

# Appendix I - Monitoring Framework

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The tables below set out the policies of the Core Strategy, relevant strategic objectives, and the monitoring indicators that can be measured as part of future monitoring reports. There are two types of monitoring indicators featured:

- **Strategic Indicators (SI)** which have been established as a way of monitoring the Royal Borough's effectiveness in implementing the spatial strategy and policies.
- **Significant Effect Indicators (SEI)** are monitored to gauge the effectiveness of the spatial strategy and policies in meeting the objectives identified in the Core Strategy's Sustainability Appraisal.

While some of the indicators will not be able to be monitored immediately, over the 15 year period of the Core Strategy it is anticipated that all indicators will be monitored through the Royal Borough's Authority Monitoring Reports (AMRs). Should it be deemed necessary or appropriate to amend any of these indicators, this will be done through the preparation of subsequent AMRs. For the corresponding relevant objectives referred to in the second column of table 17, see section 2.3.

Table 17 Monitoring Indicators for Proposed Spatial Strategy

Spatial Strategy	Relevant Objectives	Monitoring Indicators
<ul style="list-style-type: none"> <li>High levels of housing growth.</li> <li>Growth in the number of jobs in Royal Greenwich.</li> <li>Growth and enhancement of the designated town centres, including the progress of Woolwich towards becoming a Metropolitan Centre.</li> <li>Protection and enhancement of open spaces in Royal Greenwich.</li> <li>Protection and enhancement of heritage assets in Royal Greenwich.</li> <li>Development of Crossrail stations at Abbey Wood and Woolwich.</li> <li>Appropriate infrastructure to support growth.</li> </ul>	A, B, D, E, F, G, I, J, K and L.	<p><b>SI</b> - Net additional housing completions within each of the Strategic Development Locations</p> <p><b>SI</b> - Number of new jobs created</p> <p><b>SI</b> - Total amount of additional employment floorspace by type within each of the Strategic Development Locations (Use Classes B1, B2 &amp; B8)</p> <p><b>SI &amp; SEI</b> - Gain of cultural or community facilities for each of the Strategic Development Locations (Use Classes D1 &amp; D2)</p> <p><b>SI</b> - Permissions/ Completions for main town centre uses by centre</p> <p><b>SI</b> - Designated open space lost to non-ancillary development</p> <p><b>SI &amp; SEI</b> - The number of buildings on the English Heritage Listed Buildings at Risk Register and the risk levels</p> <p><b>SI</b> - Financial contributions secured through s106 legal agreements or Community Infrastructure Levy (CIL).</p> <p><b>SI</b> - Update on progress of Crossrail project</p>

Table 18 Monitoring Indicators for Housing Policies

Housing Policies	Relevant Objectives	Monitoring Indicators
<b><u>Strategic Policies</u></b>	A, B, D, E, and I.	<b>SI</b> - Net additional dwellings in previous years and in the current monitoring year against the London Plan housing target (both completions and approvals)
<b>H1</b> New Housing		<b>SI</b> - Deliverable housing sites for the next five years
<b>H2</b> Housing Mix		<b>SI</b> - Percentage of new and converted dwellings on Previously Developed Land (PDL)
<b>H3</b> Affordable Housing		<b>SI</b> - Number and proportion of completions with three or more bedrooms (family housing)
<b>H4</b> Gypsy and Traveller Needs		<b>SEI</b> - Gross affordable housing completions
<b>H5</b> Housing Design		<b>SI &amp; SEI</b> - Number and proportion of housing completions on housing sites achieving: Code for Sustainable Homes (code level 4/5/6); Lifetime Homes standards; and Wheelchair accessible homes
<b><u>Development Management Policies</u></b>		<b>SI</b> - Any additional provision of Gypsy and Traveller sites
<b>H(a)</b> Protection of Existing Housing		
<b>H(b)</b> Conversions		
<b>H(c)</b> Backland and Infill Development		
<b>H(d)</b> Supported Housing		
<b>H(e)</b> Children's Play Areas		

Table 19 Monitoring Indicators for Economic Activity and Employment Policies

Economic Activity and Employment Policies	Relevant Objectives	Monitoring Indicators
<p><b><u>Strategic Policies</u></b></p> <p><b>EA1</b> Economic Development</p> <p><b>EA2</b> Charlton Riverside</p> <p><b>EA3</b> Greenwich Peninsula West</p> <p><b>EA4</b> Strategic Industrial Locations</p> <p><b>EA5</b> Tourism</p> <p><b><u>Development Management Policies</u></b></p> <p><b>EA(a)</b> Local Employment Sites</p> <p><b>EA(b)</b> Pubs</p> <p><b>EA(c)</b> Skills and Training</p> <p><b>EA(d)</b> Home Working</p>	<p>A, C, F, G, H and K</p>	<p><b>SI</b> - Number of new jobs</p> <p><b>SI</b> - Number of people helped into work by Greenwich Local Labour and Business (GLLaB)</p> <p><b>SI</b> - Progress of implementing the SPD for Charlton Riverside</p> <p><b>SI</b> - Progress of implementing the SPD for Greenwich Peninsula West</p> <p><b>SEI</b> - Number of tourists visiting Royal Greenwich</p> <p><b>SI</b> - New non-industrial uses in Strategic Industrial Locations</p> <p><b>SI</b> - Rateable value per annum by area and bulk class (i.e. retail, office, factory, warehouse and other)</p> <p><b>SEI</b> - Number of additional hotel beds permitted/ completed in Greenwich Town Centre and across Royal Greenwich</p> <p><b>SEI &amp; SI</b> - Latest Claimant Count unemployment rate</p> <p><b>SI</b> - Proportion of residents with a Level 2 qualification or no qualification</p> <p><b>SI</b> - Proportion of working age residents claiming key benefits</p>

Economic Activity and Employment Policies	Relevant Objectives	Monitoring Indicators
		<b>SEI</b> - Number of vacant premises along primary, secondary and local shopping frontages

Table 20 Monitoring Indicators for Town Centres Policies

Town Centres Policies	Relevant Objectives	Monitoring Indicators
<p><b><u>Strategic Policies</u></b></p> <p><b>TC1</b> Town Centres</p> <p><b>TC2</b> Woolwich Town Centre</p> <p><b>TC3</b> Eltham Town Centre</p> <p><b>TC4</b> Greenwich Town Centre</p> <p><b>TC5</b> North Greenwich District Centre</p> <p><b>TC6</b> Other District Centres</p> <p><b>TC7</b> Local Centres and Neighbourhood Parades</p> <p><b><u>Development Management Policies</u></b></p> <p><b>TC(a)</b> Primary, Secondary and Local Shopping Frontages</p> <p><b>TC(b)</b> Non-retail Uses in Protected Shopping Frontages</p> <p><b>TC(c)</b> Hot Food Take-aways</p>	<p>G, F, K and L</p>	<p><b>SI</b> - Permissions/ completions for main town centre uses by centre</p> <p><b>SI</b> - Progress on development of Kidbrooke Village</p> <p><b>SI</b> - Latest retail frontage survey information</p> <p><b>SI</b> - Progress on North Greenwich District Centre</p>

Table 21 Monitoring Indicators for Design and Heritage Policies

Design and Heritage Policies	Relevant Objectives	Monitoring Indicators
<b><u>Strategic Policies</u></b>	A, D, E, G, I and L	<b>SI</b> - Number of schemes nominated for and/or awarded a design award
<b>DH1</b> Design		<b>SI</b> - Proportion of non-residential developments achieving BREEAM rating 'excellent'
<b>DH2</b> Tall Buildings		<b>SI</b> - Number of tall buildings approved in appropriate locations
<b>DH3</b> Heritage assets		<b>SI &amp; SEI</b> - The number of buildings on the Heritage at Risk Register and the risk levels, as compiled by English Heritage
<b>DH4</b> Maritime Greenwich World Heritage Site		<b>SI</b> - Update on preparation of Conservation Area Character Appraisals and Management Strategies (CAMS)
<b><u>Development Management Policies</u></b>		<b>SI</b> - Applications in Maritime Greenwich World Heritage Site called in by the Secretary of State
<b>DH(a)</b> Residential Extensions		<b>SI &amp; SEI</b> - Changes to the number of Locally Listed Buildings in Royal Greenwich
<b>DH(b)</b> Protection of Amenity for Adjacent Occupiers		<b>SEI</b> - Number of registered parks and gardens
<b>DH(c)</b> Telecommunications Development		<b>SI &amp; SEI</b> - Number of approved Archaeological Assessment Statements
<b>DH(d)</b> Satellite Antennae		
<b>DH(e)</b> Shopfronts and Signs		
<b>DH(f)</b> Advertisements		
<b>DH(g)</b> Local Views		



Design and Heritage Policies	Relevant Objectives	Monitoring Indicators
<b>DH(h)</b> Conservation Areas <b>DH(i)</b> Statutory Listed Buildings <b>DH(j)</b> Locally Listed Buildings <b>DH(k)</b> Thames Policy Area <b>DH(l)</b> Areas of Special Character <b>DH(m)</b> Archaeology <b>DH(n)</b> Floating Vessels		

Table 22 Monitoring Indicators for Open Space Policies

Open Space Policies	Relevant Objectives	Monitoring Indicators
<p><b><u>Strategic Policies</u></b></p> <p><b>OS1</b> Open Space</p> <p><b>OS2</b> Metropolitan Open Land</p> <p><b>OS3</b> South East London Green Chain</p> <p><b>OS4</b> Biodiversity</p>	G, J and L	<p><b>SI</b> - The amount of land in Royal Greenwich designated as open space and amount per 1000 population</p> <p><b>SI</b> - Losses or additions to areas of biodiversity importance (including SSSI and SINCS)</p> <p><b>SEI</b> - Details of planning permissions granted that incorporate new open space</p>
<p><b><u>Development Management Policies</u></b></p> <p><b>OS(a)</b> Development in Metropolitan Open Land</p> <p><b>OS(b)</b> Community Open Space</p> <p><b>OS(c)</b> Public Open Space Deficiency Areas</p> <p><b>OS(d)</b> Sportsgrounds and Playing Fields</p> <p><b>OS(e)</b> Wildlife Deficiency Areas</p> <p><b>OS(f)</b> Ecological Factors</p> <p><b>OS(g)</b> Green and River Corridors</p>		

Table 23 Monitoring Indicators for Environment and Climate Change Policies

Environment and Climate Change Policies	Relevant Objectives	Monitoring Indicators
<p><b><u>Strategic Policies</u></b></p> <p><b>E1</b> Carbon Emissions</p> <p><b>E2</b> Flood Risk</p> <p><b>E3</b> Residual Flood Risk</p> <p><b><u>Development Management Policies</u></b></p> <p><b>E(a)</b> Pollution</p> <p><b>E(b)</b> Pollution from Existing Uses</p> <p><b>E(c)</b> Air Pollution</p> <p><b>E(d)</b> Hazardous Materials</p> <p><b>E(e)</b> Contaminated Land</p> <p><b>E(f)</b> Living Roofs and Walls</p>	D, E, G and I	<p><b>SI</b> - Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</p> <p><b>SEI</b> - Number and area of contaminated sites remediated to make suitable for new development</p> <p><b>SEI</b> - Improvement of air quality at Royal Greenwich's monitoring stations around the Borough</p> <p><b>SI &amp; SEI</b> - Number and proportion of housing completions on housing sites achieving: Code for Sustainable Homes (code level 4/5/6); Lifetime Homes standards; and Wheelchair accessible homes</p> <p><b>SEI</b> - Number and percentage of developments which incorporate sustainable urban drainage systems (suds).</p>

Table 24 Monitoring Indicators for Cohesive and Healthy Communities Policies

Cohesive and Healthy Communities Policies	Relevant Objectives	Monitoring Indicators
<p><b><u>Strategic Policies</u></b></p> <p><b>CH1</b> Cohesive Communities</p> <p><b>CH2</b> Healthy Communities</p> <p><b><u>Development Management Policies</u></b></p> <p><b>CH(a)</b> Loss of Community Facilities</p>	<p>I, J and L</p>	<p><b>SI &amp; SEI</b> - Gain of cultural or community facilities for each of the locations (Use Classes D1 &amp; D2)</p> <p><b>SI</b> - Financial contributions secured for community uses through Section 106 Legal Agreements and Community Infrastructure Levy (CIL)</p> <p><b>SEI</b> - Life expectancy</p>

Table 25 Monitoring Indicators for Infrastructure and Movement Policies

Infrastructure and Movement Policies	Relevant Objectives	Monitoring Indicators
<p><b><u>Strategic Policies</u></b></p> <p><b>IM1</b> Infrastructure</p> <p><b>IM2</b> Waste Apportionment</p> <p><b>IM3</b> Critical Transport Infrastructure</p> <p><b>IM4</b> Sustainable Travel</p> <p><b>IM5</b> Freight</p> <p><b><u>Development Management Policies</u></b></p> <p><b>IM(a)</b> Impact on the Road Network</p> <p><b>IM(b)</b> Walking and Cycling</p> <p><b>IM(c)</b> Parking Standards</p> <p><b>IM(d)</b> London City Airport</p>	<p>C and J</p>	<p><b>SI</b> - Financial contributions secured for infrastructure through s106 legal agreements and/or CIL</p> <p><b>SI</b> - Update on any new waste management facilities</p> <p><b>SI</b> - Amount of municipal waste arising, and managed by management type waste planning authority</p> <p><b>SI</b> - Percentage of waste managed within the sub region against the London Plan Waste Apportionment Target</p>



## Appendix 2 - Policy Context

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### National and Regional Policy

**2.1** The Core Strategy must be consistent with National Policy as set out in the **National Planning Policy Framework (NPPF)**. Published in March 2012, it sets out the Government's planning policies for England and how these are expected to be applied. The NPPF represents the Government's attempts to streamline the planning system, replacing 44 various documents including planning policy statements, circulars and other guidance.

**2.2** The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.

**2.3** At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a 'golden thread' running through both plan-making and decision-taking. For plan-making this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

**2.4** The Core Strategy must be in general conformity with the **London Plan** which, as the Regional Spatial Strategy, is the overarching planning document for Greater London and sets out the integrated social, economic and environmental framework for the future development and growth of the city. The London Plan includes policies covering issues such as the number of new houses to be built, the use of renewable energy, and the designation of Opportunity Areas. The London Plan was initially published in 2004 before being consolidated in 2008 and recently underwent a further review. In July 2011, the Mayor of London published the latest London Plan which covers the period to 2031. This Core Strategy has been prepared in general conformity with the policies and strategies set out within the London Plan.

**2.5** Although the Core Strategy is required to be consistent with national policy and in general conformity with the London Plan, it should express how these will be delivered in the Royal Greenwich context. The Core Strategy will therefore not repeat national or regional policy.



## The Greenwich Strategy

**2.6** The Greenwich Strategy (Greenwich's Sustainable Community Strategy) is the result of a comprehensive process to develop a shared vision for the future of Royal Greenwich. The Strategy covers the period up until 2015 and was produced by the Local Strategic Partnership (the Greenwich Partnership) which comprises public sector agencies and other partners both in the voluntary and private sectors.

**2.7** The Greenwich Strategy sets out a vision for Royal Greenwich, stating that *'by 2015 Greenwich will have a vibrant mix of communities supported by quality housing, accessible transport links, vibrant open spaces, strong cultural attractions and a prosperous local economy.'*

**2.8** The Greenwich Strategy is built upon three key principles:

- **Inclusion and Cohesion:** continue to provide access to opportunities and services, allowing all our residents to take advantage of the benefits of living, working, learning in and visiting Royal Greenwich.
- **Sustainability:** actions that will meet the needs of the present without compromising the ability of future generations to meet their own needs
- **Prosperity:** actively seek to make Royal Greenwich competitive in economic terms, attracting investment and providing an environment that enables wealth to be created.

**2.9** The Core Strategy will follow these approaches but will extend beyond 2015 to cover the period up until 2028. It will set out how the spatial visions and aims of the Greenwich Strategy can be delivered.

## Key Influences

**2.10** The Local Plan is shaped by a number of different influences. However, there are key factors that have influenced the Core Strategy:

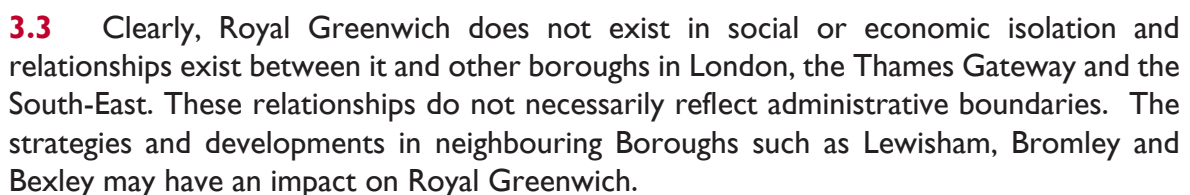
1. The unique characteristics of Royal Greenwich – resulting in issues distinctive to Royal Greenwich, which paint a spatial portrait;
2. The requirement to take into account a range of national, regional and local policies and strategies - the Core Strategy must reflect the Greenwich Strategy, be consistent with national planning policy and be in general conformity with the London Plan;
3. The Sustainability Appraisal (SA) – this assesses the spatial strategy and each of the policies set out in this Core Strategy against a set of sustainability objectives;
4. Representations received from previous public consultations assisted in identifying the needs and priorities of those with an interest in Royal Greenwich, and have helped inform and shape the Core Strategy;

5. The evidence base - the spatial strategy and policies in the Core Strategy are based on a robust evidence base. Extensive research has been undertaken on numerous social, economic and environmental issues to ensure that the opportunities, issues and constraints that operate within Royal Greenwich are fully understood. Some of the studies and strategies that form part of the evidence base are detailed in Appendix 5.
6. Public examination - the formal inspection of the Core Strategy and subsequent consultations on further modifications and the main modifications have shaped the adopted Local Plan: Core Strategy with Detailed Policies.

## Appendix 3 - Spatial Portrait

## Royal Greenwich's Role in the Wider Context

### Figure 9 Royal Greenwich in Context



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## The People of Royal Greenwich

**3.5** The population of Royal Greenwich is approximately 254,557, which is a 17% increase in population since 2001 making Royal Greenwich one of the fastest growing local authorities in the UK. <sup>(27)</sup>

**3.6** Royal Greenwich has an increasingly diverse population now, with nearly a third of residents from minority ethnic groups. The largest ethnic groups other than White are Black African (14%) and Indian (5%). <sup>(28)</sup>

**3.7** The population of Royal Greenwich is relatively young with over 42% of residents aged under 29 years. This is a higher proportion than both Greater London (40.9%) and England (37.5%) <sup>(29)</sup>. There is particular diversity within this age group, with 35% of under-16s being non-white.

**3.8** The proportion of residents aged over 65 years old is lower than the England average <sup>(30)</sup>. Yet there remains an issue of under-occupation, with 73% of older person households being under-occupied <sup>(31)</sup>.

## Housing

**3.9** Housing comprises the largest land use within Royal Greenwich, covering approximately 35% of the total area. Royal Greenwich plays a major role in London's housing provision as the fourth largest provider of new dwellings of all London councils. In the past ten years over 11,000 new homes have been built. Royal Greenwich has a large proportion of single person households, in 2006 single person households accounted for 38.5% (39,536), 15% more than the London average. There is also a higher proportion of households containing lone parents and dependent children.

**3.10** Royal Greenwich's housing stock primarily consists of terraced housing (35.7%) and flats and maisonettes (32.7%). Nearly 38% of residents live in Council or Registered Social Landlord accommodation, compared to approximately a quarter of residents across London. Just over half the residents of Royal Greenwich live in owner occupied housing and one out of every ten residents lives in privately rented accommodation. These are well below the London averages of 58.4% and 14.4% respectively.

**3.11** There is a shortage of affordable housing in Royal Greenwich. The South-East London Strategic Housing Market Assessment (2010) found for Royal Greenwich, that a significant proportion of households could not afford to buy or rent on the open market and forecasts a need for between 57% and 68% of new supply in Royal Greenwich to be affordable homes.

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27 ONS 2001 and 2011 Census

28 GLA SHLAA Ethnic Group Population Projections 2011 (released annually)

29 Office of National Statistics 2007

30 ibid

31 ibid

## Economic Activity and Employment

**3.12** Royal Greenwich's economy is heavily dependent on the public sector for local employment, with nearly 40% of jobs within these sectors. Other sector concentrations include retail, business services, and cultural and creative industries including tourism and there is a particularly high percentage of service sector jobs (90%) <sup>(32)</sup>. There have been significant changes to Royal Greenwich's economy in the past ten years, with office and warehouse provision both having grown by over 30% and factories provision reducing by 14%. Business density is well below the London and national average and the economy is reliant on small and medium sized businesses.

**3.13** Royal Greenwich has below average income levels and a lower employment rate (63%) compared to the London average of 68% <sup>(33)</sup>. The average household income in Royal Greenwich is £36,876, which is 7.5% lower than the Greater London average of £39,892. This is, in part, reflective of the weak transport links in some areas of Royal Greenwich.

## Education and Training

**3.14** Within Royal Greenwich there are 64 primary schools and 12 secondary schools run by the Royal Borough. There are also a number of voluntary schools, administered in most cases by either the Church of England or the Roman Catholic Church.

**3.15** One in four residents is educated beyond GCSE level. The main providers of higher and further education in the Royal Greenwich are the University of Greenwich, Trinity College of Music based at the Old Royal Naval College in Greenwich, Ravensbourne College, and the Greenwich Community College, which offers a range of courses at 16 centres throughout the Royal Greenwich. For 16-19 year olds who choose to remain in education, there are eight G-Plus learning centres that assist with a range of education and training options. The Royal Borough is also developing a range of Vocational Centres in order to provide skills training in specific areas, such as digital media, catering, construction and engineering.

**3.16** Royal Greenwich is currently facing enormous pressure in demand for reception and year one places in primary schools, particularly in the north. This is due, in large part, to the 20% increase in live births in Royal Greenwich between 2005 and 2009. The capacity of secondary school places is sufficient at present, although pressure on these is likely to increase in the medium term, when the current growth in primary school enrolment begins to feed in. There is currently inadequate capacity to meet the post-16 demand.

## Transport

**3.17** Royal Greenwich is reasonably well connected radially to central London and Kent by mainline trains and locally by buses. Parts of the north of Royal Greenwich now have particularly good, although overcrowded, transport links and benefit from connections to the London Underground, Docklands Light Railway (DLR) and river transport services. However, areas such as Thamesmead and Charlton Riverside have poor links and the south

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32 Annual Business Enquiry 2008

33 Annual Population Survey 2009

of Royal Greenwich needs improved links to employment areas. There are also poor north-south links within Royal Greenwich. Woolwich, Greenwich and the Peninsula are served by the Thames Clipper catamarans that provide a commuter service to and from central London, but a lack of river crossings causes severance between Royal Greenwich and areas to the north of the Thames.

**3.18** Many local residents travel considerable distances to their workplaces. The percentage of people travelling between 10 and 20km to get to work is more than 10% over the London average. There are also fewer people working from home in Royal Greenwich than the London average. Despite good public transport services, the car remains the most common mode of transport to work followed by the train. This has placed pressure on transport networks, contributing to congestion on roads and air pollution, as well as crowding on trains at peak times.

### **Environment and Heritage**

**3.19** Royal Greenwich boasts a natural environment of distinction. Royal Greenwich enjoys the longest single sided river frontage of any in London and Shooter's Hill, one of the highest points in London. Oxleas Wood, London's most ancient woodland at about 8,000 years old presents a habitat of exceptional ecological merit. Beneath Shooter's Hill, the plateau stretching from Blackheath to Plumstead descends to the once marshy floodplains of the Thames where Royal Greenwich's newest green spaces, including the ecology park at the Millennium Village, are located. To the south and west the land slopes away to the Ravensbourne and its tributaries before rising again to the southern boundary.

**3.20** Royal Greenwich has a wealth of open space with over 1,400 hectares of open space of different types including parks, ancient woodland and Thames side paths and represents almost a quarter of Royal Greenwich's total area. This is one of the features that residents say they like most. Royal Greenwich also hosts a large section of the South East London Green Chain network of open space. One of the largest open spaces is the Thames itself. The Thames side location and the variety and extent of the open spaces help define the places and neighbourhoods of Royal Greenwich.

**3.21** Whilst open spaces contribute positively to the appearance of Royal Greenwich and offer a valuable recreational resource they are also important for Royal Greenwich's rich biodiversity. Royal Greenwich has two Sites of Special Scientific Interest (SSSI) and 55 Sites of Importance for Nature Conservation (SINC) and is home to a variety of plants and animals including a number of rare species such as stag beetles and great crested newts.

**3.22** Royal Greenwich also has a rich built heritage including the Maritime Greenwich World Heritage Site, 20 diverse conservation areas, nearly 1,000 statutory listed buildings, seven scheduled ancient monuments, three historic landscapes and three designated views and local views. This heritage contributes significantly to the identity and distinctiveness of spaces and places in Royal Greenwich. However, as well as containing areas of unrivalled townscape qualities and buildings of national importance, Royal Greenwich also contains areas of poor urban environment and older industrial and commercial areas with environmental problems.

**3.23** Flood risk in Royal Greenwich has been significantly reduced by the completion of the Thames Barrier in 1982. Areas along the River Thames that are currently protected by flood defences are home to many existing residents and include several key development locations. Parts of Royal Greenwich also lie within the flood plain of the River Quaggy.

**3.24** Royal Greenwich has an effective waste management and recycling system that continually outperforms national and regional standards, with high levels of recycling and a low use of landfill. Air quality is a significant issue in Royal Greenwich and the entire borough is designated as an Air Quality Management Area.

### **Cohesive and Healthy Communities**

**3.25** The diverse nature of Royal Greenwich's population means that the issue of community cohesiveness is of particular importance. In addition, Royal Greenwich residents face significant challenges in terms of poor health. This is reflected in life expectancy estimates which, for men in particular, are below national averages. However, this varies significantly across Royal Greenwich with the variation in average life expectancy for men between the most and least deprived areas being around six years. Priority health disorders in Royal Greenwich are cardiovascular disease, cancer and mental ill health.

**3.26** Royal Greenwich ranks as the 28th most deprived local authority in England in terms of 'extent' of deprivation <sup>(34)</sup>. Several of Royal Greenwich's 17 wards, primarily in the north, are in the most deprived 10% of wards in England, and pockets of deprivation can be found throughout Royal Greenwich. However, in the areas where deprivation is more extensive, serious illnesses such as coronary heart disease, stroke and cancer have been found to be more prevalent and life expectancy lower.

**3.27** Related to feelings of community cohesion is fear of crime, which is regarded by residents as the top priority for improvement (2009 Interim Place Survey). Although total crime in Royal Greenwich has been falling, particularly robbery and drug offences, re-offending rates have been increasing.

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34 Government's Index of Deprivation 2010



**Figure 10 The places of Royal Greenwich**



## The Places of Royal Greenwich

### Woolwich

**3.28** Woolwich is located on the Thames in the north of Royal Greenwich and encompasses the town centre of Woolwich, the largest in Royal Greenwich and designated as a Major Centre in the London Plan, as well as the industrial riverside areas adjacent to this. Heading south, Woolwich is a largely residential area, featuring a variety of housing styles and encompassing the green open spaces of Woolwich Common. The housing estates of Connaught, Morris Walk and Maryon Road also tend to dominate this area. This is a mixed and diverse area, including a high proportion of residents from Black and Minority Ethnic groups, particularly Black Africans, as well as a high proportion of under-fives and lone parent households. This area has some of the highest deprivation in Royal Greenwich, particularly in the north.

#### Powis Street, Woolwich



**3.29** The location of the Royal Arsenal and the Royal Barracks, and previously home to the Royal Military Academy and Royal Artillery, Woolwich has much historical significance. This military presence was maintained with the arrival of the King's Troop in 2011. However, its history as a military and industrial town has not been able to avert its more recent decline and it now features some of the most deprived neighbourhoods in Royal Greenwich, particularly towards the riverside. Communities in Woolwich have historically

grown in association with the river and riverside industries but significant economic change has been experienced here in recent years as local industry and employers have closed and relocated, thus changing the demographics and economy of this area significantly. Woolwich Town Centre is under-performing compared to other major centres and remains vulnerable to competition, such as Bexleyheath and Bluewater in Kent.

**3.30** Woolwich's connections to the rest of London have been improved in recent years, with the opening of Woolwich Arsenal DLR station in 2009 and a planned Crossrail station by 2018. Woolwich Town Centre is also a hub for bus travel within the area and also features a river bus service to central London. These public transport connections are particularly important in Woolwich as around half of the population in this area do not own a car <sup>(35)</sup>. The Woolwich foot tunnel and the Woolwich ferry connect the area to North Woolwich on the north side of the Thames. The Woolwich ferry is the only crossing capable of taking full height HGVs between Tower Bridge and the Dartford Crossing. This currently results in traffic congestion in Woolwich Town Centre.

#### Royal Arsenal, Woolwich



#### Charlton

##### The Village, Charlton



**3.31** Charlton lies on the riverside between Woolwich and Greenwich Peninsula, stretching south towards Kidbrooke. Charlton's character along the riverside, reflects its industrial heritage and this area remains in use predominantly for industrial purposes including Charlton Riverside Industrial Area, the Aggregates Zone and Angerstein and Murphy's Wharves. The area also has some retail development to the south west of the industrial area.

**3.32** To the south of Woolwich Road, Charlton becomes more residential in character. Charlton Church Lane and the Village remain the main focal point of the area with a small range of local retailers and residents relying on neighbouring Woolwich and Greenwich for their wider needs. Maryon Wilson park, Charlton Park and Hornfair Park provide Charlton's green space. Charlton is also the home of Charlton Athletic Football Club, whose stadium is located here.

**3.33** Charlton features a range of residential properties from larger detached houses to rows of terraced properties and flatted developments, with much of its historic character remaining. It features a range of conservation areas and listed buildings, including Charlton House. There is some deprivation, however, within this area. There is a range of transport options in the vicinity of Charlton providing access to central London, although Charlton rail station is the only station that lies specifically within it.

### Greenwich Peninsula

#### The O2 Arena



**3.34** Greenwich Peninsula forms the northernmost part of Royal Greenwich, featuring a large stretch of river frontage. Historically a hub for riverside industries, as these industries have declined, the land has largely been taken over by a range of new residential and employment uses. The Peninsula is the largest and most significant regeneration area in Royal Greenwich.

**3.35** The area now features contemporary waterfront developments, new open spaces and new, mixed-use schemes, many of which are still under construction. The O2 Arena, regarded as the world's most popular indoor entertainment centre, is located on the Peninsula, as is Ravensbourne, a university sector college, and North Greenwich underground station on the Jubilee Line, which has significantly improved access to this part of Royal Greenwich and has acted as a catalyst for development. A river bus service also runs from the Peninsula to central London. Some industrial units still remain on the west of the Peninsula. The A102 also runs through the Peninsula and at the northern tip, leads into the Blackwall Tunnel, where congestion can often be severe.

**3.36** The area is still classed as relatively deprived although it is likely to see significant population changes as development here continues. There is currently a relatively high proportion of 20-40 year olds.

### Greenwich and Blackheath

**3.37** Bordering the Thames to the north and Deptford to the west, incorporating the UNESCO World Heritage site of Maritime Greenwich and featuring Greenwich Park, Greenwich and Blackheath are probably the best known areas in Royal Greenwich. The area is a visitor destination of international status and attracts an estimated 7 million visitors each year.

### Maritime Greenwich



**3.38** The area is comprised of two District Centres. Greenwich Town Centre is a strong tourist attraction and is significant largely due to its heritage, historical and educational importance. East Greenwich features a wide range of small, local shops and predominantly provides for the needs of local residents. Throughout the area, there is a wealth of Georgian and Victorian buildings of historic interest.

**3.39** Blackheath is located on the high ground above Greenwich and is characterised by its large heath creating a feeling of open space. Here there are interesting residential environments with streets of close packed terraced houses and fine views over the river. Blackheath falls within both the London Borough of Lewisham and the Royal Borough of Greenwich.

**3.40** The Greenwich Riverside area features some of the least deprived areas in Royal Greenwich and a higher proportion of privately owned houses. They are also well connected with both mainline rail and DLR services to central London. The Greenwich foot tunnel links Greenwich to the Isle of Dogs on the north side of the Thames.

**3.41** Deptford Creekside lies to the west of Greenwich Town Centre, and straddles the Borough boundary with Lewisham. It is an area with a significant maritime heritage, containing local authority housing estates and a variety of commercial and industrial uses. Ongoing programmes of environmental improvement and housing estate refurbishment have been taking place.

### East Greenwich



### Eltham and the South of the Borough

#### Residential areas of Eltham



**3.42** Located in the southern most part of Royal Greenwich, this area stretches from Shooter's Hill in the north towards Chislehurst in the south and has a generally more suburban style than other parts of Royal Greenwich.

**3.43** Eltham itself features a predominance of detached and semi detached properties, with many fine open spaces that help to provide a lower density character for the area. Eltham Town Centre is classed as a Major Centre within the London Plan, and is the second largest retail centre in Royal Greenwich, as well as an employment centre. Other distinctive areas include New Eltham, Mottingham, Avery Hill and Coldharbour, served by their local centres and neighbourhood parades. The area also features the Progress Estate, an example of garden suburb townscape design and Eltham Palace, a fine grade I and II\* listed building.



**3.44** Eltham is a relatively affluent part of Royal Greenwich, although there are still some pockets of deprivation here and a number of large housing estates. Many of its residents rely on employment in central London. There is a much lower percentage of Black and Ethnic Minority groups than in other parts of the Borough. Eltham also features the highest proportion of households owning two cars or more.

**3.45** The Eltham Centre is a multi-functional centre that, as well as providing council services for residents, also contains a range of leisure and community facilities including a swimming pool and fitness centre, a library and classrooms in which the Greenwich Community College conducts courses.

**3.46** Kidbrooke is also located in the south of Royal Greenwich, sandwiched between Charlton to the north and Eltham to the south and dissected by the busy A102 and A2 roads. Significant redevelopment is currently taking place in Kidbrooke, to regenerate this area and providing a large number of new homes as well as retail and community uses and open space.

Eltham Town Centre



## Plumstead

**3.47** Plumstead is a predominantly residential area, located between Woolwich and Abbey Wood, and shares many of the features of these neighbouring areas. Its residential character is largely formed by rows of terraced houses with some larger tower blocks towards the north. Plumstead High Street forms the local centre with a number of shops and services.

**3.48** The population of Plumstead is mixed, with a high proportion of Black and Minority Ethnic groups. There is less deprivation found in Plumstead than its neighbour of Woolwich.

**3.49** Plumstead Common provides open space in Plumstead and it is also located within the vicinity of Shooter's Hill.

Residential areas of Plumstead



## Thamesmead

### Thamesmead and its lakes



**3.50** The community of Thamesmead lies partly in Royal Greenwich and partly in Bexley. Thamesmead was originally conceived as a town of the 21st century by the Greater London Council in the mid-1960s. The plans contained high aspirations for architectural innovation to overcome floodplain issues and develop high density communities. However, a lack of connection to the wider area and issues with the form of the development mean that the community is now somewhat isolated and there

are a number of issues of multiple deprivation.

**3.51** Although it is predominantly residential, Thamesmead features its own District Centre, open spaces and employment locations. The open spaces together with the area's lakes and linking canals provide a rich mix of green infrastructure and is designed around the lakes and canals needed to drain the area. Demographically, it is a relatively mixed area, with a high proportion of Black Africans and a high proportion of one person households and children under five and a low proportion of over 60 year olds.

**3.52** Employment space exists at the White Hart Triangle industrial site and West Thamesmead Business Park, on the south-western edge of the area. There is a complex of prisons, including Belmarsh, which are major employers in the area.

## Abbey Wood

**3.53** Abbey Wood lies south of Thamesmead at the eastern edge of Royal Greenwich and is located partly within the Royal Borough of Greenwich and partly within the London Borough of Bexley. Divided by the railway line running from Woolwich to the west, the area features two distinct character areas. South of the railway line features predominantly turn of century housing and includes the Flowers Estate within the wider Co-op Estate. Moving to the south-east, the area becomes more rural in character as it nears the green spaces of Bostall Woods and Lesnes Abbey Woods.

**3.54** North of the railway line, the area is also largely characterised by housing, although there are some industrial units located close the railway line. This part of Abbey Wood, known as the Abbey Wood or Eynsham Estate, built in the 1950s, has also recently benefited from the advent of new secondary school, St Paul's Academy.

### Near the rail station at Abbey Wood



**3.55** The Abbey Wood railway station area is planned to be the terminus for Crossrail trains by 2018. This area includes a designated local centre which acts as a hub for residents with a range of shops and services. Bostall Woods provide the open space in the area, as does Lesnes Abbey Woods to the east and the Co-operative Woods to the west of Knee Hill. Nearby is the rural setting for the Caravan Club site with its 210 pitches.





## Appendix 4 - Spatial Issues

## Appendix 4 - Spatial Issues

**4.1** Spatial issues are the real-life challenges that affect the places where we live, work, learn and visit. The Government requires that Core Strategies identify the most important spatial issues facing the local area and then set out a plan to address them. The spatial issues addressed in this Core Strategy are those which are considered to be critical for the delivery of the spatial vision for Royal Greenwich. They have been identified from a variety of sources, including the Local Plan's evidence base (see Appendix 5), the feedback from public consultation, the Sustainability Appraisal and the Greenwich Strategy. The wider context of social and economic issues is recognised although not all can be addressed through this document.

### Population

- By 2028 the population of Royal Greenwich is expected to have grown to 309,792, an increase of approximately 65,955 since 2011.<sup>(36)</sup> Accommodating this high level of population growth in Royal Greenwich is a significant challenge.
- Throughout the plan period there is expected to be an increasing proportion of minority ethnic groups within Royal Greenwich and the large majority of new residents in Royal Greenwich are expected to be from a BME background. The challenge will be to meet the needs of the local population and build community cohesion when the make-up of the population is changing over the plan period.
- The age of the population in Royal Greenwich is expected to change in the next 15 years, with a higher proportion of people of school age and of over 50s. We must ensure our strategy reflects this change. There will also be a growing number of elderly and very young people in Royal Greenwich, who have specific needs that need to be considered.

### Housing

- The Royal Borough is required to deliver the London Plan 10-year housing target of a minimum of 25,950 between 2011 and 2021 and a further 2,595 per year thereafter. Delivering such a high amount of housing that is well designed and of good quality will be a challenge.
- There is a shortage of affordable housing throughout Royal Greenwich. A challenge is to ensure that an appropriate amount of affordable housing is provided over the plan period.
- The recent Strategic Housing Market Assessment (SHMA) has shown that there is a greater need for three bedroom market housing dwellings, three bedroom intermediate dwellings and four or more bedroom social rented dwellings. It is important to deliver the mix of housing Royal Greenwich needs.

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36 GLA SHLAA Population Projections 2011 (released annually)

- There are some areas of Royal Greenwich, such as Thamesmead, Kidbrooke, the Moorings Estate in Thamesmead and the Woolwich estates (Connaught, Morris Walk and Maryon Road), where the quality of housing is currently inadequate and needs to be improved to increase the quality of life for existing and new residents.

### **Economic Activity and Employment**

- Royal Greenwich has one of the lowest business densities in London. It is important that potential investors see Royal Greenwich as a desirable location to conduct business.
- Royal Greenwich is visited by millions of tourists each year with the majority of tourists being day visitors. It is important that the percentage of visitors staying overnight and the overall tourist expenditure across Royal Greenwich is increased, including tourist visits to locations outside the Maritime Greenwich World Heritage Site.
- There is currently under-used and some vacant industrial land in Royal Greenwich. It is important to make more effective use of the industrial sites, particularly at Charlton Riverside and Greenwich Peninsula West.
- There is currently slightly above average unemployment and below average income levels in Royal Greenwich compared to the London average, but it has been predicted that the Royal Greenwich economy will see an increase of over 21,000 jobs by 2028. The challenge will be to ensure that the local residents have the relevant skills and training required to be competitive in the expanding job market.
- The employment in the local economy is currently dominated by the public sector which provides 40% of the jobs in Royal Greenwich. Business services, retail and the caring and personal services also provide large numbers of jobs, with leisure and hospitality and the creative and digital sector of growing importance. It is anticipated that these sectors will continue to provide the majority of jobs for Royal Greenwich residents. The decline in traditional manufacturing is likely to continue, but opportunities in new and emerging sectors of advanced manufacturing and other high-tech industries will grow. The emerging low carbon sector will also provide new jobs.

### **Town Centres**

- Over the last few decades, consumer spending in Woolwich has been reducing, as competition from other areas such as Lewisham, Bexleyheath and Bluewater has increased. As competition continues to increase from these existing centres, as well as new centres such as Stratford City, the challenge will be to gain trade back from them, whilst continuing to improve Royal Greenwich's town centres as a whole.
- There is new retail, office and leisure development planned for the Greenwich Peninsula and Woolwich. It is important that any such development complements Royal Greenwich's other centres and does not draw trade away from them.

- Residents identified through public consultation on earlier drafts of the Core Strategy that safety in town centres should be improved. While crime levels have been decreasing, the issues of needing to address anti-social behaviour and the perceptions of safety in town centres remain.
- Eltham must continue to improve and enhance its retail offer to reflect the changing needs of the community and growing competition from other centres.

### **Design and Heritage**

- Royal Greenwich has a diverse range of built and natural environments. The challenge is for new development to be designed in a way that is beneficial to the existing built and natural environments. It is important that development is particularly sensitive to the rich heritage of Royal Greenwich, including the Maritime Greenwich World Heritage Site and Eltham Palace.
- The consultation and sustainability appraisal on earlier drafts of the Core Strategy revealed that the location of any tall buildings in Royal Greenwich was particularly important. The challenge is to determine locations for tall buildings that are well designed and benefit the community while also protecting the valuable strategic views, historic buildings and other heritage assets in Royal Greenwich.

### **Environment and Climate Change**

- Royal Greenwich has a large amount of good quality open spaces that are highly valued by residents. Some areas however, particularly in the north-east of the borough, are deficient in access to public open space. The challenge is for Royal Greenwich's open spaces to be protected and enhanced and for all residents to have access to a variety of good quality public open spaces.
- Flood risk is highest along the riverside areas in the north of Royal Greenwich and particularly at Thamesmead in the north-east. The growth of Royal Greenwich can not take place without development in the flood zones and the existing flood defences already afford the riverside areas a high level of protection. The challenge is to manage the flood risk effectively so that the land in the flood zones can be developed for a variety of important land uses including housing.
- Climate change is one of the most significant challenges confronting the global community. It is important to adapt to and mitigate the effects of climate change by taking steps to limit the environmental impact of future development, including protecting biodiversity and limiting carbon emissions.
- Air quality in parts of Royal Greenwich is poor. The challenge is to balance the large amount of development expected in Royal Greenwich in the coming years with the need to reduce harmful emissions and improve air quality.

## **Cohesive & Healthy Communities**

- All community facilities need to be able to deliver services to an increasing population. Providing a sufficient amount and appropriate type of community facilities to the diverse communities throughout Royal Greenwich is an important challenge.
- It is important that the changing way that community services are delivered is reflected by the provision of appropriate community facilities. The pattern of delivering these community facilities does and will change and evolve in response to legislative and organisational changes, changes in the needs of the community and changes in methods of service delivery.
- There are significant health inequalities between areas in Royal Greenwich, with wards in the north and east of the Borough being some of the most deprived in England. It is important that new development tries to reduce these inequalities and encourages improved health across Royal Greenwich.
- Royal Greenwich's population has a wide range of ethnic groups and is expected to become increasingly diverse over the plan period. It is important that further efforts are made to promote cultural integration and interaction and to continue to develop mixed communities.
- Demand for school places in Royal Greenwich is predicted to continue to grow, particularly in the north, due to both higher than average increases in birth rate and the proposed development that will take place. The challenge is to ensure that strategies are put in place to enable the Royal Borough sufficient flexibility to deliver increased school places in the required locations.

## **Infrastructure and Movement**

- Significant developments in Royal Greenwich will require associated infrastructure improvements. It is essential that the Royal Borough works closely with developers and infrastructure providers so that all parties are aware of the timeframes for any infrastructure upgrades or additional facilities.
- The Royal Borough is currently in a strong position in terms of waste management in that the south east London region, including Royal Greenwich, can collectively meet the Mayor of London's waste apportionment target. The challenge will be to safeguard existing sites and accommodate the expected growth in population to ensure the effective ongoing management of waste in Royal Greenwich.
- Although reasonably well-connected to central London, Royal Greenwich has poor north-south public transport links and would also benefit from a package of river crossings to address the severance of the River Thames. Thamesmead, in particular, and other locations on the riverside, are poorly served by public transport. There are also high levels of traffic congestion in Royal Greenwich, contributing to air pollution.

It will be a challenge to ensure that the necessary transport improvements are delivered to support new development and to reduce congestion by encouraging sustainable alternative transport modes to the car.

## Appendix 5 - Documents of the Evidence Base

## Appendix 5 - Documents of the Evidence Base

**5.1** Each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.<sup>(37)</sup> Below is a list of some of the documents used by the Royal Borough in preparing the Core Strategy:

- **Housing Requirements Strategy / Strategic Housing Market Assessment (SHMA) (ORS, 2009)** - It estimates housing need and demand in terms of affordable and market housing. It supersedes information contained in the Council's Housing Needs Survey (2002).
- **Housing Capacity Study / Strategic Housing Land Availability Assessment (SHLAA) (GLA, 2009)** - The fifth such London wide capacity study undertaken since 1987, the SHLAA informs the housing targets for each borough in the London Plan including Greenwich.
- **Housing Capacity Study / Strategic Housing Land Availability Assessment (SHLAA) (GLA, 2013)** - The sixth such London wide capacity study undertaken since 1987, the SHLAA informs the revised housing targets for each borough in the Further Alterations to the London Plan.
- **Open Space Study (Atkins, 2008)** - This study provides an assessment and analysis of all open space in the Borough and is a requirement to support the open space policies in the Core Strategy.
- **Retail Capacity Study (GVA Grimley, 2008)** - Jointly commissioned with Bexley, the aim of the study is to undertake a thorough audit of the current status of retail activities in Greenwich and Bexley Boroughs and to provide detailed information on the likely future demand / capacity for such uses up to 2028.
- **Strategic Flood Risk Assessment (SFRA) (JBA Consulting, 2011)** - The SFRA was prepared in accordance with current best practice and is consistent with the Technical Guidance to the National Planning Policy Framework.
- **SE London Waste Technical Paper (South East London Boroughs, 2013)** - Prepared together with neighbouring boroughs to demonstrate how the South East London Boroughs can jointly meet their waste apportionment. It is an important example of cross-borough working.
- **Biodiversity Action Plan (BAP) (RBG, 2010)** - Identifies the actions residents and developers can take to enhance biodiversity, as well as actions for specific priority habitats and species within the Borough.

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37 NPPF, para 158



- **Profile of children and young people in Greenwich (RBG, 2008)** - Structured around the key outcomes of Every Child Matters, given statutory force through the Children Act 2004. The document brings together data about the lives of children and young people in Royal Greenwich.
- **Investment and Sector Research Study (PACEC, 2009)** - This document is an analysis of key sector trends and sectoral growth projections in Royal Greenwich taking into account sub-regional and national economic trends. It also includes a summary of the growth aspirations of businesses based on approximately 400 interviews with businesses.
- **Affordable Housing Viability Assessment (BNP Paribas Real Estate / Christopher Marsh and Co. Ltd. 2012)** - Prepared in line with the NPPF and the Blyth Valley High Court Judgement, to demonstrate that development remains viable.
- **Tall Buildings Assessment ( RBG, 2011 )** - The Tall Buildings Assessment will consider the potential for tall buildings in Royal Greenwich and provide an assessment of appropriate locations for these. It will be used to inform the Council's policy approach to tall buildings within the Core Strategy.
- **Infrastructure Delivery Plan (RBG, 2012)** - This has been prepared to establish a comprehensive understanding of the infrastructure requirements and work with partners to identify how and when it will be provided. It will ensure delivery of the infrastructure needed to support growth in the Borough.
- **Developing a Sub-Regional Transport Plan: interim report on challenges and opportunities (TfL Planning, 2010)** - presents detailed transport data and analysis for the east London sub-region, including Royal Greenwich specific information.
- **Areas of High Archaeological Potential: Appraisal (RBG/English Heritage, 2011)** - An appraisal by English Heritage of the AHAPs in the borough. The boundaries are shown on Figure 5 and the findings of the appraisal are used to support the policies on protection of archaeology in Royal Greenwich.
- **Employment Land Review (URS, 2012)** - An assessment of the suitability of sites for employment development. It safeguards the best sites in the face of competition from other higher value uses and helps to identify those which are no longer suitable for employment development which should be made available for other uses.



## Appendix 6 - Schedule of Superseded Saved UDP Policies

## Appendix 6 - Schedule of Superseded Saved UDP Policies

Table 26

UDP POLICY	CORE STRATEGY POLICY
<b>COMMUNITY NEEDS, BENEFITS AND SERVICES</b>	
SC1	Covered in CHI Cohesive Communities
SC2	Covered in IM1 Infrastructure
C1 Community Services	Covered in CHI Cohesive Communities, DH1 Design, IM4 Sustainable Travel and IM(b) Walking and Cycling
C2 Loss of Community Facilities	Covered in CH(a) Loss of Community Facilities
C3 Major Residential Developments	Covered in IM1 Infrastructure
C4 Doctors Surgeries, Dentists etc	No specific reference to doctors surgeries and dentists, but general principles covered in DH1 Design and IM4 Sustainable Travel
C5 Nursery Provision	No specific reference to nursery provision, but general principles covered in DH1 Design and IM4 Sustainable Travel
<b>JOBS AND THE LOCAL ECONOMY</b>	
SJ3	Partially covered in EA1 Economic Development
SJ4	Covered in EA(a) Local Employment Sites
SJ5	Covered in EA(c) Skills and Training
J1 Defined Industrial Areas	Covered in London Plan Policy 2.17 Strategic Industrial Locations and paragraph 2.79. Also partly covered in EA4 Strategic Industrial Locations.
J2 Aggregates and other 'Open Yard' Industries	Covered in Policy EA2 Charlton Riverside
J3 Charlton Business Park	Covered in Policy EA2 Charlton Riverside
J4 Town Centres	Covered in the TCI Town Centres
J5 Employment sites outside Defined Employment Locations	Covered in EA(a) Local Employment Sites
J6 Industrial and Business Developments	Deleted

UDP POLICY	CORE STRATEGY POLICY
J7 B1 Uses	Covered in EA1 Economic Development and the area based policies (EA2-4) and the Town Centre policies cover where different uses are appropriate
J8 B8 Distributive Industries and Trade Wholesale Uses	
J9 Cultural and Creative Industries	
J10 'Bad Neighbour' Industries	-Partially covered by paragraphs 122 and 123 of the NPPF
J11 Home Working	Policy EA(d)
J12 Work / Live units	Partially covered in London Plan Policy 4.6 and paragraph 4.35
J13 Quality Jobs	Covered by EA1 Economic Development
J14 Training and Business Support	Covered in EA(c) Skills and Training
J15 Community Benefits	IM1 Infrastructure covers planning obligations and refers to the Planning Obligations SPD.
<b>HOUSING</b>	
SH5	Covered in H3 Affordable Housing
SH6	Deleted
H1 New Housing	Covered in Policy H1 New Housing
H2 Preventing the Loss of Housing	Covered in Policy H(a) Protection of Existing Housing
H4 Kidbrooke Development Area	Deleted
H5 Conversions	Covered in H(b) Conversions
H6 Conversions	Covered in H(b) Conversions
H7 Housing Design	Covered in H5 Housing Design
H8 Density	Covered in housing chapter. The Council will refer to Policy 3.4 and the associated density matrix in the London Plan
H9 Density	
H10 Backland and Infill Development	Covered in H(c) Backland and Infill Development
H11 Amenity Space and Gardens	Covered in H5 Housing Design
H12 Children's Play Areas	Covered in H(e) Children's Play Areas
H13 Housing Improvement	Covered in H5 Housing Design
H14 Affordable Housing	Covered in H3 Affordable Housing

UDP POLICY	CORE STRATEGY POLICY
H15 Housing Mix	Covered in H2 Housing Mix
H16 Non Self-Contained Shared or Bedsitter Accommodation	Deleted
H17 Lifetime Homes	Covered in H5 Housing Design
H18 Sheltered Housing	Housing for older people is referred to in H2 Housing Mix and H(d) Supported Housing. However it is the Council's intention to provide care that facilitates older people living in their own homes longer as opposed to moving into sheltered housing.
H19 Wheelchair Standard Housing	Covered in H5 Housing Design
H20 Disability Extensions	Covered in supporting text to DH(a) Residential Extensions
H21 Supported Housing	Covered in H(d) Supported Housing
H22 Travellers and Romany People	Covered in H4 Gypsy and Traveller Needs
<b>OPEN SPACES</b>	
SO2	Covered in OS1 Open Space
SO4	Covered in OS2 Metropolitan Open Land
O1 Metropolitan Open Land	Covered in OS(a) Development in Metropolitan Open Land
O2 Metropolitan Open Land	Covered in OS(a) Development in Metropolitan Open Land
O3 Metropolitan Open Land - Greenwich University	Deleted
O4 Metropolitan Open Land	Covered in OS(a) Development in Metropolitan Open Land
O5 Green Chain	Covered in OS3 South East London Green Chain
O6 Green Belt	Covered in support text to OS1 and in London Plan Policy 7.16.
O7 Community Open Space	Covered in OS(b) Community Open Space
O8 Other Open Spaces	Covered in OS1 Open Space
O9 Public Open Space Deficiency Areas	Covered in OS(c) Public Open Space Deficiency Areas.
O10 Community Benefits	Covered in IM1 Infrastructure and CH1 Cohesive Communities.

UDP POLICY	CORE STRATEGY POLICY
O11 Sportsgrounds and Playing Fields	Covered in OS(d) Sportsgrounds and Playing Fields.
O12 Park Facilities	Covered in H(e) Children's Play Areas and CH1 Cohesive Communities.
O13 Floodlighting	Covered more generally by NPPF paragraph 125 and London Plan Policy 3.19 Sports Facilities.
O14 Allotments	Covered in CH2 Healthy Communities.
O15 Recreational Footpaths	Partially covered in OS3 South East London Green Chain and IM4 Cycling and Walking
O16 Riverside Footpath	Covered in IM4 Cycling and Walking
O17 Recreational Cycleways	Covered in IM4 Cycling and Walking
O18 Sites of Nature Conservation Importance	Covered in OS4 Biodiversity.
O19 Sites of Nature Conservation Importance	Covered in OS4 Biodiversity.
O20 Green Corridors	Covered in OS(g) Green and River Corridors
O21 River Corridors	
O23 Areas lacking Accessible Wildlife Sites	Covered in OS(e) Wildlife Deficiency Areas
O24 Management of Wildlife Sites	Deleted
ENVIRONMENTAL PROTECTION	
SE2	This is covered by the combination of all of the Policies within this chapter
E1 Pollution	Covered in E(a) Pollution
E3 Pollution	Covered in E(a) Pollution
E4 Pollution	Covered in E(b) Pollution from Existing Uses
E5 Light Pollution	Covered in E(a) Pollution
E6 Air Pollution	Covered in E(c) Air Pollution
E7 Air Pollution	Covered in IM4 Sustainable Travel and E1 Carbon Emissions
E9 Renewable Energy	Covered in E1 Carbon Emissions.

UDP POLICY	CORE STRATEGY POLICY
E10 Hazardous Materials	Covered in E(d) Hazardous Materials
E11 Contaminated Land	Covered in E(e) Contaminated Land
E12 Site Servicing	Covered IM1 Infrastructure
E14 Waste Reduction, Reuse, Recovery and Disposal	Covered in IM2 Waste Apportionment and DH1 Design
E15 Minimise Waste at Source	Covered in DH1 Design
E17 Drainage and Flood Protection	Covered in London Plan Policy 5.13 Sustainable Drainage
E18 Development in Fluvial Flood Risk Areas	Covered in E2 Flood Risk
E19 Safeguarding Existing and Tidal and Fluvial Defences	Covered in E2 Flood Risk
<b>DESIGN AND CONSERVATION</b>	
SD1	Covered in DH1 Design
D1 Urban Design	Covered in DH1 Design
D3 Ecological Factors	Covered in OS(f) Ecological Factors
D4 Improvements to the Urban and Natural Environment	Covered in CH1 Cohesive Communities
D5 Parking and Access Arrangements	Parking, cycle paths etc are covered sufficiently in IM(a) Impact on the Road Network, IM(b) Walking and Cycling and IM(c) Parking Standards
D7 Safety and Security in the Environment	Covered in CH1 Cohesive Communities
D8 Trees	Covered in OS(f) Ecological Factors
D9 Residential Extensions	Covered in DH(a) Residential Extensions
D10 Residential Extensions	Covered in DH(a) Residential Extensions and DH(b) Protection of Amenity for Adjacent Occupiers
D11 Telecommunications Development	Covered in DH(c ) Telecommunications Development
D12 Satellite Antennae	Covered in DH(d) Satellite Antennae
D13 Shopfronts and Signs	Covered in DH(e) Shopfronts and Signs
D14 Street Furniture	Covered in London Plan Policy 7.5 Public Realm



UDP POLICY	CORE STRATEGY POLICY
D15 Advertisements	Covered in DH(f) Advertisements
D16 Conservation Areas	Covered in DH(h) Conservation Areas
D17 Conservation Areas	Covered in DH(h) Conservation Areas
D18 Preservation of Listed Building	Covered in DH(i) Statutory Listed Buildings
D19 External or Internal Alterations or Additions to Listed Buildings	Covered in DH(i) Statutory Listed Buildings
D20 Setting and Proportions of a Listed Building	Covered in DH(i) Statutory Listed Buildings
D21 Changes of Use of Listed Buildings	Covered in DH(i) Statutory Listed Buildings
D22 Buildings at Risk	Deleted
D23 Local list of Buildings of Architectural or Historic Interest	Covered in DH(j) Locally Listed Buildings
D24 Historic Landscapes	Partially covered by London Plan Policy 7.8 Heritage Assets and Archaeology
D25 Strategic Views	Covered in Policies 7.1 and 7.2 London View Management Framework of London Plan
D26 Strategic Views	
D27 Local Views	Covered in DH(g) Local Views
D28 High Buildings	Covered in DH2 Tall Buildings and in London Plan Policy 7.7 Location and Design of Tall and Large Buildings
D29 Areas of Special Character	Covered in DH(l) Areas of Special Character
D30 Archaeology	Covered in DH(m) Archaeology
D31 Archaeology	Covered in DH(m) Archaeology
<b>MOVEMENT</b>	
SM2	Covered in IM4 Sustainable Travel and IM(a) Impact on the Road Network
SM5	Covered in IM3 Critical Physical Infrastructure and IM4 Sustainable Travel
SM6	Covered in IM3 Critical Physical Infrastructure
M1 Development and Transport – General Principles	Covered in IM4 Sustainable Travel and IM(a) Impact on the Road Network

UDP POLICY	CORE STRATEGY POLICY
M4 Extension of the Public Transport Network	Covered in IM3 Critical Physical Infrastructure
M6 Accessible Public Transport	Covered in IM3 Critical Physical Infrastructure and IM4 Sustainable Travel
M7 Use of the River	Covered in IM3 Critical Physical Infrastructure
M8 Safeguarded and Other Rail Schemes	Covered in IM3 Critical Physical Infrastructure
M10 Waterfront Transit	Covered in IM3 Critical Physical Infrastructure
M11 Transport Interchanges	Covered IM4 Sustainable Travel and IM(b) Walking and Cycling
M12 Retention and Improvement of Public Transport Facilities	Covered in IM3 Critical Physical Infrastructure
M13 Accessibility	Deleted
M14 Heliports and Airports	Covered in London Plan Policy 6.6. General principles covered in DHI Design.
M15 Safeguarded Schemes	Covered in IM3 Critical Physical Infrastructure
M17 Road Hierarchy	Covered in IM(a) Impact on the Road network
M18 Environmental Areas	Air pollution covered in E(c) Air Pollution
M19 New Housing Developments – Traffic Calming Measures	Deleted
M20 Specific Improvements	Deleted
M21 Relationship of Development to the Road Hierarchy and Town Centres	Part Deleted. Part covered in IM(a) Impact on the Road Network
M22 Relocation of High Traffic Generators	Deleted
M23 Car Parking Standards for Employment Generating Development	Covered in IM(c) Parking Standards
M24 Car Parking Standards for Shops	Covered in IM(c) Parking Standards
M25 Car Parking Standards for Residential Developments	Covered in IM(c) Parking Standards
M26 Car Parking Standards for Other Developments	Covered in IM(c) Parking Standards

UDP POLICY	CORE STRATEGY POLICY
M27 Principles for Parking Provision	Covered in IM(c) Parking Standards
M28 Community Benefits	Covered in IM1 Infrastructure
M29 Service Areas	Covered in IM(c) Parking Standards
M30 Off-Street Public Parking	Deleted
M31 Parking Strategies	Deleted
M32 Cycling	Covered in IM4 Sustainable Travel and IM(b) Walking and Cycling. Cycle parking standards in IM(c) Parking Standards
M33 Pedestrians	Covered in IM4 Sustainable Travel and IM(b) Walking and Cycling
M35 Restriction on Road Freight	Part Deleted. Part covered in IM5 Freight
M36 Rail Freight	Covered in IM5 Freight
M39 Adverse Effect of Freight on the Environment	Deleted
M40 Coaches	Covered in IM(c) Parking Standards
M41 Coaches	Deleted
M42 Coaches	Deleted
<b>TOWN CENTRES</b>	
STC2	Covered in TCI-TC7
TC1 Woolwich - Royal Arsenal	Covered in TC2 Woolwich Town Centre
TC2 Woolwich – Primary Shopping Centre	Covered in TC2 Woolwich Town Centre
TC3 Woolwich – Other Key Uses	Covered in TC2 Woolwich Town Centre and EA5 Tourism
TC4 Woolwich – ‘Island Site’	This policy refers to a specific development site. If necessary this should be included in the Local Plan: Site Allocations but it need not be covered in the Core Strategy.
TC5 Woolwich – Pedestrian and Cycle Access	No specific reference to Woolwich, but covered generally in policies IM4 Sustainable Travel and IM(b) Walking and Cycling
TC6 Woolwich – Public Transport Links	Covered in IM3 Critical Physical Infrastructure

UDP POLICY	CORE STRATEGY POLICY
TC7 Greenwich – World Heritage Site	Covered in DH4 Maritime Greenwich World Heritage Site
TC8 Greenwich – Historic Town Centre	Covered by Policy TC4 Greenwich Town Centre and DH1 Design
TC9 Greenwich – The Multi-Functional Role of Greenwich Town Centre	Covered in TC4 Greenwich Town Centre
TC10 Greenwich – Shopping and ‘Food and Drink’ Uses	Deleted
TC11 Greenwich – Market Development	Deleted
TC12 Greenwich – Traffic Management and Transport Links	Covered in IM(c) Parking Standards
TC13 Eltham – Focus for South Greenwich	Covered in TC3 Eltham Town Centre
TC14 Eltham – Shopping, Leisure and Tourism	Covered in TC3 Eltham Town Centre
TC15 Eltham – Traffic Management, Streetscape and Environmental Quality	Covered in TC3 Eltham Town Centre
TC16 Key Town Centre Uses and the Sequential Approach	Covered in NPPF (paragraph 24) and in London Plan Policy 4.7 Retail and Town Centre Development
TC17 Protected Core and Fringe Shopping Frontages	Covered in TC(a) Primary, Secondary and Local Shopping Frontages
TC18 Non-retail (A1) Uses in Core and Fringe Frontages	Covered in TC(a) Primary, Secondary and Local Shopping Frontages
TC19 Essential Local Facilities in Neighbourhood Parades and Freestanding Premises	Covered in TC7 Local Centres and Neighbourhood Parades
TC20 Arts, Cultural and Entertainment Facilities	Covered in CH1 Cohesive Communities
TC21 Use of Premises Above Shops	Deleted
TC22 Town Centre Living	Support for residential within town centres is provided by TC1 Town Centres
TC24 Civic Spaces	Deleted
TC25 Site Access, Servicing and Parking	Covered in IM(c) Parking Standards

UDP POLICY	CORE STRATEGY POLICY
TC26 Site Access, Servicing and Parking	Covered in IM(c) Parking Standards
TC27 Markets and Car Boot Sales	Deleted
TC28 Hot Food Takeaway Outlets including Drive Through Restaurants	Covered in TC(c) Hot Food Takeaways
TC29 Retail Facilities in Petrol Stations	Deleted
<b>TOURISM</b>	
ST1	Covered in EA5 Tourism
ST2	Covered in EA5 Tourism
T1 Location and Criteria	Deleted
T2 Small Hotels, Bed and Breakfast Accommodation and Guesthouses	Deleted
T3 Diversification	Covered in EA5 Tourism and EAI Economic Development
<b>WATERFRONT</b>	
SW1	Covered in spatial strategy
SW2	Covered in spatial strategy, OS(g) Green and River Corridors and DH(k) Thames Policy Area
W2 Thames Policy Area	Covered DH(k) Thames Policy Area
W3 Mixed Use Areas	Covered in spatial strategy
W4 Thamesmead	Covered in spatial strategy
W5 Safeguarded Wharves	Covered in IM5 Freight
W6 Floating Vessels	Deleted
<b>IMPLEMENTATION</b>	
SIM2	Deleted
IM5 Enforcement	Deleted



## Appendix 7 - Glossary and Abbreviations

## Appendix 7 - Glossary and Abbreviations

A complete glossary of planning terms can be found at the Planning Portal website <http://www.planningportal.co.uk>. The glossary below should be used as a guide only and should not be considered the source for statutory definitions.

**Affordable housing:** housing to meet the needs of households whose incomes are not sufficient to allow them to access appropriate housing in Royal Greenwich, comprising *social rented*, *affordable rent*, and *intermediate* housing.

**Affordable rent:** homes that are available to tenants at up to a maximum of 80% of market rent and allocated in the same way as social rented housing is at present. The government has introduced a series of measures such as changes to tenure; greater flexibility for local authorities in their strategic housing role and options to increase mobility for social tenants.

**Authority monitoring report (AMR):** a report produced by local planning authorities assessing progress with and the effectiveness of the development plan.

**Area action plan (AAP):** a type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).

**Air Quality Management Area:** a designated area with poor air quality

**Backland development:** Development of 'landlocked' sites behind existing buildings, such as rear gardens and private open space, usually within predominantly residential areas.

**Biodiversity:** refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

**Biodiversity action plan (BAP):** outlines the aspirations and priorities for biodiversity in Greenwich. The BAP summarises the priorities for biodiversity management and investment in Borough, the targets for what should be achieved and an action plan to achieve these targets.

**Building Research Establishment's environmental assessment method (BREEAM):** a national standard for sustainable design and construction for new development (non residential). BREEAM assesses the sustainability performance of developments, rating them 'Pass', 'Good', 'Very Good' or 'Excellent'. BREEAM includes nine sustainable design elements, including management, energy use, health and wellbeing, pollution, transport, land use, ecology, materials and water. BREEAM assessments must be undertaken by licensed and trained assessors.

**Code for Sustainable Homes:** a national standard for sustainable design and construction of new homes. The Code assesses the sustainability performance of developments using a 1 to 6 star rating system, with Level 6 representing best practice in sustainable development. The Code includes mandatory standards for energy/CO<sub>2</sub> and water at each level of the



Code, as well criteria for building materials, surface water runoff, waste, pollution, health and wellbeing, management and ecology. Code for Sustainable Homes assessments must be undertaken by licensed and trained assessors.

**Combined Heat and Power (CHP):** the combined production of heat, usually in the form of steam, and power, usually in the form of electricity

**Comparison retail:** Shopping for items such as clothing, jewellery, cosmetics, footwear and electrical goods where shoppers typically prefer to have a choice of retail outlets in order to compare an article with others of the same type.

**Conservation area:** an area of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance

**Controlled parking zone (CPZ):** an area in which on-street parking restrictions apply, typified by parking meters, resident only parking bays/permits etc.

**Convenience retail:** Shopping for everyday, essential items such as food, drink, newspapers and confectionery.

**Crossrail:** an east-west rail line crossing central London between Paddington and Whitechapel serving Heathrow Airport, Stratford, Canary Wharf and Woolwich Arsenal, with a termination point at Abbey Wood. It will serve major development and regeneration corridors and improve access to large areas of central and suburban London.

**Designated heritage assets:** a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such in the relevant legislation. This is currently defined in national government guidance.

**Decentralised energy networks:** generating electricity from many small, and usually local, energy sources.

**Development:** development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission, including redevelopment and alterations to existing buildings.

**District centre:** distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000 – 50,000 sq.m of retail floorspace.

**Family housing:** Housing that has three or more bedrooms and direct access to a garden. The definition may be flexible in developments where dwellings have two large double bedrooms but only if it can be demonstrated that they could cater for a family.

**Flood zones:**

Flood Zone 1 (low probability): land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%)

Flood Zone 2 (medium probability): land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year

Flood Zone 3a (high probability): land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year

Flood Zone 3b (functional flood plain): land where water has to flow or be stored in times of flood

**Geodiversity** the variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.

**Habitats regulations assessment (HRA):** a requirement of the European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the 'Habitats Directive') and the Conservation (Natural Habitats, &C) (Amendment) (England and Wales) Regulations 1994 (as amended 2007) and assess the impact of plans on habitats and species of European significance.

**House in Multiple Occupation (HMO):** shared houses or flats occupied by more than 6 unrelated individuals who share basic amenities.

**Intermediate Housing:** housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out in *Affordable Housing* above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.

**Industrial business park (IBP):** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution. They can be accommodated next to environmentally sensitive uses.

**Joint sub-regional waste technical paper:** see Appendix 5 - Documents of the Evidence Base

**Lifetime homes:** ordinary homes designed to provide accessible and convenient homes for a large segment of the population.

**Lifetime neighbourhoods** designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, and is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to

enjoy a fulfilling life and take part in the economic, civic and social life of the community. This can be achieved by extending the inclusive design principles embedded in the Lifetime Home standards to the neighbourhood level.

**Listed building (Local):** a building or structure of architectural or historic interest, which does not qualify for including in the statutory list but in the opinion of the Local Authority makes a valuable contribution to the character of the area

**Listed building (Statutory):** a building or structure (and any other fixed object within its curtilage) of special architectural or historical interest, which is on a list prepared by the English Heritage. These buildings are protected under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. Listed building consent is required for any proposal to alter, extend or demolish the whole or part of the interior or exterior of any structure within the curtilage of that building.

**Local centre:** typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (less than 2,000 sq.m), sub-post office, pharmacy, laundrette and other useful local services.

**Local Implementation Plan (LIP):** a statutory transport plans produced by the Borough and bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.

**Local nature reserve:** non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

**Local plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

**London Plan:** the statutory spatial development strategy for the Greater London area that is written by the Mayor of London and published by the Greater London Authority. It provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, and major infrastructure requirements, together with borough housing targets. Along with Local Plans, the London Plan forms part of each London Borough's Development Plan.

**Major centre:** typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sq.m of retail floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.

**Major development:**

For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares)

For all other uses: where the floor space will be 1000 sq metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.

**Managed transfer of industrial land:** Boroughs in this category (such as Greenwich) generally have a greater supply of vacant industrial sites relative to demand and should generally adopt a rigorous but sensitively managed approach to transfer of surplus capacity to other uses. There may also be scope for reconfiguration of the existing industrial land portfolio to safeguard the best quality sites and secure adequate capacity for waste, logistics and other functionally important uses including land for transport, utilities, energy, water management, and wholesale markets whilst maximising the potential of land released to other uses.

**Metropolitan centre:** serve wide catchments which can extend over several Boroughs and into parts of the wider south east region. Typically they contain at least 100,000 sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.

**Metropolitan open land (MOL):** Land of predominantly open character, recognised as having more than Borough significance. The level of protection afforded to MOL is the same as that afforded to Green Belt land.

**Mixed Use:** development for a variety of activities on single sites or across wider areas such as town centres.

**National Planning Policy Framework (NPPF):** The NPPF was published by the Department of Communities and Local Government in March 2012, consolidating over two dozen previously issued documents called Planning Policy Statements and Planning Policy Guidance Notes for use in England. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. The NPPF is supported by web based national planning policy guidance.

**Neighbourhood parade:** Small parades of shops of purely neighbourhood significance.

**Opportunity area planning framework (OAPF):** these frameworks provide a development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners while planning frameworks will have a non-statutory status, it will be up to Boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

**Outstanding universal value:** Cultural and/or natural significance which is so exceptional as to transcend national boundaries. A statement of Outstanding Universal Value is adopted by UNESCO's intergovernmental World Heritage Committee at the time of its inscription and may be subsequently amended by the Committee. Values can be physical, architectural or intangible. They will be embodied in the buildings, spaces, monuments, artifacts and archaeological deposits within the site, the setting and views of and from it. Statements of outstanding universal value are key references for the effective protection and management of World Heritage Sites (Source: Circular 07/09: Protection of World Heritage Sites)

**Preferred industrial location (PIL):** Strategic industrial locations that are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions, utilities, wholesale markets and other industrial related activities.

**Regionally important geological and geomorphological site (RIGS):** a non-statutory regionally important geological or geo-morphological site (basically relating to rocks, the Earth's structure and landform).

**Registered provider:** a non-profit making organisation who allocate housing on the basis of need. They are responsible for housing provision, construction, improvement and management for rent and sale (also known as Registered Social Landlord).

**Site of Special Scientific Interest (SSSI):** site notified to the Local Planning Authority by Natural England as being of national importance by reason of any of their flora, fauna, geology or physiographical features.

**Small to medium enterprise:** an independent business managed by its owner or part owners and having a small market share either by number of employees or turnover

**Site of Importance for Nature Conservation (SINC):** site identified as being of importance for nature conservation purposes.

**Social Rented Housing:** housing typically owned and/or managed by a *registered social landlord* for subsidised rent to households on low incomes who would otherwise be unable to access suitable housing

**South-East London Housing Market Assessment (SHMA):** see Appendix 5 - Documents of the Evidence Base

**Strategic Development Location:** areas designated by the Royal Borough as being appropriate for significant growth.

**Strategic housing land availability assessment (SHLAA):** see Appendix 5 - Documents of the Evidence Base

**Supplementary planning document:** a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document

**Sustainability appraisal:** an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

**Tenure:** the legal and financial arrangements under which someone has the right to live in a house or flat, for example private ownership, affordable rent, shared ownership, intermediate rent, private rent.

**Town centre:** a metropolitan, major, district or local centre.

**Verified views:** A computer generated image that demonstrates the visual impact of a proposed development from a particular viewpoint.

**Viability:** the economic viability of a scheme taking into account all development costs and profit. A viable development will support a residual land value at a level sufficiently above the sites existing use value (EUV) or alternative use value (AUV) to support a land acquisition price acceptable to the landowner.





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ਇਸ ਚਿੱਠੇ ਵਿੱਚ ਖਾਸ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਗਈ ਹੈ। ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਚਿੱਠੇ ਦੀ ਆਪਣੀ ਬੋਲੀ ਵਿੱਚ ਅਨੁਵਾਦ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਤੁਸੀਂ ਸੱਜੇ ਪਾਸੇ ਜੋ ਬੋਕਸ ਹੈ ਵਿੱਚ ਟਿੱਕ ਕਰੋ ਅਤੇ ਇਹ ਸਾਰਾ ਵਰਕਾ ਸਾਨੂੰ ਬੱਲੇ ਲਿਖੇ ਐਡਰੈਸ ਤੇ ਵਾਪਸ ਭੇਜੋ।

Punjabi

☐

Qoraalkan waxaa ku kooban macluumaad muhim ah. Haddii aad dooneysid in luqaddaada laguugu tarjumo, fadlan xariiq koobaabinta midigta, booggan oo dhanna u soo dir cinwaanka hoos ku yaalla.

Somali

☐

Bu belge önemli bilgiler içermektedir. Belgenin kendi dilinizde çevirisini istiyorsanız, lütfen sağdaki kutuyu işaretleyip bu sayfayı aşağıdaki adrese gönderiniz.

Turkish

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Chinese

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Vietnamese

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এই দলিলটিতে মূল্যবান তথ্য রয়েছে। যদি আপনি আপনার নিজের ভাষায় এটির অনুবাদ পেতে চান, তাহলে ডান পাশের বাক্সটিতে টিক দিয়ে পুরো পৃষ্ঠাটি নিচের ঠিকানায় ফেরত পাঠিয়ে দিন।

Bengali

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આ દસ્તાવેજમાં મહત્વની માહિતી સમાવેલી છે. જો તમને તમારી ભાષામાં આ દસ્તાવેજનું ભાષાંતર જોઈતું હોય તો, મહેરબાની કરી જમણા હાથના ખાનામાં ટીક (નિશાની) કરો અને આખું પાનું નીચે આપેલ સરનામે પાછું મોકલો.

Gujarati

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يحتوي هذا المستند على معلومات هامة. إن أردتها مترجمة إلى لغتك فالرجاء وضع علامة في الخانة التي في اليمين وإرجاع الصفحة بكاملها إلى العنوان المذكور في الأسفل.

Arabic

☐

اس دستاویز میں ضروری معلومات فراہم کی گئی ہیں۔ اگر آپ کو اپنی زبان میں اسکا ترجمہ درکار ہو تو برائے مہربانی دائیں طرف بنے باکس میں نشان لگا کر یہ پورا صفحہ درج ذیل پتے پر روانہ کیجئے۔

Urdu

☐

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## Appendix 8 Housing Trajectory

## Appendix 8 - Housing Trajectory

Appendix 8 of the Core Strategy comprises the housing trajectory and has been deliberately printed separately from main bound document. The current housing trajectory is based on the Strategic Housing Land Availability Assessment (2013), carried out by the Greater London Authority, with each London borough reviewing the sites in their area. The methodology for the selection of sites is set out in the [Mayor of London's SHLAA Report 2013](#). Sites identified in the Trajectory represent a snapshot in time, and may therefore be out of date. The sites will be assessed annually by the Royal Borough and an updated housing trajectory will be published on the Royal Borough's website alongside the Authority Monitoring Report at the following URL:

[http://www.royalgreenwich.gov.uk/info/1004/planning\\_policy/869/local\\_development\\_framework/9](http://www.royalgreenwich.gov.uk/info/1004/planning_policy/869/local_development_framework/9).

Any updated versions of the housing trajectory will supersede earlier versions and should be slotted into this section of the Core Strategy and previous versions disregarded.

Housing Trajectory

Site name	Planning ref (if applicable)	5 year supply					10 year supply					15 year supply					Total housing capacity
		13/ 14	14/ 15	15/ 16	16/ 17	17/ 18	18/ 19	19/ 20	20/ 21	21/ 22	22/ 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	
I-3, 9-27, 33 & 37 Blackwall Lane, SE10	11/2223	0	0	54	54	27	0	0	0	0	0	0	0	0	0	0	135
9 - 32 Brookhill Close	07/2409	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	40
Broadwater Dock	02/0806	0	0	42	28	0	0	0	0	0	0	0	0	0	0	0	70
Former Eltham Baths	10/2266	0	0	32	48	0	0	0	0	0	0	0	0	0	0	0	80
Greenwich Reach East	05/1386	490	490	0	0	0	0	0	0	0	0	0	0	0	0	0	980
Lovell's, Granite, Badcock's & Pipers wharves	06/1749	150	150	50	50	0	0	0	0	0	0	0	0	0	0	0	400
Grove Market Place	10/3357	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	50
Hilton's Wharf (BPTV)	10/2354	0	0	34	34	17	0	0	0	0	0	0	0	0	0	0	85
Hilton's Wharf (Durkan)	10/2306	0	0	36	36	18	0	0	0	0	0	0	0	0	0	0	90
Land at Love Lane	06/1751	192	192	192	192	192	0	0	0	0	0	0	0	0	0	0	960
Land Rear of 40 Victoria Way	12/0029	64	64	51	34	0	0	0	0	0	0	0	0	0	0	0	212

Site name	Planning ref (if applicable)	5 year supply					10 year supply					15 year supply					Total housing capacity
		13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	
Paynes & Borthwick Wharf	04/0344	43	43	43	43	43	0	0	0	0	0	0	0	0	0	0	214
Former Royal Military Academy	08/1972	66	66	66	66	66	0	0	0	0	0	0	0	0	0	0	329
Morris Walk & Marion Grove		0	0	0	0	108	0	0	0	0	0	0	0	0	0	0	108
Woolwich Arsenal DLR over-station development	10/2612	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	50
Blocks B, C & F - The Quarter	09/2186	0	0	45	45	45	45	45	0	0	0	0	0	0	0	0	227
British Telecom site		0	0	0	38	38	19	0	0	0	0	0	0	0	0	0	95
Heart of East Greenwich	08/0688	0	129	129	129	129	129	0	0	0	0	0	0	0	0	0	645
Former Ferrier Estate	08/2782/o	176	176	176	176	176	176	176	176	176	176	0	0	0	0	0	1763
Plots N0404, N0405, N0207, M0106, M0107, M109, M0110 and M0118 of the Greenwich Peninsula Masterplan	10/3422	0	0	301	351	351	301	201	0	0	0	0	0	0	0	0	1505

Site name	Planning ref (if applicable)	5 year supply					10 year supply					15 year supply					Total housing capacity
		13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	
Kings Highway Garages	11/2703	0	0	0	0	34	34	17	0	0	0	0	0	0	0	0	85
Land at Creek Road/Bardsley Lane	05/1222	0	0	0	0	42	42	21	0	0	0	0	0	0	0	0	105
Land at Enderby's Wharf	10/3063	0	154	154	154	154	154	0	0	0	0	0	0	0	0	0	770
Former Greenwich Industrial Estate	11/0271	0	0	36	36	36	36	36	0	0	0	0	0	0	0	0	181
Mast Quay (Phase 2)	10/0161	0	0	41	41	41	41	41	0	0	0	0	0	0	0	0	204
Plot M0114, Greenwich Peninsula	08/0049	0	0	41	41	41	41	41	0	0	0	0	0	0	0	0	207
Bathway Quarter		0	0	132	132	132	132	132	0	0	0	0	0	0	0	0	660
Victoria Way warehouse		0	0	36	36	36	37	37	0	0	0	0	0	0	0	0	182
Eltham C of E Primary School (Roper Street)		0	0	0	26	52	52	0	0	0	0	0	0	0	0	0	130
Land at Greenwich Peninsula		726	726	792	792	792	396	396	396	396	397	0	0	0	0	0	5809
Davy's Winecellar site		0	0	0	0	0	0	0	50	50	0	0	0	0	0	0	100

Site name	Planning ref (if applicable)	5 year supply					10 year supply					15 year supply					Total housing capacity
		13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	
Former Montbelle Primary School	09/1003	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	45
Royal Hill Court		0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	40
Greenwich Waterfront Leisure Centre		0	0	0	0	0	0	0	0	63	42	0	0	0	0	0	105
Former Gala Bingo and Mortgramit Square		0	0	0	0	0	0	0	40	80	80	0	0	0	0	0	200
The Reach		0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	50
Greenwich High Road backland		0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	60
Mecca Bingo Eltham		0	0	0	0	0	0	0	112	0	0	0	0	0	0	0	112
Spray Street		0	0	0	0	0	0	60	60	60	59	59	0	0	0	0	298
Creekside East		0	0	0	0	0	0	0	0	62	62	31	0	0	0	0	155
Brickfield Cottages		0	0	0	0	0	0	0	6	6	6	6	5	0	0	0	29
Callis Yard		0	0	0	0	0	0	0	37	37	37	37	37	0	0	0	185
Felixstowe Road		0	0	0	0	0	0	0	29	29	29	29	29	29	28	28	230

Site name	Planning ref (if applicable)	5 year supply					10 year supply					15 year supply					Total housing capacity
		13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	
Former Thomas Tallis school site		0	0	0	0	0	0	0	20	40	40	20	20	21	0	0	161
Macbean Street		0	0	0	0	0	0	98	98	98	99	99	0	0	0	0	492
National Maritime Museum Kidbrooke Stores		0	0	0	0	0	0	0	0	0	24	37	0	0	0	0	61
New ferry approach		0	0	0	0	0	0	87	87	87	88	88	0	0	0	0	437
Orangery Lane		0	0	0	0	0	0	46	46	46	47	47	0	0	0	0	232
Reservoir site		0	0	0	0	0	0	0	48	48	48	49	49	0	0	0	242
Charlton Riverside		0	0	0	0	0	250	250	412	412	412	412	412	411	311	0	3282
Tripcock Point		0	0	0	0	0	0	237	237	237	237	237	237	236	236	0	1894
Felixstowe Road/Harrow Manor Way site		0	0	0	0	0	0	0	27	27	27	27	26	0	0	0	134
Sainsbury's, Eltham		0	0	0	0	0	0	0	0	0	0	0	0	57	57	58	172
Meadowcourt Road		0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
Passey Place		0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48

Site name	Planning ref (if applicable)	5 year supply						10 year supply						15 year supply						Total housing capacity
		13/ 14	14/ 15	15/ 16	16/ 17	17/ 18	18/ 19	19/ 20	20/ 21	21/ 22	22/ 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28				
Peter G Coles haulage and builders merchant		0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	39	0	39	
Felixstow Road/Harrow manor way		0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	39	0	39	
Greenwich Millennium Village Phases 3, 4 and 5	12/0022	262	262	105	105	105	105	105	105	105	105	105	105	34	34	34	1676		1676	
Connaught Estate		0	0	26	26	26	26	26	39	39	39	39	38	0	0	0	324		324	
Warren Master Plan	08/1121	327	327	178	178	178	178	178	178	178	178	178	178	178	0	0	2612		2612	
LARGE SITES TOTAL		2496	2779	2842	2890	2967	2281	2232	2254	2337	2233	1500	1136	1053	705	153	29,858		29,858	
SMALL SITES		226	226	226	226	226	226	226	226	226	226	226	226	226	226	226	3,390		3,390	
VACANTS RETURNING TO USE		81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	1,215		1,215	
NON SELF-CONTAINED		150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	2,250		2,250	
TOTALS		2953	3236	3299	3347	3424	2738	2689	2711	2794	2690	1957	1593	1510	1162	610	36,713		36,713	



# Addendum - UDP Site Proposal Schedules

## Addendum

This Addendum to the Core Strategy has been deliberately printed separately from the main bound document.

The Adopted Core Strategy supersedes all parts of the 2006 Unitary Development Plan, apart from the Site Proposal Schedules. For ease of use, these have been reproduced here as an addendum to the Core Strategy. Any amendments to the Site Proposal Schedules made through the preparation of the Core Strategy, as identified in the "Proposals Map Changes (Adopted Version) with Main Modifications", have been incorporated. Unless otherwise indicated, they are shown on the attached plan.

Those remaining UDP Site Proposals that have not been superseded or amended as a specific result of the Core Strategy, will be reviewed through the preparation of the Royal Greenwich Local Plan: Site Allocations. Once the Local Plan: Site Allocations has been adopted, this addendum can be disregarded.

### Site Proposal Schedules: Community Needs and Services

No	Site (Hectares)	Existing Use	Proposal	Description
cb1	Site on the corner of Horseferry Place & Thames Street (0.10)	Adventure Playground	Community buildings	The long term aim is to provide community buildings on these sites to serve the Meridian Estate. The existing adventure playground to remain in the interim.
cb2	Thomas Tallis Secondary School (2.79)	School playing grounds / vacant	Secondary school and ancillary uses	Replacement of the existing school with expanded capacity for Year 7 and Post 16.  See the proposed <i>Kidbrooke Area Development SPD</i> and Policy H4 (Kidbrooke Development Area). Part of an area at risk of Fluvial Flooding, development subject to a Flood Risk assessment in line with Environment Agency advice.
cb3	Community / Civic site, Thamesmere Drive (0.61)	Vacant	Significant Community Uses and may involve Town Centre uses to facilitate community provision	The site is subject to a Community Services Study as part of the Tripcock Point Planning Application Section 106 Agreement. If the Study concludes that all or part of the site is not needed for Community Facilities, Town Centre uses including residential and BI (office) uses will be considered.
cb4	Tripcock Point school site (1.87)	Vacant	Primary School	See the <i>Tripcock Point Development Framework</i> , adopted September 2003. Outline planning permission granted May 2006 for 2000 dwellings, a school, hotel and ancillary retail, service and business uses (ref. 03/2618/O). That part of the site in Metropolitan Open Land should be used for open space activities ancillary to the school.

**Site Proposal Schedules: Jobs**

No	Site (Hectares)	Exiting Use	Proposal	Description
j1	White Hart Triangle, White Hart Lane  (14.14)	Construction site. Was mostly vacant with Commercial,  Community	Industry B1b/c, B2, B8	
j2	Riverside between Lombard Wall and Anchor and Hope Lane (1.93)	Industry including Cory's barge works/  Warehousing/  Offices/part vacant	Industry B1b/c, B2, B8	Proposed uses should exploit the potential of the riverside wharves. Preference for the retention of Cory's works.
j3	Angerstein Triangle, Bramshot Avenue (4.62)	B8 vehicle storage	Light industry /  Warehousing  B1b/c, B8	Former railway sidings refurbished as a depot with open storage . Part of the site has planning permission for light industry and associated offices.
j4	17-37 & 18-36 Bowater Road,  1-3 Faraday Way  (1.68)	Part vacant, offices, commercial	Industry B1b/c, B2, B8 plus ancillary services. If buildings retained: Offices, studio workshops (B1), vocational training.	Multistorey pre-war industrial / commercial buildings - retention preferred if practicable.
j5	Thames Barrier Approach, Eastmoor Street and Westmoor Streets (2.31)	Storage, industry, car breakers yards.	B1 uses, studio workshops, small scale ancillary retailing and services.	Eastmoor Street is the main visitor access to the Thames Barrier. Public realm improvements required. Scope for higher density and multi-storey business development.
j6	25-81 Greenwich High Road (1.87)	Greenwich Business Centre (Skillions), Bookers warehouse and former petrol station	Light Industry, Offices, Small Business Units (B1)	See <i>West Greenwich Development Framework</i> (2000). Development must relate sympathetically with adjoining listed warehouses and Mumford's Mill, and not compromise Deptford Creek ecology. Planning permission at Skillions for 26,711 sqm office and business redevelopment. Greenwich Business Centre should be retained if redevelopment for the permitted or an alternative business redevelopment does not prove viable.
j7	Brookmarsh Industrial Estate & Phoenix Wharf, Lower Norman Road	1960-1970's small business / industrial units, builders merchant.	Light Industry / Small Business Units /Offices (B1)	Longer term there may be scope for comprehensive redevelopment around Greenwich station, whereupon this site

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No	Site (Hectares)	Exiting Use	Proposal	Description
	(0.93)			may have scope for more intensive mixed business and residential use. See West Greenwich Development Framework (2000).
j8	55-71 Norman Road & railway arches (0.42)	Builders yard & railway arches	Light Industry / Small Business Units (B1).	Longer term there may be scope for comprehensive redevelopment around Greenwich station, whereupon this site may have scope for more intensive mixed business and residential use. See West Greenwich Development Framework (2000).
j9	Site to east of A102 (M), west of Bugsby's Way (4.78)	Various commercial including lorry depot and a vacant site	Employment (B class uses)	Outline planning permission granted for 18,600 sqm B1c use on the vacant "Gateway site" as part of the Masterplan for Greenwich Peninsula (ref. 02/2903). See <i>The Greenwich Peninsula Draft Development Framework</i> (Nov 2002, being updated).
j10	Horn Link Way / Pear Tree Way north of Bugsby's Way (1.16)	Vacant / open storage	Employment / light industry (B1)	Buffer strip between Aggregates zone and Millennium Urban Village. Outline planning permission for employment use
j11	J/o Warspite Road and Rushton Road / Woolwich Road (0.40)	Vacant	Industry / employment (B1b/c, B8)	Small corner site west of Co-op funeral parlour on Woolwich Road roundabout, providing access to industrial uses in Warspite Road; residential and industrial uses under construction in Ruston Road.
j12	Harvey's site, Ramac Way (0.83)	Vacant	Industry (B1b/c, B8)	May be affected by Waterfront Transit route. Scope to refurbish / redevelop adjoining Ramac Industrial Estate.
j13	Land at Central Way, Nathan Way, Purland Road, east of Belmarsh Prison (10.50)	Construction site previously vacant	Industry (B1b/c, B2, B8).	Under construction with Site j1 for up to 106,000 sqm industrial uses phased 2003-2010 (ref. 01/1071). Site provides safeguarded road access to Crossrail works (see Site m5)
j14	Site fronting Nathan Way (1.05)	Vacant	Industry (B1b/c, B2, B8)	Previously safeguarded site for road link to White Hart Triangle Land, now released for industrial use.
j15	4-40 Nathan Way (0.52)	Vacant	Industry, offices (B1, B2, B8)	Close to Plumstead rail station. May be affected by proposed Crossrail safeguarding.
j16	Site to the east of Plumstead Bus Garage (0.86)	Vacant	Hotel, light industry, business (B1, B8), other non-retail commercial	Outline planning permission for a hotel and associated A3 use (ref. 01/2523). Partly below level of A206. Close to Plumstead rail station.

### Site Proposal Schedules: Housing

No	Site (Hectares)	Existing Use	Proposal	Description
h1	Site west of Tilfen Offices, Harrow  Manor Way (1.12)	Open Land	Residential	Scope to develop in conjunction with Gallions Housing Association offices if these become operationally surplus.
h2	McMillan Street  (0.15)	Various	Housing	See West Greenwich Development Framework (2000).
h3	Eltham pools  (0.37)	Swimming pool	Residential	Subject to relocation of the pools as part of the leisure centre permitted in Archery Road
h4	National maritime Museum storage site, Nelson Mandela Road (1.72)	Museum storage	Residential	Outline planning permission for residential use (2004). Development will need to include completion of the wildlife link between the two parts of Nature Conservation Site nc7.
h5	Thomas Tallis school site (2.40)	Secondary school and grounds	Predominantly housing, ancillary community services, retail	See the pending <i>Kidbrooke Area Development SPD</i> and Policy H4 (Kidbrooke Development Area)
h6	West Ferrier Precinct (21.88)	Housing and open space	Predominantly housing, ancillary community services, Wingfield Primary School	See the pending <i>Kidbrooke Area Development SPD</i> and Policy H4 (Kidbrooke Development Area)
h7	East Ferrier Estate (19.58)	Housing, open space, leisure	Predominantly housing, ancillary community services, Holy Family School	See the pending <i>Kidbrooke Area Development SPD</i> and Policy H4 (Kidbrooke Development Area). Re-alignment of Kidbrooke Park Road in agreement with TfL. Part of the area is at risk of Fluvial Flooding, development subject to a Flood Risk assessment in line with Environment Agency advice.
h8	Land adjacent Broadwater Dock  (0.77)	Vacant	Residential	Planning permission for 70 flats (2006). Proposals also include improvements to surrounding open space, infilling and renovation of dock

### Site Proposal Schedules: Open Spaces

No	Site (Hectares)	Existing Use	Proposal	Description
o1	Woolwich Common Temporary MoD building site, Ha Ha Road	Temporary open space/ vacant land	Extension to Common	The site was formerly part of Woolwich Common and has been occupied by temporary buildings used by the MoD since the 2 <sup>nd</sup> World War. It is intended that the site should revert to

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No	Site (Hectares)	Existing Use	Proposal	Description
	(3.47)			open space use when the temporary buildings are vacated by the MoD, to reinstate the continuity of the Common.
o2	Hervey Road Playing Field (4.80)	Education/ Playing Field	Local Park	The Hervey Road playing field lies in an area of local park deficiency. The playing field was originally acquired for a new secondary school development. If the site is surplus to educational requirement as a playing field consideration should be given to its reversion to the original purpose for which it was agreed. If the site is surplus to education needs generally, the site should remain in open space uses, consistent with Policies (O7 and O9)
o3	Sutcliffe Park extension (6.50)	Housing and open space	Open space extension from Sutcliffe Park to Kidbrooke railway station	See the proposed <i>Kidbrooke Area Development Brief</i> and Policy H4 (South Greenwich Study Area)
<b>Footpath And Cycleway Proposals</b>				
o6	Riverside Walk, Borough boundary to Millennium Quay (N/A)	Industry	Riverside Walkway	It is the Council's objective to create a continuous riverside walkway alongside the River Thames from Deptford to Thamesmead. It is proposed that the 'missing links' will be completed as and when proposals are brought forward for redevelopment of riverside sites. (Policy O16). See also Site Proposal mu32. <i>Shown on Policies Map.</i>
o7	Riverside Walk, Deptford Creek to Horseferry Place (N/A)	Industry / vacant	Riverside Walkway	As proposal o6. <i>Shown on Policies Map.</i>
o8	Riverside Walk, Anchor Wharf to Point Wharf (N/A)	Riverside footpath, industrial uses	Walkway improvement including riverside amenity open spaces and viewing area.	Environmental improvements will be carried out to the existing riverside footpath. Opportunities will be taken to realign the footpath alongside the River whenever possible. Small riverside open spaces and viewing areas will be created where opportunities arise. (Policy O16). <i>Shown on Policies Map.</i>
o9	Riverside Walk, Thames Barrier to Warspite Road (N/A)	Industry	Riverside Walkway	As for proposal o6. <i>Shown on Policies Map.</i>
o10	Riverside Walk, Woolwich Dockyard to Woolwich Ferry (N/A)	Industry	Riverside Walkway	As for proposal o6. See site proposal mu6. <i>Shown on Policies Map.</i>
o11	Riverside Walk, Ferry Approach Link (N/A)	Depot	Riverside Walkway Link	As for proposal o6. <i>Shown on Policies Map.</i>

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No	Site (Hectares)	Existing Use	Proposal	Description
o12	Green Chain Walk, Butterfly Lane to Footscray Road  (N/A)	Private sportsground and playing fields	Footpath	The Council, in co-operation with the other constituent authorities of the GCJC, has way-marked a spinal network in the Green Chain ("Green Chain Walk"). Most of the network already exists in the form of public footpaths or pathways through public open space. These proposals cover various 'missing links' which will extend or improve the network and create circular and continuous routes through the Green Chain open land within GC. The Council intends to implement them as and when the opportunity arises and subject to reaching agreement with the landowners. (Policy O15).
o13	Green Chain Walk, Footscray Road to Court Road (N/A)	Private Golf Course	Footpath	As for proposal o12.
o14	Green Chain Walk, Dothill Road to Oxleas Wood and to Bexley at Woodlands Farm  (N/A)	Community Farm, footpath	Footpath	As for proposal o12
<b>Thamesmead</b>				
o15	Tripcock Park West  (c. 6ha)	Vacant	District Park (part)	This proposed District Park will serve the Western part of Thamesmead. The proposal includes Thameside Walk landscaping. Park includes site of Nature Conservation Importance where management arrangements, level and type of public access are to be determined (Policies W4, O9, O18, O24). Layout of park must take account of Gallions Reach Crossing (Site m2).
o16	Tripcock Park East  (c.20ha)	Vacant	District Park (part)	The proposed District Park with Tripcock Park West will serve western part of Thamesmead. Proposal forms part of Gallions Reach Urban Village. It will include Riverside Walk. Layout of park must take account of Gallions Reach Crossing (Site m2).
o17	Riverside Walk, Area 4 & 6 North  (N/A)	Vacant	Riverside Promenade	Landscaping of river walk to include footpaths. <i>Shown on Policies Map.</i>
o18	Riverside Walk, adjacent to Tripcock Park Areas 6/7 (N/A)	Vacant Footpath	Riverside Footpath	Landscaping to include footpath. <i>Shown on Policies Map.</i>
o19	Canal system, Area 6  (N/A)	Vacant	Drainage canal	The canal system in Area 6 will Link to Thamesmere Extension Lake in Area 4 via the Twin Tumps. The system also links through to the Gallions Reach Urban village. Canals provide

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No	Site (Hectares)	Existing Use	Proposal	Description
				a setting for footpath and cycleway links adjacent development. The canal will in parts be provided with “wet margins” for ecological reasons.

### Site Proposal Schedules: Movement

No	Site (Hectare)	Existing Use	Proposal	Description
<b>River Crossings</b>				
m2	Gallions Reach Crossing (N/A)	Various	Multi-modal bridge crossing	Road crossing with fixed public transport link - possibly DLR or guided bus/tram. Public Inquiry closed 2006, decision awaited.
m3	Blackwall Crossing (N/A)	Various	River Crossing	A new crossing between North Greenwich and Silvertown Way in L.B.Newham. Should the crossing proceed the Council will require a tunnel not a bridge.
m5	Crossrail (N/A)	Various	New cross-London rail link	Tunnel under the Thames emerging at Plumstead where it joins existing surface line. Station at Abbey Wood. Potential for a station at Woolwich Arsenal. Note the Safeguarding direction also secures access to works sites through the Woolwich Arsenal (Arsenal Way and Wallis Road via Duke of Wellington Avenue) and the White Hart Triangle (White Hart Avenue and North Road)
<b>Road Schemes</b>				
m7	Shooters Hill Road / Well Hall Road (N/A)	Road	Filter lane	Filter lane provision from Well Hall Road into Shooters Hill Road to enable better bus movement. Subject to TfL approval.
<b>Riverbus</b>				
m8	Thamesmead (N/A)	Vacant	Pier / shore facilities	To serve Thamesmead town centre and Tripcock Point (see Site mu40). <i>Shown on Policies Map.</i>
m9	Greenwich Pier (N/A)	Pier	Enhancement of pier / shore facilities	Planning Permission granted subject to a legal agreement. <i>Shown on Policies Map.</i>
<b>Rail Freight</b>				
m10	Land at Angerstein Wharf (4.62)	Aggregates	Site to continue to be used for rail freight	Grant aid available under Section 8 of the Railways act 1974. See Policy M37



No	Site (Hectare)	Existing Use	Proposal	Description
m11	Former Plumstead Coal Yard (3.21)	Storage and builders yard	Site with rail sidings with potential for rail freight use	Temporary planning permission for storage and aggregates use. Adjacent White Hart Triangle industrial development (see Site j1). Safeguarded works and tunnel portal site for the Crossrail project (see Site m5) Also a Strategic Rail Freight Site.
<b>Cycling</b>				
m12	Riverside Walk (N/A)	River Frontage	Thames Cycle Route	Cycle route to be incorporated into the existing proposed riverside walk. See also relevant open space proposals. Detailed examination of schemes required.

#### Site Proposal Schedules: Mixed Uses

No	Site (Hectares)	Existing Use	Proposal	Description
mu1	Coronet Cinema & Tudor Parade, Well Hall Road (0.43)	Vacant cinema, retail use and residential units above the shops, petrol filling station	Community uses, retail and housing including a significant element of affordable housing	See the <i>Coronet Cinema Site Planning Brief</i> (2004). Development must include retention of grade II listed cinema building. Residential will need to form part of an integrated and comprehensive regeneration of the site.
mu3	Stockwell Street Site (0.81)	Offices, indoor market, outdoor weekend market	Mix of town centre uses	Site located with the <i>Maritime Greenwich World Heritage Site</i> and in a Conservation Area. See the <i>Stockwell Street Development Brief</i> (2000).
mu4	Deals Gateway, 6-42 Blackheath Road (0.51)	Vacant	Commercial use including BI on road frontage, elsewhere residential, educational or commercial	Planning permission for offices, industrial, work/live units, residential and A1/A3 retail (ref. 02/2786).
mu5	Greenwich Reach East (3.14)	Vacant industry / scrap / aggregates depot	Residential-led mixed use development, supporting amenity space including a continuous public walk and cycleway along the Thames and activity-generating service, leisure and community uses especially on the riverfront. Potential for a hotel and cruise liner terminal.	Creekmouth offers a deep water mooring suitable for cruise liners. Strategic view needs to be safeguarded. Riverwall improvements required. Resolution to grant planning permission (ref. 05/1386) for 980 flats, retail including supermarket and food & drink uses, subject to a legal agreement. Scheme included a Creekmouth pedestrian bridge.
mu6	St Mary's and Mastpond Wharves, Woolwich Church Street (1.50)	Vacant	Flats, hotel or other water-front-animating uses and riverside walk	Planning permission for 4 storey hotel (99/0136) and 181 flats (99/0959). Development to retain slipways and safeguard river views from St. Mary's church. Flood defence improvements required. Flats completed 2006.

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No	Site (Hectares)	Existing Use	Proposal	Description
mu7	Blackwall Lane / Pelton Street (0.28)	Various, vacant school	Commercial uses, residential including affordable housing	Development should enhance and support East Greenwich District Centre. See <i>Greenwich Peninsula Development Framework</i> (2002, being updated).
mu8	Callis Yard (0.28)	Council depot	Town centre commercial / business use(s)	See <i>Woolwich Town Centre Development Framework</i> (2002 update, being updated) and Town Centre Policies. Scope for site assembly including Riverside House.
mu9	Macbean Centre and former Woolwich Polytechnic (1.06)	Temporary school, market pound and community uses	Mixed development of town centre uses including retail, possible covered shopping mall	Development should complement and form an activity link between Powis Street and the leisure / tourism uses in Warren Lane and the Royal Arsenal. See <i>Woolwich Town Centre Development Framework</i> (2002 draft, being updated) and Town Centre Policies.
mu10	Land enclosing Mortgramit Square (Hare & Powis Street) (1.27)	Various commercial, retail and residential uses & vacant premises.	Mixed retail and town centre uses, residential above including affordable housing	Active uses including retail and leisure at ground floor level on Hare Street and Powis Street. Former Co-op store is locally listed. Development of sub-areas should not compromise a more comprehensive development approach. See <i>Woolwich Town Centre Development Framework</i> (2002 draft, being updated).
mu11	Goldie Leigh Hospital (7.32)	Hospital	Continued health provision, surplus footprint potentially residential	Site is in Metropolitan Open Land and a Conservation Area. No proposals to exceed existing footprint of buildings. Presumption in favour of conversion where practicable rather than demolition and new build. See <i>Goldie Leigh Hospital Planning Brief</i> (2000).
mu12	Land to north of Eltham High Street (1.85)	Various	Town Centre uses including residential, principally retail at ground level	See <i>Eltham Town Centre Development Framework</i> (1997, being updated).
mu13	Warren Lane 'teardrop' site (1.54)	Various commercial, part vacant	Mixed use development including leisure A3, hotel / tourist facilities, residential. Ancillary A1 only.	Development should complement and form an activity link between Powis Street and the Royal Arsenal, and must respect the setting of the adjacent Royal Arsenal listed buildings and conservation area. See <i>Woolwich Town Centre Development Framework</i> (2002 draft, being updated). Resolution to grant outline planning permission for 2,517 flats, hotel, leisure including 10-screen cinema and ancillary retail / food & drink uses (ref. 05/2/O, also covers part of Site mu24)
mu14	Woolwich Arsenal mainline station and land	Various	DLR interchange with North Kent line, Waterfront Transit and bus routes. To include	The Secretary of State granted powers for the construction of the DLR Woolwich extension in February 2004. Listed buildings including the former Woolwich Building

## Royal Greenwich Local Plan: Core Strategy with Detailed Policies

No	Site (Hectares)	Existing Use	Proposal	Description
	south of Spray Street, Woolwich town centre (3.14)		retail, commercial and residential development as part of a comprehensive station redevelopment.	Society boardrooms to be retained. Scheduled to open in 2009. See the <i>Woolwich Interchange Planning Brief (2002)</i> .
mul5	Grove Market Place (0.51)	Shopping parade with residential above	Retail with housing above, including a significant element of affordable housing	Planning permission to amalgamate and enclose an underused 1960's open shopping arcade to provide a large retail unit, re-providing flats above (2003, ref. 00/1091).
mul6	Hilton's, Lion & Saxon Wharves, Upper Norman Road (0.90)	Part offices / commercial, part vacant	Light Industry, Small business Units, Cultural Industries, residential within a mix.	Site must include a significant proportion of non-residential uses and public access to the Creek. Adjoining Brewery Wharf is safeguarded by the Secretary of State or river-based freight use. See <i>West Greenwich Development Framework (2000)</i> .
mul7	Creek Road / Bardsley Lane (0.64)	Part open space, some commercial premises including former woodyard	Retail, A3 and community uses, civic open space with residential and / or small offices above.	Development to be linked to improvements to openness and landscaping of St. Alfege's Park, which could include limited reconfiguration of open space. Gateway site into the World Heritage Site requiring sensitive design solutions. See <i>West Greenwich Development Framework (2000)</i> .
mul8	Creek Road, south side, west of Deptford Creek (Meridian Gateway, 1.37)	Vacant former commercial / industrial buildings	Mixed use development to include residential and a substantial mix of Commercial or educational uses, Cultural Industries	Non-residential elements must comprise a significant proportion of the total floorspace. See <i>West Greenwich Development Framework (2000)</i> . Resolution to grant planning permission for 600 flats, 30,000 sqm offices, 5,000 sqm retail & leisure (Meridian Gateway). Revised scheme being prepared.
mul9	Millennium Dome and the tip of Greenwich Peninsula (16.54)	Millennium Dome, riverside park	Sports arena, conference, event and leisure centre within the Dome, hotel, open space accessible to the public and ecological area along the Dome waterfront	Uses as permitted for the Dome Waterfront district in the Meridian Delta Masterplan for Greenwich Peninsula (ref. 02/2903). See <i>The Greenwich Peninsula Development Framework (2002, being updated)</i> .
mu20	Site south of Dome adjacent North Greenwich Station (19.72)	Ancillary facilities and parking for the Dome	Central Business District business / commercial uses and balanced and appropriately scaled mix of retail, leisure and other uses, including residential predominately on the eastern waterfront and Dome car-parking.	Uses as permitted for the Dome Central, Millennium Square and East Riverside districts in the Meridian Delta Masterplan for Greenwich Peninsula (ref. 02/2903): up to 325,000 sqm offices over and around a retail and leisure focal point and public transport interchange. See <i>The Greenwich Peninsula Development Framework (2002, being updated)</i> .

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No	Site (Hectares)	Existing Use	Proposal	Description
mu21	Delta / Blackwall Wharf and land west of North Greenwich Station (9.86)	Industrial uses, aggregates, part vacant	Residential-led mixed use development with ancillary local services.	Uses as permitted for the Meridian Gardens district in the Meridian Delta Masterplan for Greenwich Peninsula (ref. 02/2903) See <i>The Greenwich Peninsula Development Framework</i> (2002, being updated).
mu22	Site between A102M and West parkside, north of Millennium Village (9.41)	Ancillary storage facilities for Millennium Dome	Residential led mixed use development including secondary school with ancillary local services. Central Park retained.	Uses as permitted for the Parkside districts in the Meridian Delta Masterplan for Greenwich Peninsula (ref. 02/2903) See <i>The Greenwich Peninsula Development Framework</i> (2002, being updated).
mu 23	East Parkside / Bugsby's Reach (8.44)	Ancillary facilities for Millennium Dome	Residential led mixed use development with ancillary local services. Central Park to be retained.	Uses as permitted for the Bugsby's Reach districts in the Meridian Delta Masterplan for Greenwich Peninsula (ref. 02/2903). Northern part of site affected by safeguarding for the proposed third Blackwall river crossing (see site proposal m3). See <i>The Greenwich Peninsula Development Framework</i> (2002, being updated).
mu24	Woolwich Royal Arsenal (7.17)	Vacant	Commercial leisure including ancillary retail; residential	Part of mixed use development of the Royal Arsenal. The site is within a conservation area, and includes a number of important listed buildings which must be preserved and enhanced, and their setting protected. Building 10 has planning permission for residential use. The remainder is being developed with Site mu13 (The Warren).
mu25	Royal Hill Court, off Greenwich High Road (0.39)	Retail with commercial and residential above and car parking	Retail at ground level with customer parking. Above - Commercial and some residential	To include convenience and other retail facilities for local residents. Design commensurate with a World heritage Site buffer zone location required.
mu26	Former Greenwich District Hospital (2.85)	Vacant hospital	Mixed use including residential and activity and employment generating town centre uses	Vanburgh health clinic to be retained.  Prominent gateway site where uses should complement and reinforce East Greenwich District Centre, including retail and / or leisure along Woolwich Road and Vanburgh Hill frontages. Residential acceptable to the rear, to include a significant proportion of affordable housing.
mu27	Woolwich Campus "island" site, Calderwood Street (1.13)	Former Greenwich University campus.	Suitable for a mix of employment and activity generating town centre uses, and residential within a mix.	Woolwich Campus closed 2002. Part of the western end of the block is Grade II listed. Site identified as capable of accommodating retail, office, residential, leisure, entertainment and education functions (See Policy TC4).

## Royal Greenwich Local Plan: Core Strategy with Detailed Policies

No	Site (Hectares)	Existing Use	Proposal	Description
mu28	Former public baths building, Bathway (0.2)	Vacant Greenwich University Student Union	Suitable for re-use for appropriate Town Centre activity	Locally listed building former Greenwich University Student Union. The site is located adjacent to statutorily listed buildings which must be preserved and enhanced and their setting protected through any development. Substantial weight will be given to the retention of the building in accordance with Policy D23
mu29	Maritime Industrial Estate, Bugsby's Way (2.33)	Retail warehousing and small industrial / business units	Bulky goods retailing and B1b,c / B8 industrial / Business units	1980's retail premises reaching the end of their economic life. Reconfiguration without increase of existing net retail area. Main customer and servicing access to be provided off Bugsby's Way
mu30	Lovell's, Granite, Piper's & Badcock's Wharves (4.14)	Lovell's, Granite & Piper's mainly vacant, parts of Badcock's Wharf and its foreshore occupied by a boat repair works.	Mixed use development incorporating a significant proportion of employment uses, including the retention of boatyard operations on Badcock's Wharf and foreshore, residential within a wider mix, with active commercial / community uses at ground level, plus riverside public open space and walk.	See <i>The Greenwich Peninsula Development Framework</i> (Nov 2002, under review) Single Masterplan required for the whole site to incorporate riverside walk and riverside public open space (Local Park Deficiency Area). Commercial use required to buffer adjoining Defined Industrial Area. Activities and layout must be compatible with the ongoing use of parts of Badcock's Wharf and foreshore for boat repairs and associated operations, unless a relocation package securing the use of a financially and operationally viable alternative site is implemented before Badcock's Wharf is cleared for redevelopment. Scale and nature of development to be commensurate with the site's public transport accessibility, road access constraints and residential context.
mu31	Deptford Bridge, north side (0.24)	Various commercial	B1, creative industries, other employment generating, educational or vocational uses.	Site close to DLR station south of Lewisham College on a busy junction environmentally unsuitable for residential use on the street frontage. Residential element may be appropriate on the northern elevations if suitably buffered and designed. Potential for links with Lewisham College
mu32	Payne & Borthwick Wharves (0.87)	Document Storage	Mixed use development of residential with a significant proportion of commercial floorspace e.g. studios, workshops, offices	Uses must not prejudice the potential for riverfreight operations on the adjoining, safeguarded Convoys Wharf (LB Lewisham). Riverfront public access required. Payne's Wharf is Grade 2 listed and should be sensitively incorporated in any redevelopment. Planning application for mixed use including 247 flats.
mu33	131-161 Greenwich High Road (j/o Norman Road) (1.57)	Various commercial	Mixed use development and interchange enhancement including a significant proportion of B1 office / business space,	Gateway location to World Heritage Site requiring sensitive design solutions. See <i>West Greenwich Development Framework</i> (2000).

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No	Site (Hectares)	Existing Use	Proposal	Description
			active uses including retail at street level, and residential as part of a mix	
mu34	Davy's site, 161-171 Greenwich High Road (0.52)	Various uses including Davy's wine bar and cellar	Mixed use development of residential with a significant proportion of commercial floorspace (e.g. studio / office space above A1, A2 & A3 at street level).	Gateway location to World Heritage Site requiring sensitive design solutions. Refurbishment / development is likely to include re-provision of premises for Davy's Wine Bar. Site layout and access arrangements should prioritise pedestrian access along Waller Way (the western site boundary) to Greenwich mainline and DLR station. The Greenwich High Road frontage buildings are a mix of statutorily and locally listed. See <i>West Greenwich Development Framework</i> (2000, update pending).
mu35	Peggy Middleton House, and former student accommodation, Crown building & Post Office (2.81)	Council and government offices, halls of residence, multi-storey car park	A mix of residential, retail and / or business / employment uses	Retail and other town centres uses would also be appropriate on the lower Woolwich New Road frontage. Post office is locally listed and its retention is encouraged. Large scale retailing proposals would need frontage on General Gordon Square. See <i>Woolwich Town Centre Development Framework</i> (2002 Draft, being updated).
mu36	Co-op site, 125-151 Powis Street (south side) (0.87)	Council offices and car park	Major non-food retail use with possible mixed use including residential on upper floors	Possible department store site. Parking would need to be provided within the scheme if the parking area were utilised. See <i>Woolwich Town Centre Development Framework</i> (2002 Draft, being updated).
mu37	Waterfront Leisure Centre Car Park (0.74)	Car Park	Mixed use with active uses at street and river level; residential above, to include replacement public car parking	See <i>Woolwich Town Centre Development Framework</i> (2002 Draft, being updated). Riverside walk to be maintained
mu38	Royal Military Academy, Woolwich Common SE18 (8.49)	Military academy, parade ground and open space	Conversion for residential-led mix of uses and / or institutional / community use, open space	Grade II Listed building built in 1804, to be preserved and its setting enhanced. Parade ground and Metropolitan Open Land to be retained without built encroachment nor use for car parking. Potential for limited infill development elsewhere.
mu39	Kidbrooke station area (4.46)	Railway station, retail, residential and part vacant	Kidbrooke station transport interchange, local centre, housing	See the proposed <i>Kidbrooke Area Development Brief</i> and Policy H4 (Kidbrooke Development Area). Local centre to include medium to large supermarket and a range of smaller shops and services
<b>Thamesmead</b>				

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No	Site (Hectares)	Existing Use	Proposal	Description
mu40	Tripcock Point, Thamesmead SE28  (27.51 ha.)	Vacant land and temporary aggregates processing	Residential led mixed use development with ancillary local retailing and services, community and commercial uses.	See the <i>Tripcock Point Development Framework</i> , SPG adopted September 2003. Outline planning permission for mixed use including 2,000 dwellings (03/2618/O).





# Map of Site Proposals

