can assist with the tiered theme shown in the illustrations.

There are other significant areas throughout the site where taller buildings would be appropriate. The canal side zone at the southern end of the site is an area where high densities and some taller buildings will mark the interface with the Waterfront Transit stop and the main entrance to Tripcock Point. The frontages to Tripcock Park and the Twin Troops Lakes also offer the opportunity to mark key crossing points with taller buildings and introduce variety to the building form.







Streets and Spaces

In Part 7, some aspirations and core design principles for the street network were established. This section deals with streets and spaces in more detail, looking closely at some of the design measures required to fulfil the expectations for good place making. The main function of the street will be as a place for people and so the relationship between the street, or space, and the buildings which frame it is particularly important in this respect. It is necessary also to ensure that other functions, including the accommodation of vehicular traffic and pedestrians, are addressed.

Guidelines are provided for:

- Street Layout & Enclosure, including the need for streets to meet a multitude of functions.
- Spaces, as places that enrich the experience of Rapcock Point.
- Animating Streets and Spaces through the relationship with the buildings which frame them.
- Cross Roads and Junctions as spaces that add interest to the urban environment and as an effective means of controlling traffic movement.

Street Layout and Enclosure

The definition and comfort of space within the street will be determined to a significant extent by the degree of enclosure provided. The ratio of street width to building height provides a critical dimension.

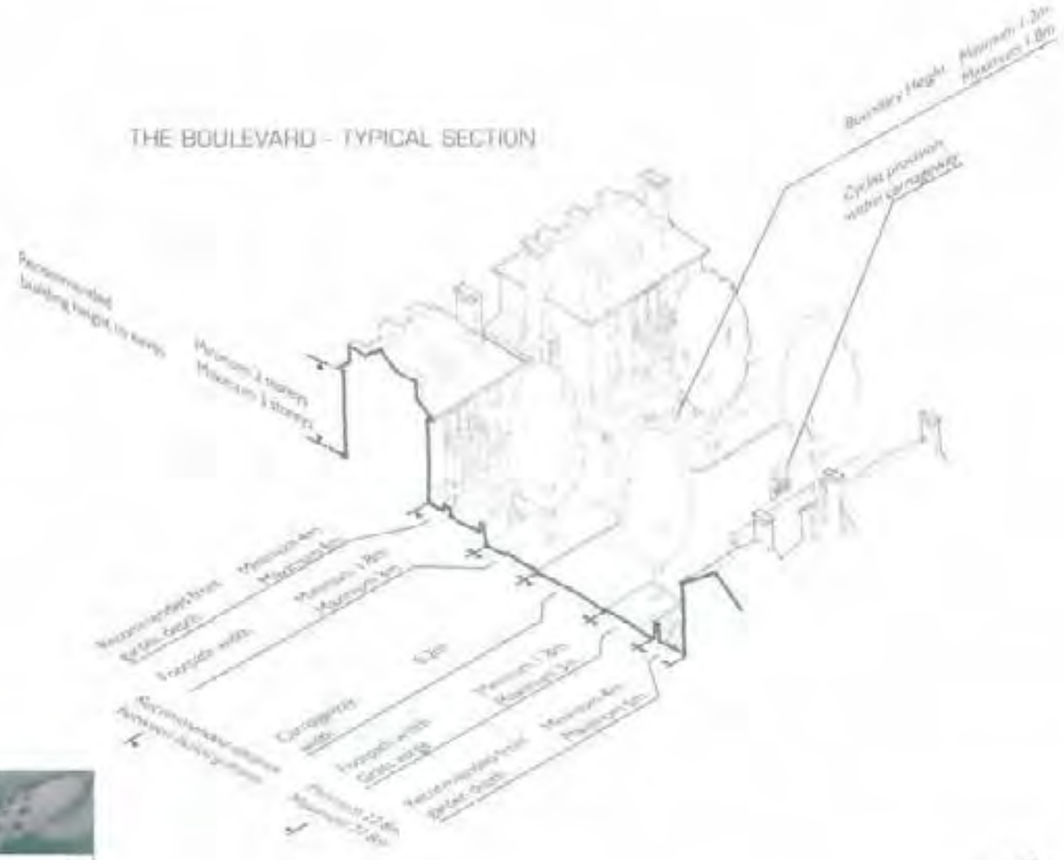
The Esplanade

The Esplanade will assume a role as a focus for activity, by virtue of the attraction of the water and the mixed use development proposed. Some limited vehicular movement will be permitted. This will be heavily calmed and emphasis given to pedestrians, with a high quality attractive groundscape and generous tree planting. The space at the intersection of the Waterfront route and central axis will be a major London space. It would be appropriate to deal with detailed design through a major design competition.

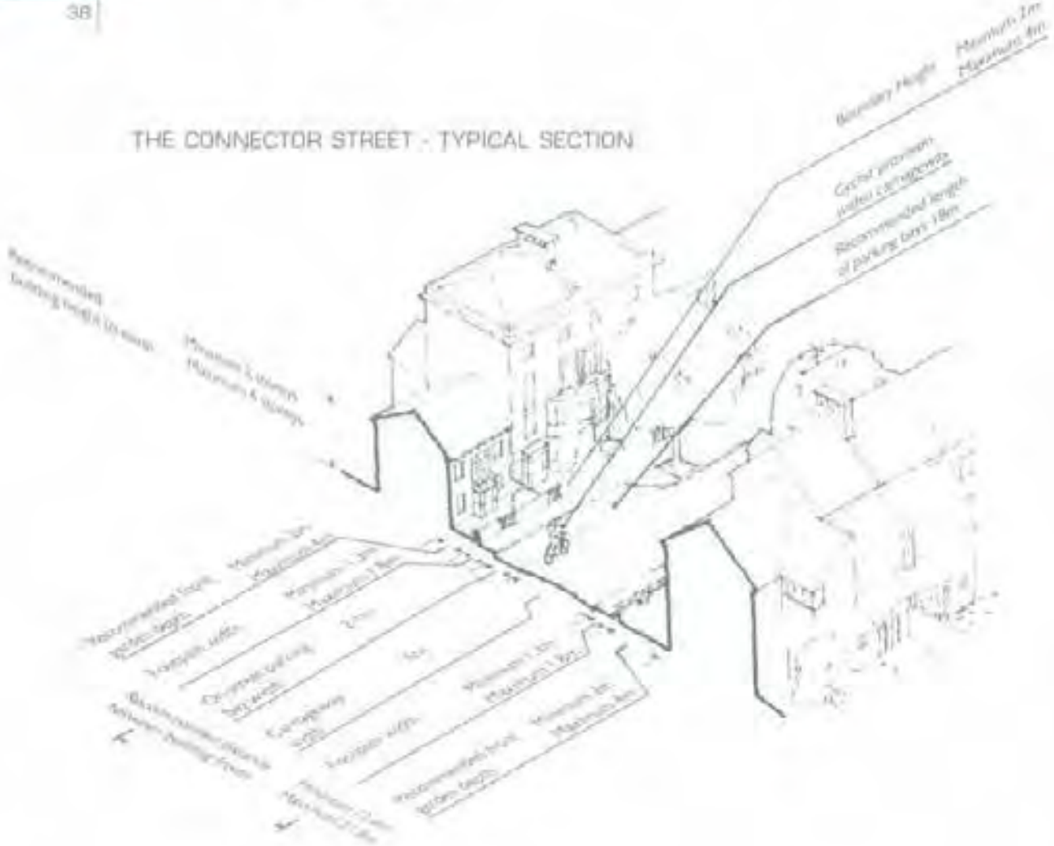
Street Naming

All streets should be named by reference to the military and industrial history of the site.

THE BOULEVARD - TYPICAL SECTION



THE CONNECTOR STREET - TYPICAL SECTION



The Boulevard

This is conceived as an elegant feature, forming one of the principal entry points into the scheme and linking with the riverfront. Defined crossings of the boulevard for pedestrians into Tripcock Park will be identified by gates, surface changes in the carriageway and ornamental piers or posts.

The Connector Street

The purpose of this street is to link all parts of the development and spread the traffic flows throughout the scheme. The character of such streets will vary throughout the development.

Central Axis

Streets framing the central gardens will form part of a carefully controlled composition evoking an image of old London, set within a contemporary architecture.

Mews

These are very minor routes, subdividing blocks and providing local charm with the fine grain of permeablity required in the Plan.

Homezones

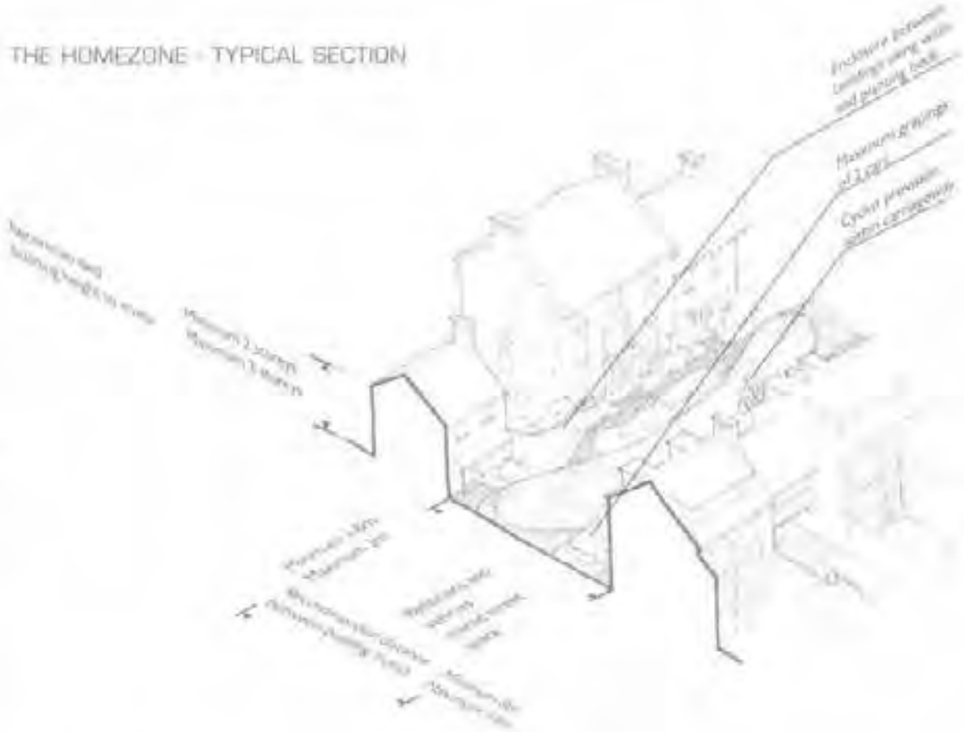
Drawing on the Dutch 'Woonerf' concept, these streets will allow localised traffic access to homes. Pedestrians will dominate these streets, and there will be scope for generous amounts of play space and street planting.

Homezones will be characterised by:

- shared pedestrian and vehicle space created by an even surface across the full width of the street and the use of a single surface material. This will indicate to drivers and pedestrians that all space is shared;
- deliberate obstacles to traffic movement, restricting the vehicle path in any one place to the minimum width required to allow for emergency vehicle access (3m);
- small groups of play equipment in fixed positions as integral features of the street;
- street trees and at grade or raised planting beds to enhance the quality of the street scene;
- fixed seating arranged in small groups to encourage community interaction;
- small designated areas for on street parking; and
- an overall emphasis on a comfortable and human scale residential environment.

Detailed designs will be assessed on their ability to perform to the quality objectives for Homezones.

THE HOMEZONE - TYPICAL SECTION



Public Spaces

Types of Space

Public spaces enrich the urban environment, providing opportunities for formal and informal activity, and visual interest. A wide variety of spaces will occur in Tripcock Point. The Master Plan identifies a series of formal spaces along the visual axis to the Thames. In addition to those identified in the Master Plan, opportunities exist to create other types of public space:

- small formal spaces created by deliberately increasing the setback of one or several buildings in a street;
- small planned spaces at street junctions; and
- gentle widening of the pavement created by a curved building line to create an informal space.

Designers and developers should consider opportunities to integrate spaces in the above situations where they will enhance the experience of the environment. Incidental spaces that remain after buildings are strongly discouraged as they often have a negative impact.

Uses for Spaces

Spaces may be used for a variety of activities:

- special activities and events, for example the hard surface of the esplanade could accommodate a small market, carnival etc.;
- informal and formal gatherings;
- as an outdoor space for shops and cafes (the Esplanade);
- for visual interest and planting; and
- they may even provide opportunities for parking.

Designers should consider the potential activities that will occupy any spaces and cater for these accordingly. Scale and design detail will affect the attractiveness of the space, and compatibility with the surrounding context and nature of adjacent uses is sought.

Opportunities will exist for public art, or visual delight created through unusual planting and seating or use of surface materials. Used appropriately, these will add to the richness of the urban environment.

Animating the Street

There is a strong relationship between the nature of the front façade of a building and the degree to which the street is animated and active. Of particular importance is the frequency of entrances from

buildings onto the street. Fenestration also plays a role in enlivening streets.

To increase the potential for active streets the following guidance should be followed:

- buildings, including dwellings, will have their main public access from the street frontage;
- outbuildings, including garages, should not project forward of the main building line of a dwelling, as this may have the effect of 'deadening' the street;
- the inclusion of integrated porches, front entrance steps, awnings and other entrance features are encouraged to further animate public space. These may protrude forward of the main front building line of the property provided they are in keeping with the style and context of the building;
- along the Esplanade, pavement areas to the front of facilities, cafés and restaurants may be actively used for seating, tables and displays to enliven the street;
- generally, doors onto streets should be positioned at 6 metre intervals, and no more than 9 metre intervals, in order to encourage on-street activity; and
- where boundary walls and fences are constructed to areas forward of the main front building line they should not reduce the potential for interaction with the street or for casual safety and surveillance.

Some higher walls may be used for side gardens where these are located at corners, and where they might justifiably add more interest and enclosure to street scene.

Crossroads and Junctions

Crossroads and junctions facilitate movement and contribute to place making. They are key components in helping people to find their way around, particularly when they have distinguishing features such as notable buildings, landscaped spaces or interaction with a major route.

The road layout at Tripcock Point places emphasis on the role of cross roads and junctions to improve safety. A permeable street layout will ensure a frequency of junctions and crossroads, which will assist in reducing traffic speed and driver caution. This approach is consistent with guidance contained in DB32 and its supporting document, 'Places, Streets and Movement'.

Road Design at Crossroads and Junctions

Junction dimensions and turning radii will be 'designed down' to encourage slower traffic movement.

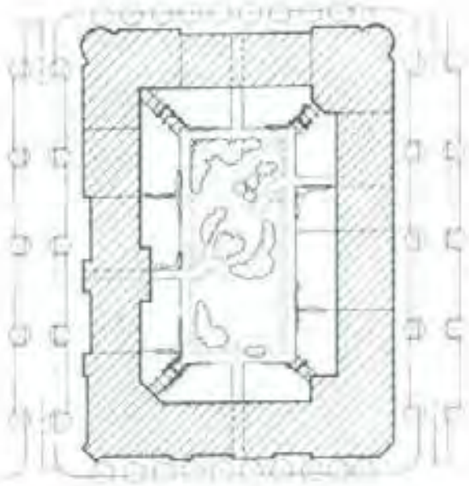
Footbridge

The footbridge across the Thamesmere Extension is intended to be a landmark structure. Tilten Land will lead a design competition to secure an imaginative design solution.

Place Making

The opportunity to use junctions and crossroads to assist in the process of place making should be optimised throughout the development. In addition to creating public spaces there are a variety of suitable methods through which this could be achieved:

- landscape statements such as small open spaces with groupings of notable trees, boundary hedge planting, hard landscaped corners with seating;
- important buildings directly addressing the corner, taller buildings, buildings abutting the highway, interesting and careful use of materials, small groupings of buildings and buildings set back within landscape setting; and
- other structures such as interesting garden walls or small pieces of public art (free-standing or attached to buildings).



Blocks

The principle of the perimeter block has been discussed in Part 2. There are a number of further considerations to be taken into account in the detailed design of blocks within Tripcock Point:

- block dimensions as a means of providing for a range of developments and activities; and
- the interior of the block as a special feature of Tripcock Point.

Block Dimensions

The minimum dimension is established to ensure reasonable spatial standards, and the maximum dimension has been set to ensure that permeability of the street network is optimised by avoiding overly large urban blocks.

Block dimensions should range from a:

- minimum of 50 metres, to a
- maximum of 120 metres.

Larger blocks can be subdivided through the introduction of secondary streets.

Block Components

A perimeter block is capable of accommodating different house types, including:

- detached houses and semi-detached houses, with or without on-plot parking;
- terraced housing and town houses; and
- flats and apartments.

Block Interiors

The interiors of the blocks at Tripcock Point will add a special dimension to the urban environment. Each block may contain an internal garden court providing a high quality amenity space solely for the occupants of the block. This approach removes cars from the street scene, without creating unattractive and insecure parking areas. It is particularly applicable to Homezones where a reduction in car movement in streets will create a safer environment.

As a result of the above, block interiors should be designed with the following in mind:

- **Character** - the internal areas will be, primarily, private and shared gardens. Parking and garaging is permitted, but must not dominate.
- **Landscape design** - will be of exceptional quality to emphasise the garden element. Internal courtyards are an opportunity to create a multi-use space enriching the enjoyment of residents. Courtyards will be secure places for children's play and they will create social spaces for residents.
- **Security** - entry to internal courtyards will be limited to residents only. Entry should be via one, or a maximum of two, points and should be controlled by mechanical means such as an occupant's key or remote control device.
- The design of the **entrance way** should also make it clear to non-residents that the courtyard is private. The entrance should be as small as possible, for example a narrow gap through the buildings with a first floor development above.
- **Ownership** - to generate a sense of ownership and responsibility by the occupants, a management scheme is proposed in Part 11 to maintain garden courts. Opportunities for casual surveillance and a variety of residents' activities, formal and informal, should also be considered.
- **Mixed Use** - where blocks contain uses that require access for service or visitors vehicles, there may be a need to segregate a small section of the

internal court to ensure security is retained. Generally servicing should take place from the street to avoid breaching the block.

- **Refuse Storage and Collection** - refuse storage should be accommodated inside the rear of individual plots to retain amenity.

Plots

Where more intense forms of development occur:

- There should be a greater proportion of narrower plots to facilitate a greater level of development intensity.
- This should include a mix of plot widths, including locations where joined-up buildings occur.
- Regular and irregular patterns of width are encouraged.

Where less intense forms of development occur:

- A larger proportion of more spacious plots is appropriate.
- Some narrower plots should be included, to ensure variety and choice of house types and sizes.

Construction Materials

Buildings

This guidance sets out an overall strategy.

Generally a 'light' appearance is sought, with the use of materials which reflect light well: white or light coloured render; light yellow 'stock brick' and reconstituted stone.

A well mannered approach is required which delivers individual streets with a restricted palette of materials.

Groundscape

The use of coloured concrete tegular blocks is proposed for the Homezones, the esplanade and the routes around the major public spaces.

The boulevard will be demarcated by rolled in coloured aggregate and tegular blocks at defined crossing points.

Any raised edging will be in a reconstituted granite finish.

Car Parking Strategy

The treatment of the car parking in a high density residential area is very important. The successful incorporation of car parking requires careful design treatment and the use of robust materials. Without this careful attention to detail parked cars can dominate the public realm. It is anticipated that there will be four main ways of accommodating parked cars within Tripcock Point:

1 On - Street Parking

2 Parking Contained within Public Squares

3 Garden Court Parking

4 Undercroft Parking

Parking will be provided in accordance with the Density Matrix contained in the Urban Design Compendium. That matrix is produced below. All development at Tripcock Point can be characterised as Sites along Transport Corridors and Sites close to Town Centre "Ped Shed". The proposed development falls within the moderate (1 to 1.5 space per unit) and low (< 1 space per unit) car parking categories. Residential developers at Tripcock Point will be limited to one space per unit. In addition, storage for one cycle per unit will also be a requirement. Cycle routes will permeate Tripcock Point and it is intended that walking and cycling are promoted for many every day trips.

Any major non-residential development will be required to produce a Green Travel Plan to demonstrate how the car trips and car parking demand can be minimised.

		Option 1	Option 2	Option 3
Car Parking Provision		High	Moderate	Low
Predominant Housing Type		Detached & linked houses	Terraced houses & flats	Mostly flats
Location	Setting			
	Central			
	Urban			
	Suburban			
	Urban			
	Suburban			
	Suburban			

Table 3.3 Density matrix

Average densities are based on construction analysed as part of the Institute of Residential Quality Exploring the housing potential of large sites research (JPAC, DETR, GOL 1 and III, 2000)

1 On Street Parking

Only on the Esplanade will designated parking bays be provided. Visitor parking will be on street in the time honoured London manner. However, the design of groundscapes within Homezone areas will restrict numbers so that parked cars do not dominate the scene. Possible ways to preclude the anti-social parking of cars are discussed in Part 11.

2 Parking Contained within Public Squares

Certain smaller public squares are conceived as 'hard' and could accommodate cars, perhaps under clear-stemmed trees (rather like a French square).

3 Garden Court Parking

Residents should be able to gain easy access from the rear of their property to their cars, and should be comfortable that their vehicles are secure. Such parking spaces can be plot-related (adjoining the rear garden) or on plot (located behind a gate on the plot boundary). In the latter case the hardstanding area can provide a flexible garden space when not occupied by a car.

Garden Courtyard parking will be particularly useful in Homezones where building forms are connected and will achieve street enclosure.

4 Undercroft Parking

Undercroft parking will be appropriate (and viable) for the high density areas. In these locations residential accommodation could be raised a half storey over the parking space.

Mixed Use Development Guidance

The sector adjacent to the Esplanade has been earmarked for non-residential functions at ground floor level.

Developers should consider the introduction of live work units at strategic locations within the site, for example, along public transport routes.

Live work units could take the following forms:

- use of the ground floor of town houses apartments blocks, or
- accommodation constructed over garages within mews areas and garden courts (that is, detached from the residence by the private rear garden).

Playspace Guidance

The playspace strategy for Tripcock Point will operate at different thresholds and follows NPFA advice and the UDP guidance.

Local Areas for Play (LAPs)

These will be incorporated within perimeter blocks and garden courts. Also most Homezones, by their nature, will accommodate many of the functions of a LAP.

Local Equipped Areas of Play (LEAPs)

These will be sited within the central gardens and at strategic positions on the western and eastern margins of the site.

Neighbourhood Equipped Area for Play (NEAP)

This will be sited within the central enclosed park.

10 | Building-in Sustainability

Sustainability Appraisal

A Sustainability appraisal of the proposals for Tripcock Point will be required as part of the Environmetal Impact Assessment. This will assess the likely performance of the proposals against key national, regional and local sustainability objectives. It will also help to set the package of measures to be deployed on site in order to ensure that the highest standards of sustainability are achieved. Such measures could include:

- All homes to achieve a minimum of 'Very Good' ECOHOME standard.
- Daylighting and solar gain strategies.
- 'Passivent' natural extract ventilation systems to facilitate the recovery of energy from extracted air.
- Micro CHP (Combined Heat and Power) gas boilers; these combined units can both generate electricity and produce domestic hot water in a highly efficient manner.
- Eco labelled white goods; for example those with a very low energy consumption.
- Detailed design features in homes, for example, multiple kitchen bins to encourage recycling.
- Rainwater harvesting; the collection and storage of rainwater for garden watering and so forth can greatly reduce water consumption.
- Adoption of 'Green Guide for Housing' specification (A rating)
- Application of SUDS (Sustainable Urban Drainage Systems); application of these techniques can reduce rainwater run off and preclude flooding downstream of the site.
- Application of homezone principles and the creation of a pedestrian-led scheme to encourage walking and cycling.
- Provision of cycle storage on each unit.
- Encouragement of mixed uses development and home working in order to reduce the need to travel and thereby reduce energy demands.
- A 'fully wired' community with technology in all homes to encourage 'teleworking'.
- Tripcock Point Intranet, with real-time bus information.
- Measuring and continually improving performance with respect to the main environmental impacts.
- Reporting openly on any impacts and progress towards meeting environmental goals.
- Encouraging suppliers to improve their own environmental performance.
- Understanding the perceptions of house purchasers and the local community on environmental issues relating to the development.

The whole scheme will be assessed on the BRE Ecohomes system. Ecohomes considers the broad environmental concerns of climate change, resource use and impact on wildlife; it balances these against the need for a high quality of life and a safe and healthy internal environment.

The issues addressed are grouped into the following seven categories:

- energy;
- water;
- pollution;
- materials;
- transport;
- ecology and land; and
- health and wellbeing.

An Ecohomes scale of *excellent* will be sought.

Orientation and Micro-climate

Orientation

Generally, designers should maximise solar collection in their detailed layout designs. This usually entails arranging dwellings within 15° or so of an east-west axis. Windows to habitable rooms should have a southerly aspect and be larger than those in northerly elevations. Aspirations for energy conservation and solar gain must be balanced against the requirement to develop attractive and lively streets which are enlivened by fenestration.

Micro-climate

The site is currently exposed to cold north easterly winds, bringing damp, cold air across the river. Development of the site will ameliorate this microclimate within the body of the scheme. However, along the esplanade, within the squares and throughout the north-south orientated streets, particular care will be exercised in detailed design to create a favourable micro-climate.

Measures will include:

- a grid of close-spaced tree planting along the esplanade
- generous use of street trees
- definition of spaces and edges by formal hedging of appropriate species (hedging can greatly reduce the wind speed up to a distance seven times its height);
- introduction of small riverside shelters, pergolas, or other structures; and
- conservatories associated with riverside buildings (including public buildings).

11 | Implementation Strategy and the Role of the Town Builder

4B

The Role of the Town Builder

Tilfen Land Ltd is the freehold owner of the development site. Tilfen Land's function is that of a 'Town Builder'

- orchestrating the Development Framework and design ethos for extensive areas such as Tripcock Point;
- obtaining outline planning consents and conducting liaison on scheme content with the local authority and statutory consultees;
- devising an overall phasing strategy;
- offering serviced development 'parcels' to the market; and
- agreeing and monitoring their detailed implementation.

Influence of the Town Builder and a Design Review Panel

Tilfen Land, as freehold owner, can exert a strong beneficial influence on the quality of development. Rigorous adherence to the quality agenda will produce a virtuous circle where design quality reinforces the profile and image of the development. Quality generates land value that can be re-invested in later scheme phases. Greenwich Council will also be pursuing quality in the built environment. Both Tilfen and the local planning authority will share the same goals. To this end, Tilfen Land and the Council will establish a Design Review Panel to ensure that high quality design that is unique to Greenwich, is secured for the development. The Panel will comprise professionals from the design, development and building industries, as well as an elected Member of the Council and a community representative (the exact composition, terms of reference and remit of the Panel will be detailed and secured through the Section 106 Agreement). The Panel will advise and make recommendations to the Council as to the suitability of detailed development briefs for individual land parcels and the design quality of proposals submitted as detailed planning applications.

Disposal of Development Land - Methodology

The Town Builder will bring serviced plots to the market in accordance with a phasing and land parcelisation strategy. An indicative phasing strategy is shown on the related plan.

Each parcel will be sold or licensed with a Detailed Development Brief prepared by the Design Co-ordinators for the scheme and agreed with the local authority.

The developers for the individual development parcels must be advised by reputable architects. For certain key parcels only 'signature' architectural practices should be employed. In the case of the landmark towers international design competitions may be organised.

Prior to detailed design commencing a design and technical briefing meeting will be held with the developer and his design team.

Before a detailed planning application is submitted to the local authority the Design Co-ordinator must be satisfied that the proposed scheme accords with the Tilfen Land Development Framework, together with the requirements of the detailed brief.

Land Parcelisation Strategy

The proposed land disposal parcels are illustrated overleaf. These have been devised to ensure a holistic design solution around key places and to provide viable development parcels attractive to the market, related to a logical advanced works framework.

Management of Public Spaces

The major public spaces will be transferred to a Management Trust which will implement an approved landscape scheme and manage these areas in perpetuity. (Funding for the Trust will be levied from a ground rent on all properties in Tripcock Point.)

Management of Garden (Parking) Court

Courtyard parking will be constructed to adoptable standards and held, jointly, by the dwellings which they serve. Tilfen Land proposes to introduce the principal of 'Commonhold' for such areas and the individual developers of land parcels will be required to subscribe to these principles. Such a legal entity will ensure appropriate maintenance/management of semi-private land in perpetuity. Furthermore, 'Commonhold' is a mechanism for reducing anti-social behaviour since, in extreme cases, offending residents can be evicted (regardless of tenure). In this way the lifestyle within Tripcock Point will be protected and enhanced and it will become a desirable place to live within the Thames Gateway area.

Social Development

At an early stage of development (circa. 300 units occupied) a temporary meeting place of some 240m² will be made available (probably in adjoining residential terraced properties). This will accommodate play groups/residents groups etc., and will not revert to residential use until other local facilities emerge (for instance, on the esplanade). Staffing costs (voluntary and paid) together with other revenue costs will be the responsibility of the Tripcock Point Trust.

Tilfen Land's vision for Tripcock Point is of a 'wholly wired community' with an intranet based initially on the meeting place and, thereafter, via a riverside 'Intranet Cafe'.

The integration of web cams, CCTV and the intranet will enhance the prospects for social inclusion and personal security in Tripcock Point.

'Defence Square', at the head of the grand axis, is a significant public space. Its hard groundscape will be eminently suitable for such Thameside activities as:

- carnivals/parades;
- open air entertainment;
- farmers markets; and
- sports events.

Tripcock Point - Land Use Budget

Parcel	Area (ha.)	Density (hu/ha)	(hr/ha)	No Units	Comments
Esplanade					
E1	0.44	250	350.00	110	Riverside Towers
E2	0.62	250	350.00	155	
E3	0.58	125	175.00	73	High Density Riverside
E4	0.48	125	175.00	60	
E5	0.50	110	154.00	55	High Density Riverside with mixed use
E6	0.36	110	154.00	40	
E7	0.45	110	154.00	50	
E8	0.80	110	154.00	88	
Central Core					
C1	1.13	60	84.00	68	
C2	0.49	80	112.00	39	
C3	0.46	80	112.00	37	
C4	0.49	80	112.00	39	
C5	0.46	80	112.00	37	
C6	0.48	80	112.00	38	
C7	0.48	80	112.00	38	
C8	0.61	65	91.00	40	
C9	0.50	65	91.00	33	
C10	0.64	65	91.00	42	
C11	0.60	65	91.00	39	
C12	0.64	65	91.00	42	
C13	0.47	65	91.00	31	
C14	0.70	100	140.00	70	Includes canal bridge.
Lake/Canalside					
L1	0.58	36	50.40	21	
L2	1.00	36	50.40	36	
L3	0.45	36	50.40	16	
L4	0.45	36	50.40	16	
L5	0.40	36	50.40	18	
L6	0.29	50	70.00	15	
L7	0.56	100	140.00	56	
L8	0.89	100	140.00	89	
Boulevard					
B1	0.48	80	112.00	38	
B2	0.43	80	84.00	26	
B3	1.14	60	84.00	68	
Greentown					
G	1.69	130	183.00	219	
Sub Total	**20.82**	**68**		**1439**	
Average Density		**68**			
Hotel Reserve (H1)		**0.22**			
Open space (OS1 to OS)		**2.77**			
Riverside Areas		**2.06**			
Primary School		**1.87**			
Grand Total		**27.74**			

Appendix A

SITE PROPOSALS SCHEDULE – RELEVANT THAMESMEAD EXTRACTS FROM GREENWICH UDP (February 2002)

No.	Site (hectares)	Existing Use	Proposal	Description
COMMUNITY NEEDS AND SERVICES				
cn61	Area 6, Site 6G North (TBC)	Vacant	Community Building	Community facilities to serve Area 6 residential development. (Policies W4, C3) Land not required for community facilities to be used for residential.
cn62	Primary School Area 6, Site 6C (TBC)	Vacant	Primary School	2 form entry school, double nursery play centre, adult education facilities, youth provision. (Policies W4, C3) Land not required for school to be used for residential.
HOUSING				
h50	Thameside north of Thamesmere Lake (TBC) Area 6J	Vacant	Housing	Development to include riverside open space, boat landing facilities (see site proposal m7), riverside footpath and cycleway and access road. Landmark building opportunity.
h51	Thameside east of Tripcock Ness (TBC) Area 6	Vacant	Housing	Riverside residential development to include access road. Development to include riverside open space, footpath and cycleway. Landmark building opportunity.
h52	Housing Site, 6H (TBC)	Vacant	Housing	Partly riverside residential development to include access road. Development to include riverside open space, footpath and cycleway.
h53	Housing Site 6Q South (TBC)	Vacant	Housing	Development to include access road.
h54	Housing Site 6F (TBC)	Vacant	Housing	Development to include access road.
h55	Housing Site 6E (TBC)	Vacant	Housing	Development to include canalside open space, footpath, cycleway and bridge over canal.
h56	Housing Site 6D (TBC)	Vacant	Housing	Development to include canalside open space, footpath and cycleway.
COMMUNITY NEEDS AND SERVICES				
o50	Twin Tumps Park (TBC)	Vacant	Local Park	The proposed Local Park will serve Areas 4 and 6. Twin Tumps are also Site of Nature Conservation Importance. (Policies W4, O10, O12 and O15).
o52	Tripcock Park East (TBC)	Vacant	District Park (part)	The propose District Park with Tripcock Point West will serve western part of Thamesmead. Proposal forms part of Gallions Reach Urban Village. It will include Riverside Walk. Specific proposals for facilities yet to be determined but could contain outdoor sports and recreation facilities. (Policies W4, O6)
o53	Riverside Walk, Area 4 & 6 North (N/A)	Vacant	Riverside Promenade	Landscaping of river walk to include footpaths.
o56	Lakeside open space (tmp. Thamesmere Extension Lake (North side) 4 North (TBC)	Vacant	Amenity open space and footpath	
MOVEMENT				
m2	Thames Gateway Bridge (N/A)	Various	Multi-Modal bridge crossing	Road crossing with fixed public transport link - possibly DLR or guided busitrain.
m3	Thamesmead (N/A)	Vacant	Peripheral facilities	Part of site proposal m50.