

# Royal Borough of Greenwich

## Local Plan



**Site Allocations Proposed Submission  
Regulation 19 Consultation**

November 2021

## **How to Respond**

### **Site Allocations Local Plan**

### **Proposed Submission**

From 8<sup>th</sup> November 2021 until 20<sup>th</sup> December 2021, we are inviting comments on the Site Allocations Proposed Submission Local Plan. Responses can be submitted as follows:

- **Online survey:**  
[www.royalgreenwich.gov.uk/haveyoursay](http://www.royalgreenwich.gov.uk/haveyoursay)
- **By email:** [planning.policy@royalgreenwich.gov.uk](mailto:planning.policy@royalgreenwich.gov.uk)
- **By post:** Royal Borough of Greenwich, Planning Policy Team, 5th Floor, The Woolwich Centre, 35 Wellington Street, Woolwich, London, SE18 6HQ

We are keen to hear your views on the proposed allocations. Respondents can submit their views via the online survey (link above) or by submitting written responses.

This document is available to view at all Royal Greenwich's libraries and through the reception area at The Woolwich Centre, 35 Wellington Street.

We will take all views into account and a summary of the comments received will be made public. If you'd like to be kept informed of the process, please provide your contact details and you'll be added to the Planning Policy Consultation Database.

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## I Introduction

- 1.1 The Site Allocations Development Plan Document (DPD) provides specific policy for key sites in order to ensure that the vision and objectives of the Local Plan's strategic policies (as set out in the Core Strategy) are implemented. It supports a strategic and proactive approach to development and change, by ensuring that the most suitable sites are brought forward and that the most appropriate combination of uses and scale of development is promoted on each site.
- 1.2 The Site Allocations focuses on sites that will deliver a significant amount of development and sites that support the delivery of specific Local Plan objectives. It includes sites to meet the development needs identified in the Core Strategy (and the London Plan) and secure specific land uses, including for housing, jobs and the infrastructure required to support growth.
- 1.3 Only those sites that are considered central to delivering the policies and objectives of the Core Strategy, and likely to come forward during the 15 year lifetime of the Local Plan are included in the Site Allocations DPD. The additional certainty about the nature and location of future development provided by the Site Allocations also supports more effective infrastructure planning. The individual allocations incorporate an appropriate degree of flexibility, in recognition of the changing context within which development proposals will be brought forward in the long term.

### **The Proposed Submission Document**

- 1.4 The Site Allocations Proposed Submission is the third document in the preparation of Royal Greenwich's Site Allocations Local Plan. As set out in the Local Development Scheme (LDS), the Proposed Submission is the formal round of public consultation carried out in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, whereby the Local Planning Authority publishes the full draft DPD for formal public consultation.
- 1.5 The Preferred Approach document has been informed by the two previous consultations on the Site Allocations document. Consultation on the Issues and Options document was carried out for six weeks from 15 February to 29 March 2016, and also included a formal 'call for sites' which invited landowners, developers and others to put forward sites for consideration for inclusion in the Site Allocations. Consultation on the Preferred Approach document was carried out for eight weeks from 16 August to 11 October 2019. The views expressed during the previous rounds of consultation have been considered and reflected in this Proposed Submission document.
- 1.6 The Proposed Submission document has also been informed by the evidence base for the Local Plan and London Plan (refer to Appendix D for a full list of the evidence base) and appraisal of the allocations for their sustainability, health and equalities implications via the Integrated Impact Assessment (IIA) process. The Royal Borough is also undertaking an ongoing process of engagement with the statutory bodies, including neighbouring local authorities, as part of the Duty to Cooperate.

## Policy Context

- 1.7 The Site Allocations Local Plan complements the Core Strategy with Detailed Policies (adopted July 2014) which sets the overarching vision for the Royal Borough as well as guiding decisions on planning applications. The Mayor produces a spatial development strategy for London, known as the London Plan. The Royal Borough's Local Plan together with the London Plan forms the statutory Development Plan for the borough.
- 1.8 The London Plan must be consistent with national policies, and the Local Plan must be consistent with both national policies and the London Plan. See Figure 1 for the relationship between the different levels of planning policy. There are currently no adopted neighbourhood plans in Greenwich.

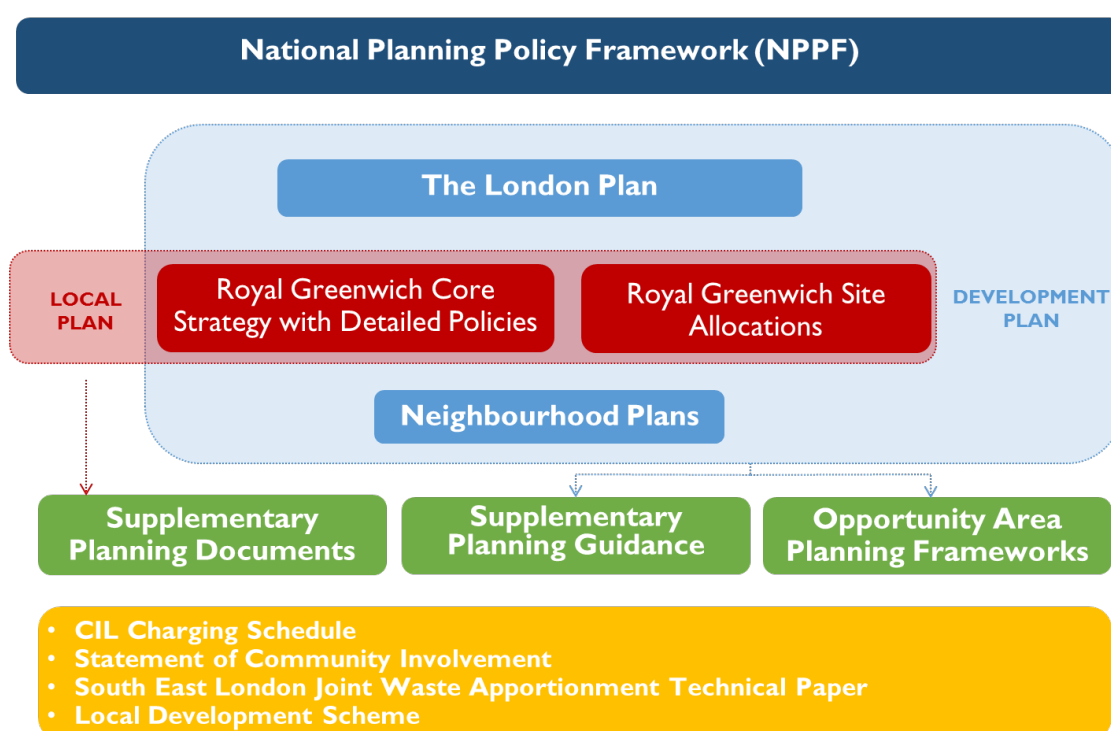


Figure 1 Royal Borough of Greenwich planning framework

### National Policy

- 1.9 The overarching purpose of the planning system is to contribute to sustainable development, and the National Planning Policy Framework (NPPF) sets out the principles of sustainable development. Importantly, it states that Local Plans should be based on the principle of the 'presumption in favour of sustainable development'. Because site allocations proactively seek opportunities for the effective use of land to meet the identified development needs of the local area, they play a key role in establishing which types of development are sustainable in which locations and support the approval of development proposals in accordance with the Development Plan.

- I.10 The NPPF 2019 states that sufficient sites should be allocated to deliver the strategic priorities for the area, except insofar as these needs can be demonstrated to be met more appropriately through other mechanisms, such as brownfield registers or non-strategic policies. As set out above, the Site Allocations Local Plan is not the sole means for delivering the strategic priorities for the Royal Borough, and there are a number of strategic and detailed policies already in place that contribute to meeting the development needs of the borough.
- I.11 As part of the [Authority Monitoring Report \(AMR\)](#), RBG identifies and updates a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against the London Plan housing requirement. The five year supply is set within the context of the 15 year housing trajectory, which is also updated on annual basis and provides full details of the large site (0.25ha and above) included in the trajectory, including their indicative capacity and phasing. All site allocations in this Proposed Submission document are included in the 2019/20 housing trajectory. The [Brownfield Land Register](#) is updated annually and published in December of each year.
- I.12 The Site Allocations Proposed Submission has had particular regard to the support within the NPPF for the allocation of sites to support sustainable economic development, the delivery of high quality new homes, the vitality and viability of town centres, and the role of good design in making places better for people. The Proposed Submission is also explicit regarding those sites where development potential is dependent on the delivery of physical and/or social infrastructure. Evidence relating to infrastructure requirements and priority projects, and how they will be funded/brought forward, is included in the Infrastructure Delivery Plan (IDP) and Infrastructure Funding Statement (IFS).
- I.13 Changes to the Use Class Order came into effect on 1 September 2020. These introduced Class E which comprises a general commercial, business and service use class that incorporates retail, food, financial services, gyms, healthcare, nurseries, offices and light industrial into a single use class.
- I.14 This change removes the need for planning permission for change of use between many previously controlled main town centre uses, but does not include all of the main town centre uses as defined by the NPPF and includes uses which are not defined as main town centre use. Updated Planning Practice Guidance is expected to provide clarity on how new Class E relates to the NPPF requirement to plan to sufficient provision for employment, retail, leisure and other commercial development however this has not yet been published by the Government.

#### *Regional Policy*

- I.15 General conformity with the London Plan is also a legislative requirement. The London Plan places a particular emphasis on defining an area's character to understand its capacity for growth (Policy D1) and optimising site capacity through the design-led approach (Policy D3). Boroughs are encouraged to set out acceptable building heights, scale, massing and indicative layouts for allocated sites and, where appropriate, the amount of floorspace that should be provided for different land uses. The Proposed Submission allocations have followed this approach, however site specific capacities have not been included in individual allocations; aggregate area wide capacities have been provided based on the most recent housing trajectory.



- I.16 The London Plan sets out indicative guidelines for new homes and new jobs in opportunity areas across London, and advises that where appropriate boroughs should seek to exceed these indicative guidelines. Development capacity in opportunity areas is linked to existing (for example Crossrail) or potential (for example, DLR extension to Thamesmead) improvements in public transport connectivity and improvement, and the timeframes for delivery in opportunity areas often extends over 20 years or more (beyond the 15 year timeframe of Local Plans).
- I.17 Strategic sites in Greenwich Peninsula, Charlton Riverside and Thamesmead will not be fully complete in the 15 year plan period, and this is reflected in the housing trajectory. However for completeness the site allocations identify, insofar as possible at this stage, the full extent of infrastructure required to support realisation of the optimum development capacity.

### **Integrated Impact Assessment**

- I.18 All Development Plan Documents (DPDs) are required to undergo Sustainability Appraisal. A Sustainability Appraisal (SA) is a systematic, iterative process that must be carried out in parallel with the preparation of a Local Plan. It assesses the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. SAs incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the Strategic Environmental Assessment Regulations).
- I.19 The first stage of the SA process (Stage A – the Sustainability Appraisal Scoping Report) was published alongside the Issues and Options document. The Scoping Report set out the SA framework against which the Site Allocations would be assessed. When the Scoping Report was consulted on, it was titled as a ‘Sustainability Appraisal Scoping Report’. However the draft Scoping Report was explicit that equalities and health had been considered and were incorporated into the draft framework. Therefore the final Scoping Report and subsequent stages of the process are referred to correctly as an Integrated Impact Assessment (IIA).
- I.20 The next stage of the SA process (Stage B – developing and refining alternatives and assessing effects) was carried out alongside the development of the Preferred Approach, and an Interim IIA Report published alongside the Preferred Approach document. A further assessment was carried out in parallel to refining the allocations for the Proposed Submission document, and an updated IIA Report is published with the Proposed Submission document. The findings of each interim IIA have informed revisions to the subsequent version of the DPD, and representations on the IIA Report published alongside the Proposed Submission document are invited as part of this consultation.
- I.21 It is important to note that the IIA focuses on the impacts that are likely to be significant, and it does not need to be done in any more detail than is considered to be appropriate for the content and level of detail in the Local Plan. The Core Strategy with Detailed Policies sets out the spatial strategy for the borough, and identifies Strategic Development Locations where a significant amount of growth will occur.
- I.22 The Core Strategy was subject to an SA, HIA and EqIA and it is not the purpose of the Site Allocations SA to reassess the spatial strategy. Rather, the IIA of the Site

Allocations considers the impacts of the individual allocations as compared to the alternative of not allocating the site.

## Consultation

- I.23 The consultation on the Site Allocations Proposed Submission is in line with Royal Greenwich's Statement of Community Involvement (SCI) and runs for 6 weeks from **8<sup>th</sup> November to 20<sup>th</sup> December 2021**.
- I.24 During the consultation period the Proposed Submission document, the Consultation Statement and the Interim IIA Report will be available:
- Online at [www.royalgreenwich.gov.uk/haveyoursay](http://www.royalgreenwich.gov.uk/haveyoursay)
  - For reference in all of Royal Greenwich's libraries <https://www.royalgreenwich.gov.uk/directory/26/libraries>
- I.25 All comments should be sent to the Planning Policy Team:
- Via online survey: [www.royalgreenwich.gov.uk/haveyoursay](http://www.royalgreenwich.gov.uk/haveyoursay)
  - By email to [planning.policy@royalgreenwich.gov.uk](mailto:planning.policy@royalgreenwich.gov.uk)
  - By post to Royal Borough of Greenwich, Planning Policy Team, The Woolwich Centre, 35 Wellington Street, London SE18 6HQ
- I.26 Any comments must be submitted by midnight on **20<sup>th</sup> December 2021**. All comments will be made publicly available. For further information please contact the Planning Policy Team via email at [planning.policy@royalgreenwich.gov.uk](mailto:planning.policy@royalgreenwich.gov.uk)
- I.27 This is the final stage of consultation, following two previous rounds of consultation about the approach of the allocations document and its policy coverage. At this stage, it is important that any comments submitted focus on the soundness of the allocations that are proposed.
- I.28 Following consultation on the Proposed Submission document, the Royal Borough will prepare the final Site Allocations document, Consultation Statement and IIA and will submit the Plan to the Planning Inspectorate for Examination in Public.



## 2 The Sites

- 2.1 The Town and Country Planning (Local Planning) (England) Regulations 2012 specifies that a site allocation policy is one which allocates ‘sites for a particular type of development or use’, and that site allocations policies are intended to guide the determination of applications for planning permission.
- 2.2 The Site Allocations Local Plan is not an exhaustive list of every potential development site in the borough. Only those sites that are considered central to delivering the objectives and policies of the Development Plan, and likely to come forward during the next 15 years, are included. The allocations focus on key sites and development areas where more detailed policies are needed to ensure sites are developed in the most suitable way that respects the local character of the surrounding area and meets the needs of local communities and businesses.
- 2.3 The site allocations set out a preferred use or mix of uses for a site and help to safeguard this, and additionally identify further policy context, criteria and guidance for development to support appropriate proposals coming forward. This approach provides certainty about what type of development is likely to take place and where, as well as providing additional clarity to potential applicants regarding the Royal Borough’s expectations for key sites.
- 2.4 While a large proportion of the development in the Royal Borough occurs on smaller sites (generally less than 0.25ha) that when taken together make an important contribution to achieving the vision for Royal Greenwich, the borough-wide development policies are considered sufficient to guide planning decisions on these small sites individually. Both large and small unallocated sites will continue to be assessed against the more general policies in the Development Plan.

### **Royal Greenwich’s Spatial Strategy**

- 2.5 There will be significant change in Royal Greenwich over the 15 year life of the plan, which presents a number of opportunities and challenges. The overarching strategy to manage this growth is to guide future development in a way that ensures everyone who lives in, works in, learns in or visits Royal Greenwich benefits from future planning decisions.
- 2.6 The Core Strategy sets out broad locations for delivering sustainable development and enhancement, including new housing and other important strategic development needs such as employment, retail, leisure, community uses, public services and transport. The spatial strategy is based on accommodating significant levels of growth in six Strategic Development Locations (SDLs), areas of brownfield land that reflect the Opportunity Areas set out in the London Plan.
- 2.7 As set out in the 2019 LDS, the council has carried out an assessment and concluded that a review of the Core Strategy is necessary. This is underway. As with the current Core Strategy, the new Core Strategy must be prepared within the parameters of the strategic policies set within the London Plan and existing land use constraints. As such, the spatial strategy and the SDLs will not change as part of the review. The Site Allocations will remain a separate document that sits alongside the new Core Strategy

as there is certainty regarding strategic policies and the locations for growth in the borough.

## 2.8 The Strategic Development Locations are:

- Charlton Riverside Opportunity Area** The new Charlton Riverside SPD was adopted in 2017, and sets a long term (20+ years) vision for the entirety of the Charlton Riverside area. The most potential for change within the plan period is concentrated within the central part of the area (Phase I in the SPD). A key component of delivering change in the area is intensifying business use alongside the introduction of residential, and sustainable growth is dependent on the timely delivery the range of physical and social infrastructure required to support new residents.
- Deptford Creek/Greenwich Riverside Opportunity Area** This area is partly in London Borough of Lewisham. A significant amount of new development has already been delivered in the Creekside area, and the ability of the area to support further development is now more limited.
- Greenwich Peninsula/Greenwich Peninsula West Opportunity Area** The majority of development over the plan period is focused on the Peninsula, with outline permission granted in 2015 for 15,000 new homes on the GLA/Knight Dragon site and several other significant development sites under construction on the western side of the Peninsula. Further opportunities have been identified with the decommissioning of the gasholder and the potential removal of the safeguarding direction from Tunnel Glucose Wharf.
- Kidbrooke** As with the Creekside area, redevelopment in Kidbrooke is well underway and the area is no longer identified as an Area of Intensification in the new London Plan. The focus for the remaining sites is ensuring that they complement Kidbrooke Village as well as providing adequate social infrastructure provision to support their new residents.
- Thamesmead and Abbey Wood Opportunity Area** This area is partly in London Borough of Bexley. An OAPF for the area, prepared in partnership with the Greater London Authority, Transport for London and the London Borough of Bexley, was adopted in December 2020, replacing the 2009 Thamesmead and Abbey Wood SPD. The focus is on unlocking the significant growth potential in Thamesmead town centre and waterfront area through a step-change in public transport provision. This long term potential is complemented by short/medium term opportunities in Abbey Wood arising from the opening of Crossrail.
- Woolwich Opportunity Area** The strategy for the town centre is to capitalise on its strengths, including its heritage, riverside location and excellent transport links. The majority of the development in Woolwich to date has been concentrated in the Royal Arsenal, and this is now nearing completion. A new SPD has been prepared for the town centre to ensure a coordinated, consistent and high quality approach to managing all scales of development in the town centre and assist in securing additional investment to revitalise town centre.

- 2.9 Otherwise, the Royal Borough’s designated town centres at Eltham (Major), Greenwich (District), East Greenwich (District) and Plumstead (District) are the focus for more localised growth. A number of sites have been identified in/around both Eltham and Plumstead town centres. These focus on increasing the residential population alongside enhancing the town centre environment and supporting a mix of uses that will sustain the viability and vitality of the centres over the longer term.
- 2.10 The site allocations are therefore focused on identifying sites that are important to delivering the policies and objectives of the Local Plan, both in terms of the identified strategic development needs (set out in paragraph 2.6 above), and in terms of the identified pattern for growth based on the Strategic Development Locations.

### **Evidence Base**

- 2.11 The Core Strategy with Detailed Policies was adopted in 2014. Since that time, a number of new evidence base studies have been produced, both by the Royal Borough and the Mayor of London (as part of the full review of the London Plan), which have informed the preparation of the Site Allocations Local Plan. In addition a number of area-specific studies have been completed as part of preparing further supplementary guidance for the above areas. These detailed area assessments have informed drafting of the site allocations and the indicative area wide capacities.
- 2.12 Refer to Appendix D for a full list of the evidence base that has informed the document, including a synopsis of the key findings relevant to the Site Allocations Local Plan. Relevant evidence base documents should be referred to when preparing proposals for sites.

### *Infrastructure Delivery Plan and Funding Statement*

- 2.13 New Regulations came into force in September 2019 that require the production on an annual Infrastructure Funding Statement (IFS), with the first IFS to be published by 31 December 2020. A new Infrastructure Delivery Plan (IDP) has been prepared and is published alongside the Proposed Submission document. It will inform the IFS and will be updated regularly to ensure that evidence on infrastructure requirements and priority projects to support planned growth is up-to-date and appropriately informs the detailed development of proposals for site allocations.
- 2.14 Due to the uncertainty of infrastructure planning over the medium/long term (i.e. beyond five years), the phasing and delivery mechanisms of the critical infrastructure requirements identified in individual site allocations will be kept under review via the annual IFS.

### **Site Selection Process**

- 2.15 During preparation of the Site Allocations Local Plan, over 200 sites were considered for inclusion in the document. Potential sites were drawn from a variety of sources including:
- The evidence base for the Local Plan, including the Housing Trajectory, the 2017 Strategic Housing Land Availability Assessment (SHLAA) and the 2012 Employment Land Review (ELR).



- Site identified in adopted/emerging area-based masterplan SPDs, site specific SPDs and Opportunity Area Planning Frameworks (OAPFs).
  - The Royal Borough’s property disposals strategy, including the Local Authority New Build (LANB) programme.
  - The saved UDP Site Proposals Schedule (addendum to the Core Strategy).
  - Sites with known development interest (sites with planning permission or in the planning pipeline).
  - On-going engagement with landowners and developers.
  - Sites put forward during previous rounds of consultation in 2016 and 2019.
- 2.16 All sites have been assessed against national, London and local policy to determine if they should be included in the Site Allocations Local Plan, having regard to the main purpose of the Site Allocations. This assessment has been ongoing throughout the stages of preparing the Site Allocations, and has included further research in addition to the existing evidence base, site visits, liaison with landowners/stakeholders as appropriate, and consideration of the responses received to the Preferred Approach Consultation.
- 2.17 A complete list of the sites considered for inclusion, but not taken forward in the Proposed Submission, is included in Appendices A to C. The criteria for site selection excluded sites for one or a combination of the following reasons:
- No clear link to the delivery of Core Strategy objectives/policies
  - The size of the site is insufficient (generally less than 0.25ha) to make a significant contribution to the delivery of the Core Strategy.
  - The principle of the proposed use has been previously established on the site
  - The site has planning permission for the proposed use and a significant proportion of the permitted development has been delivered.
  - The existing use(s) on the site are protected by the Development Plan.
  - The proposed use is contrary to the Core Strategy, London Plan, and/or existing policy designations.
  - The indicative delivery timeframe is beyond the plan period, as determined by the London SHLAA or, where available, more up-to-date site specific information.

### **Planning Submission Requirements**

- 2.18 The inclusion of a site within the Local Plan does not remove the requirement for planning permission nor guarantee planning permission. Proposals must be in accordance with the site specific policies as well as satisfying the policies within the Core Strategy, the London Plan and relevant material considerations including SPDs, SPGs and national policy/guidance.
- 2.19 The requirements identified for each site are not exhaustive. The site allocations highlight key objectives and requirements specific to the site, rather than repeating policies covered elsewhere. The guidance does not set out detailed prescriptions

relating to development capacity, exact building heights or infrastructure requirements as these can only be considered once detailed proposals have been submitted through the planning application process. Proposals must take account of relevant character studies (see Appendix D Evidence Base) to develop a design response that is appropriate to the context.

- 2.20 Timescales for delivery are indicative, based on available evidence of the five year time period in which a site is most likely to come forward.
- 2.21 Potential applicants should contact the Royal Borough at the earliest stage to discuss submission requirements and initiate the design process appropriately. A comprehensive pre-application service is available and should be used for all sites within this document. Reference should also be had at an early stage to relevant guidance produced by the Royal Borough, for example the Developer Guide for Flood Risk and Surface Water Management (Appendix B, SFRA Level 1, 2017).

### **The Site Allocations**

- 2.22 For consistency, each site allocation is presented in a standard template, with the site boundary clearly identified and relevant contextual information presented. In addition to the allocation, site requirements and development guidelines are set out. All the allocations are strategic sites for the purposes of the NPPF, because the allocations contribute to achieving strategic objectives across the borough. However as set out above the allocations are not an exhaustive list of potential development sites in the borough. Both large and small unallocated sites also contribute to delivering the strategic priorities of the borough.
- 2.23 Where required, to secure the allocated uses on sites the Council will consider the use of conditions and/or planning obligations to limit uses consented within Class E to achieve policy objectives. For example, this may be appropriate in relation to industrial uses, to maintain the town centre first principle or to support specific types of social infrastructure.

#### *Town centre uses*

- 2.24 For the purposes of the Site Allocations Local Plan, 'town centre uses' include the main town centre uses as defined in the glossary of the NPPF. This includes: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). The appropriate mix of town centre uses on a particular site will need to be determined with regard to relevant Core Strategy policies.
- 2.25 Where a site has been allocated for mixed use development appropriate to the town centre and specific uses are also identified within the allocation, the specific uses identified indicate the council's priority uses for the site. This approach provides the flexibility for proposals to incorporate an appropriate mix of town centre uses while also providing clear direction to both applicants and decision makers about the priorities for sites within town centres. This ensures that proposals appropriately contribute to the vitality and viability of the particular centre.

*Residential use and amenity space*

- 2.26 Residential use is also appropriate in town centres, but is not a town centre use as defined in the NPPF and therefore is not a town centre use for the purposes of the Site Allocations Local Plan. The site requirements and/or development guidelines therefore provide further guidance on the acceptable form of residential development where it is considered an appropriate use for the site. Where residential use is indicated, the priority is for this to be provided as conventional self-contained accommodation as this best meets the widest spectrum of housing need and can be adapted to meet a range of specialist needs.
- 2.27 While Greenwich is supportive of high density housing development, density must not come at the expense of quality and all new homes should be designed to contribute to improved health and wellbeing. Provision of outdoor amenity space is a key component of residential, and every home should have access to suitable private and/or communal amenity space as set out in the Mayor's Housing SPG.
- 2.28 The fundamental design considerations for amenity space relate to its quality and usability; in flatted schemes this will generally be achieved through provision of a consolidated area of communal amenity space in addition to generously sized balconies. Many of the site allocations are located in areas with deficiency to one or more levels of the open space hierarchy (as identified in the 2017 Green Infrastructure Study) and also require the delivery of on-site Public Open Space in addition to amenity space.
- 2.29 For the purposes of the Site Allocations Local Plan, the requirement for children's play space to Mayoral standards is included within reference to communal amenity space. Requirements for communal amenity space are separate from requirements for Public Open Space, however play space requirements may be satisfied within public open space subject to acceptable design and the proposed public open space being sufficiently sized to be multi-functional.

*Car-free development*

- 2.30 Car-free development is defined as no parking provision on site and occupiers not being able to ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.

*Social Infrastructure Provision*

- 2.31 The Core Strategy contains borough-wide policies that promote and protect social infrastructure provision, and proposals that include provision of social infrastructure on any of the sites included within this document will generally be supported where they align with the provision strategy/priorities of the relevant service provider. For those sites where realisation of the full development potential is dependent on the provision of on-site social infrastructure, this is included in the allocation and applicants will need to take account of the most recent Infrastructure Delivery Plan/Infrastructure Funding Statement as well as liaising with relevant statutory service providers to ensure that their proposals incorporate the necessary social infrastructure provision, based on an up-to-date assessment of need.



*Riverside Development*

- 2.32 Many of the site allocations have a Thames waterfront. In all cases, developers of riverside sites must engage with both the Environment Agency (EA) and the Port of London Authority (PLA) at an early stage of developing proposals to ensure that requirements of these statutory bodies are appropriately addressed in proposals.
- 2.33 New riverside development must maximise opportunities to raise flood defences to meet climate changes and enhance the riverside in line with the Thames Estuary TE2100 Planning. This includes considering the impact on the visual amenity of the development of raising flood defences, and proposals should avoid approaches where raising the river wall blocks the view from the ground floor.
- 2.34 All riverside development should ensure that local communities and river users have high quality and uninterrupted access to the riverside, including a continuous Thames Path. All riverside development should include habitat enhancements, referring to the EAs Estuary Edges guidance. Proposals should incorporate a holistic approach to ecological enhancement with SUDs schemes and intertidal setbacks/terracing to improve flood defences as well as delivering biodiversity net gain (both terrestrial and aquatic).

*Water and Wastewater Infrastructure*

- 2.35 Developers should engage with Thames Water prior to submission of any application to ensure that any necessary water or sewerage network upgrades are delivered ahead of the occupation of development. Where the scale of development potential is likely to require upgrades to the water supply network infrastructure and/or wastewater network capacity is unlikely to be able to support the anticipated demand this is highlighted in the allocation.

*Monitoring*

- 2.36 The delivery of site allocations will be monitored on an annual basis through the Authorities' Monitoring Report to assess progress on implementation, which will in turn assist with the future review of the Local Plan and related documents. This will be carried out alongside the housing trajectory and the requirement to demonstrate an adequate supply of land for housing to meet the Royal Borough's target, as set out in the London Plan and the Core Strategy.
- 2.37 The full index of sites is presented in Figure 2.

Figure 2 Index of Sites

Reference	Name	Proposed Allocation
<b>Charlton Riverside (indicative area capacity 6,200)</b>		
<b>CR1</b>	Angerstein Triangle	Subject to the car pound becoming surplus to Metropolitan Police requirements, industrial with potential for residential co-location
<b>CR2</b>	Charlton Riverside Central	Mixed use development including retention, diversification and intensification of industrial floorspace, workspace suitable for SMEs, residential, small-scale retail/leisure/cultural uses, primary school, primary healthcare centre, other appropriate community facilities and new Public Open Spaces including small local park with sports/recreation provision and riverside pocket parks.
<b>CR3</b>	Former Siemens Brothers' Works	Mixed use development including residential and industrial co-location with appropriate small-scale ancillary uses
<b>Eltham (indicative area capacity 110)</b>		
<b>E1</b>	Orangery Lane	Mixed use development appropriate to the town centre, including workspace suitable for SMEs and residential or other appropriate town centre uses at upper floors.
<b>E2</b>	260 Eltham High Street	Residential and workspace suitable for SMEs with biodiversity enhancements.
<b>Greenwich Creekside</b>		
<b>GCI</b>	Brookmarsh Industrial Estate and Saxon Wharf	Mixed use development including residential, BI workspace and appropriate town centre uses with provision of public access to and footway along Deptford Creek.
<b>Greenwich Peninsula (indicative area capacity 15,500)</b>		
<b>GPI</b>	Enderby Place	Residential development with opportunity for small-scale supporting uses such as retail/leisure/community uses, and new riverside Public Open Space.
<b>GP2</b>	Morden Wharf	Mixed use development including residential and industrial co-location, small-scale retail/leisure uses, appropriate community facilities and new Public Open Space (small local park).
<b>GP3</b>	Site between A102 and Bugsby's Way	Residential-led mixed use development including local-scale retail/leisure/ uses, hotel, office/industrial, uses, appropriate community facilities and new Public Open Space (small local park). Appropriate meanwhile uses will be supported where they do not prejudice proposals for the comprehensive redevelopment of the wider site.

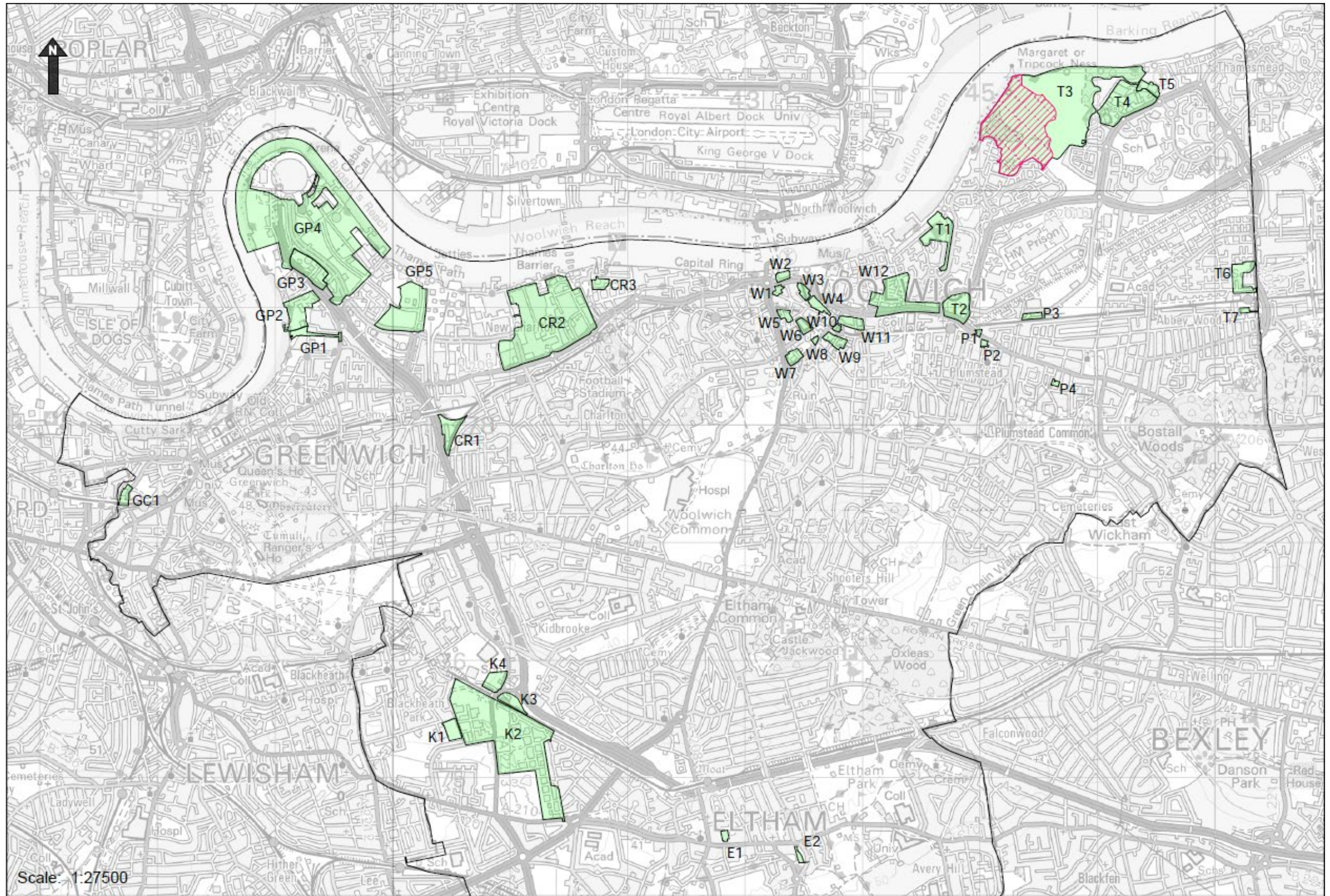
<b>GP4</b>	Knights Dragon	Residential-led mixed use development including retail, commercial, office, community, health, education, hotel, leisure, sports, Public Open Space and new transport interchange.
<b>GP5</b>	Phases 3, 4 & 5 Greenwich Millennium Village	Residential-led mixed use development including local-scale retail/leisure uses, workspace and appropriate community facilities, including a nursery.
<b>Kidbrooke (indicative area capacity 4,150)</b>		
<b>K1</b>	Huntsman	Residential with 50 percent affordable housing.
<b>K2</b>	Kidbrooke Village	Comprehensive residential-led redevelopment including mixed-used local centre around Kidbrooke Station with a public square, replacement primary school and new public open space/MOL.
<b>K3</b>	Kidbrooke Station Square	Residential-led mixed use development including 50 percent affordable housing, retail/leisure use, flexible workspace suitable for SMEs, nursery and improved station access/transport interchange.
<b>K4</b>	Kidbrooke Park Road	Residential with minimum 50 percent affordable housing.
<b>Plumstead (indicative area capacity 65)</b>		
<b>P1</b>	Motor Services Site	Mixed use development appropriate to the town centre, including commercial and community uses , with residential on upper floors.
<b>P2</b>	Car Wash Site	Mixed use development appropriate to the town centre, including a significant proportion of workspace suitable for SMEs with potential for residential at upper floors.
<b>P3</b>	Former Power Station	Industrial uses and managed workspace compatible with the SIL designation and suitable for SMEs, with appropriate ancillary uses.
<b>P4</b>	Former Plumstead Leisure Centre	Residential with minimum 50 percent affordable housing.
<b>Thamesmead &amp; Abbey Wood (indicative area capacity 11,250)</b>		
<b>T1</b>	Broadwater Dock	Residential with new Public Open Space provision. Site for a primary school to serve the wider area.
<b>T2</b>	Pettman Crescent/Gyratory	Mixed use development including residential and industrial co-location and strategic infrastructure (if not re-provided elsewhere).

<b>T3</b>	Thamesmead Waterfront	Residential-led mixed-use development including primary and secondary education, local-scale retail/leisure/cultural/community uses and new Public Open Space (District Park covering area currently designated as MOL)
<b>T4</b>	Thamesmead Town Centre	Mixed use development appropriate to the town centre, including retention of comparison and convenience retail floorspace, cultural/leisure uses and introduction of significant quantum of residential development.
<b>T5</b>	Thamesmere Civic Site	Mixed-use development appropriate to the town centre, including expansion/ reconfiguration of leisure centre and library and residential at upper floors.
<b>T6</b>	Cross Quarter and Lydean Industrial Estate	Mixed used development including retention and intensification of B-use workspace suitable for SMEs, commercial, community use and residential.
<b>T7</b>	Abbey Wood Telephone Exchange	Residential
<b>Woolwich (Indicative area capacity 2,665)</b>		
<b>W1</b>	Mortgramit Square	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, and residential at upper floors.
<b>W2</b>	Waterfront Leisure Centre	Mixed used development appropriate to the town centre, including retail/leisure/cultural uses, residential at upper floors, new Public Open Space adjacent to the river and improvements to the Thames Path.
<b>W3</b>	Bunton Street	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses and workspace suitable for SMEs, and residential at upper floors.
<b>W4</b>	Macbean Street	Mixed use development appropriate to the town centre, including workspace suitable for SMEs, residential at the upper floors and new Public Open Space at Murray's Yard with a public pedestrian route between Powis Street and Beresford Street.
<b>W5</b>	Calderwood Street and Monk Street Car Parks	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, appropriate community uses and residential.  There is also the potential for temporary or "meanwhile" uses of parts of the car parks prior to redevelopment, including food and drink, workspace and/or community/cultural uses.

<b>W6</b>	Island Site	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, re-provision of educational facilities and residential.
<b>W7</b>	Love Lane	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, appropriate community uses, residential and new Public Open Space.
<b>W8</b>	Former post office site	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, and residential.
<b>W9</b>	Viscount House & Tramshed	Mixed use development appropriate to the town centre, including new public leisure centre with swimming pool, theatre (Sui Generis)/cultural uses, appropriate community uses, and residential.
<b>W10</b>	DLR Station	Mixed use development appropriate to the town centre with office, hotel and residential on the upper floors.
<b>W11</b>	Spray Street Quarter	Mixed use development appropriate to the town centre, including a cinema and complementary retail/leisure/cultural uses, B1 workspace suitable for SMEs, appropriate community uses and residential.
<b>W12</b>	Arsenal Way Industrial Estate	Protection of existing industrial estate as a Locally Significant Industrial Site providing light industrial, B2 and B8 uses.



Figure 3 Location of Site Allocations



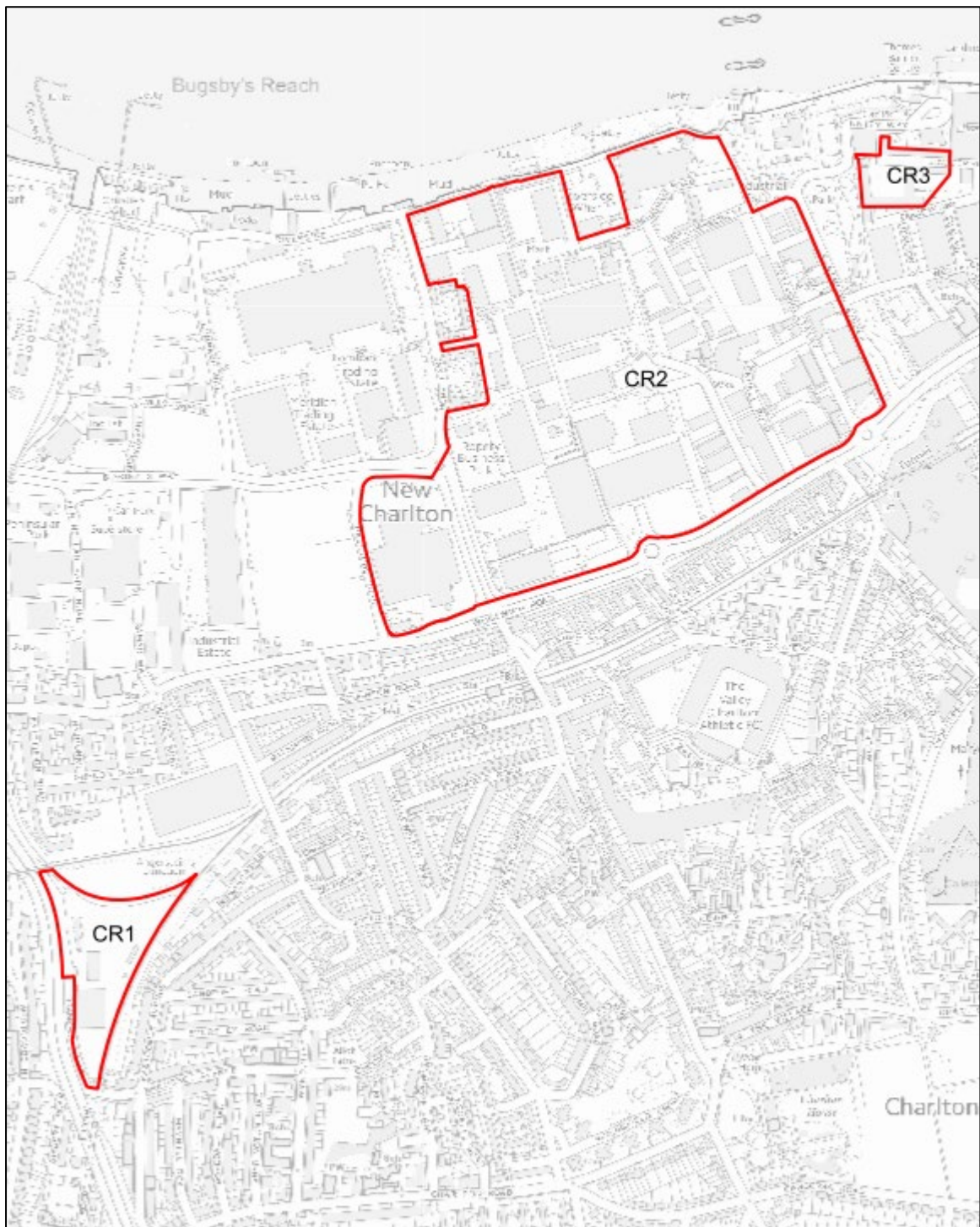


### 3 Charlton Riverside

#### Indicative area wide residential capacity 6,200 dwellings

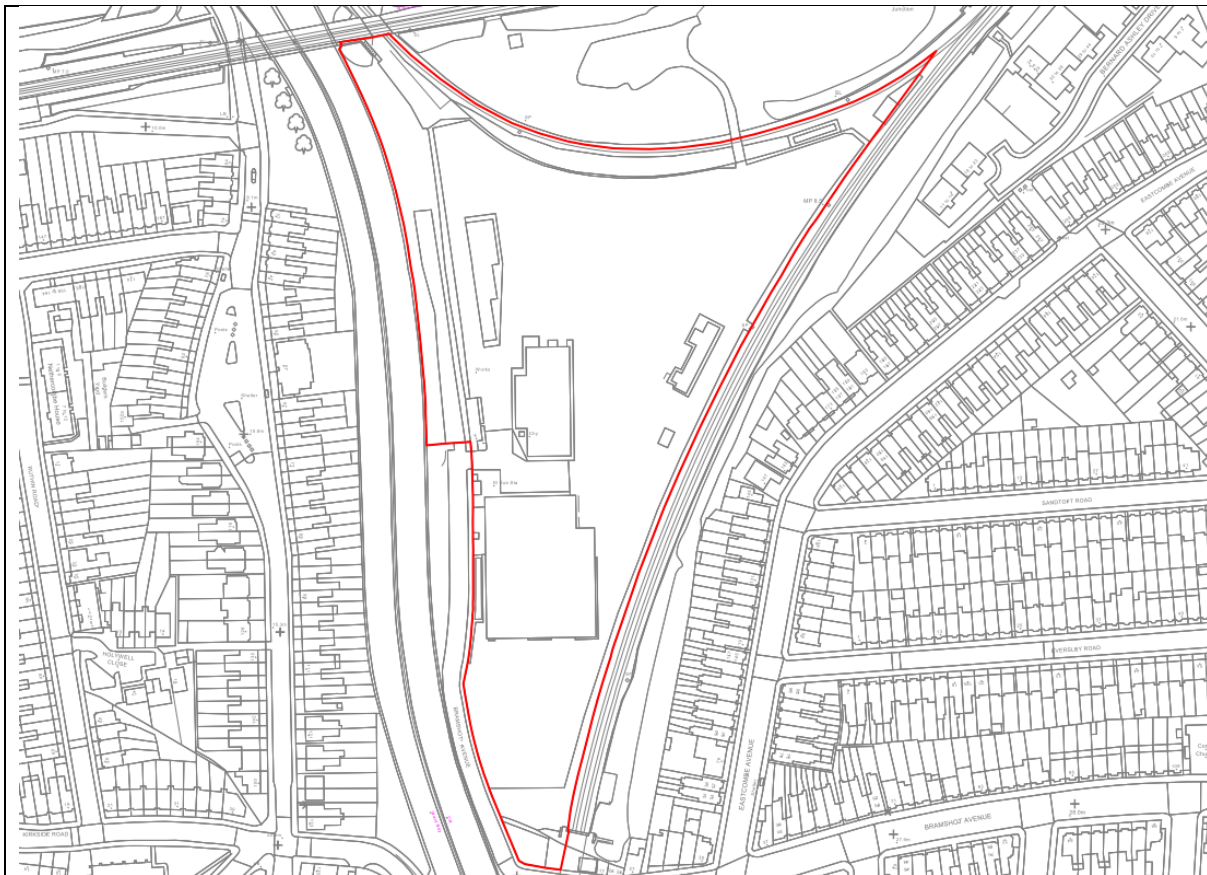
- 3.1 The Charlton Riverside Strategic Development Location (SDL) covers 122ha. It is bounded to the north by the River Thames, Horn Link Way/Peartree Way to the west, Warspite Road to the east, and Woolwich Road to the south. It is home to approximately 350 different businesses across a range of industrial sectors, two small groups of housing off Anchor and Hope Lane, education uses at its eastern end, Eastmoor Street Park and the iconic Thames Barrier.
- 3.2 The vision for Charlton Riverside is based on its rich industrial heritage shaping a series of new, genuinely mixed-use neighbourhoods that integrate residential development with modern industrial, workspace and creative employment opportunities. The two recently designated conservation areas (Riverside and Thames Barrier/Bowater Road), numerous locally listed buildings and historic network of routes provide a strong contextual basis on which to build the future identity of the area. The 2017 Charlton Riverside SPD provides further guidance for the area.
- 3.3 The western and eastern parts of Charlton Riverside are protected as Strategic Industrial Locations (SIL). The Charlton Riverside West (SIL) includes an Aggregates Zone that plays a key role in meeting London's needs for aggregates via water/rail-based transport. The area includes the Angerstein, Murphy's and Riversides Wharves (safeguarded for river-based cargo handling) and Charlton Bargeworks (protected as a waterway support facility), which has been in continuous operation since 1874.
- 3.4 The Charlton Riverside East SIL is identified as an Industrial Business Park in recognition of role in accommodating industrial activities that require better quality surroundings. The area includes Thames-Side Studios, the largest single site studio provider in the UK, and the Westminster Industrial Estate houses a wide range of businesses (including numerous designer/makers) in purpose-built industrial / warehouse units ranging in size from approximately 200sm – 4000sqm alongside the imposing Grade II listed former Siemens' factory.
- 3.5 The central area was released from SIL with the adoption of the Core Strategy to enable consolidation and intensification of employment uses supported by the introduction of residential uses to create a new genuinely mixed-use urban area. The intensification of existing employment land in Charlton Riverside plays a crucial role in realising the economic development objectives set out in Policies EA1 and EA2 of the Core Strategy. The successful realisation of the objectives is also dependent on ensuring that existing businesses impacted by redevelopment proposals are supported to relocate within the area.
- 3.6 There is also a substantial amount of out-of-town centre retail in Charlton Riverside, including a number of recently completed large units in the western part of the area. The majority of these sites are unlikely to come forward for redevelopment in the current plan period, and although the area is not a designated town centre the existing retail, leisure and services uses will play a role in serving the day-to-day needs of new residential development that comes forward in the central part of the area.

Figure 4 Charlton Riverside area site allocations



**CRI Angerstein Triangle**

**8 Bramshot Avenue SE7 7HY**



<b>Site Area:</b> 3.21ha		<b>PTAL:</b> 2-5
<b>Site Source:</b> Saved UDP site j3		<b>Ownership:</b> UKI Charlton Limited
<b>Current Use:</b> Metropolitan Police Charlton Car Pound		
<b>Planning Designations:</b> Setting of Westcombe Park Conservation Area; adjacent to SINC (nc37, Borough Importance Grade II).		
<b>Relevant Planning Applications:</b> 15/3256/F for replacement of vehicular access gates and installation of new pedestrian access gate		
<b>Indicative Delivery Timescale:</b> long term		
<b>Proposed Allocation</b>	Subject to the car pound becoming surplus to Metropolitan Police requirements, industrial with potential for residential colocation.	
<b>Justification</b>	The site has been used as a car pound for a significant period of time and in its current use is essential infrastructure supporting the police service. Should the site become surplus to Metropolitan Police requirements, the isolated nature of the site makes it suitable for	

	industrial intensification for uses that do not require significant HGV movements with potential for residential colocation.
<b>Site Context</b>	The triangular site is bounded on all sides by transport infrastructure – the A102 to the west, and mainline rail lines to the north and east. Access to the site is via Bramshot Avenue (a residential area) to the south. The site is covered by hardstanding with a number of industrial sheds dispersed throughout the site. The 6.4ha Westcombe Park Railsides SINC to the north/east is composed of secondary woodland and provides a sizeable area of undisturbed habitats. There is a significant level difference between the site and the surrounding area, with the site being below both the A102 and the rail lines.
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Provision of light industrial and B-use floorspace, focusing on provision suitable for SMEs</li> <li>• Provision of residential subject to proposals achieving a satisfactory level of amenity, including noise/air quality mitigation and satisfactory outlook.</li> <li>• Layout, scale and massing of reflective of predominantly suburban context while responding to level difference and scale of transport infrastructure.</li> <li>• Enhancements to nature conservation value of site, linking to adjacent SINC</li> </ul>
<b>Development Guidelines</b>	<p>While the wider context of the site is largely residential, the transport infrastructure surrounding the site combined with its topography and single access point isolates it activities from the wider context. Should the car pound become surplus to requirements, the priority is for the development of light industrial and B-use floorspace suitable for SMEs and other businesses requiring industrial type premises that do not generate significant traffic/HGV movements. Proposals will be expected to deliver an uplift in the quantum of existing B-use floorspace on the site (to be calculated based on the floorspace within the existing buildings). The design of the B-use space should be developed in collaboration with intended occupiers and/or workspace providers who specialise in provision of industrial/quasi-industrial units for SMEs.</p> <p>Alongside industrial intensification, there is also potential for introduction of residential use to the site, subject to a satisfactory level of amenity for future occupiers being achieved. Although the site is large, access is limited to a single point at the south through existing residential neighbourhoods. Careful consideration will need to be given to how the employment use of the site can be intensified while promoting active travel via walking, cycling and public transport use for both business and residential use. If residential use is introduced to the site, access, servicing and security arrangements for businesses must be designed and managed in a way that also provides an acceptable level of privacy for residential uses.</p>

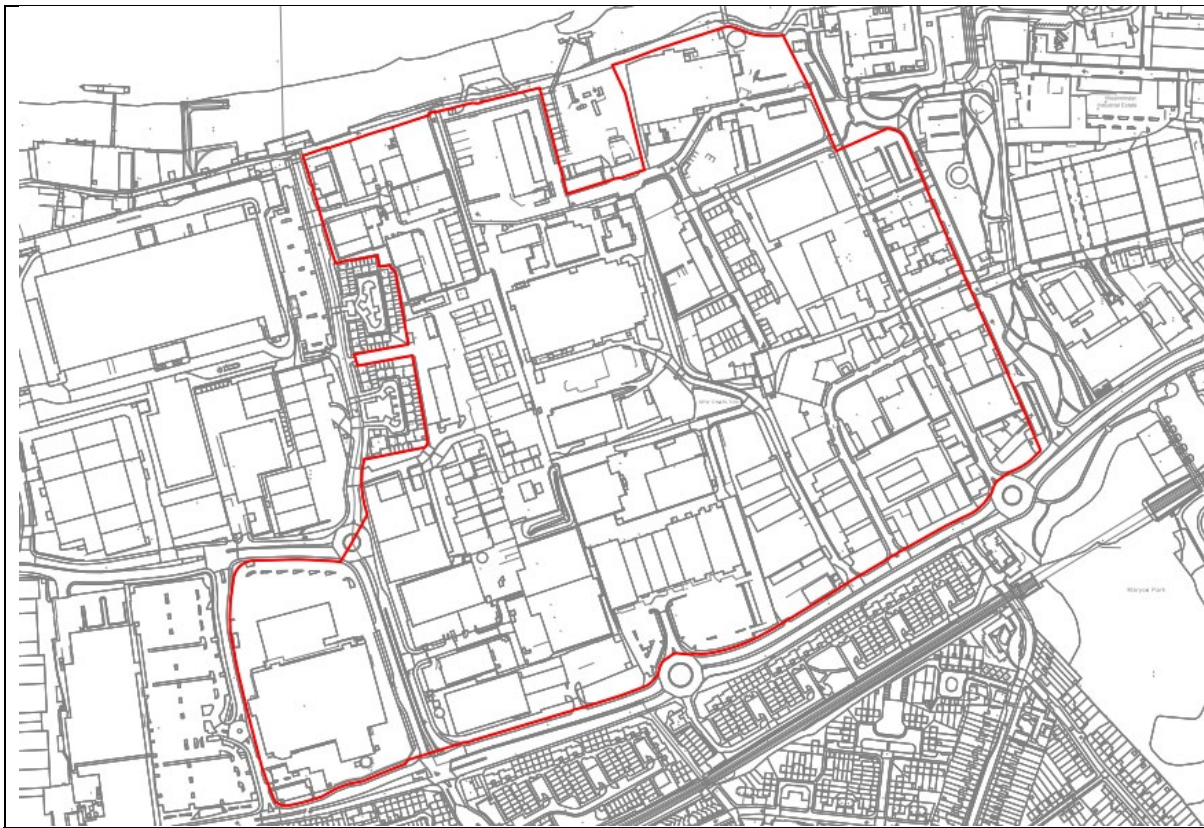


	<p>If residential is proposed, the layout should be orientated away from the A102 and rail lines and designed to protect the amenity of new residents, ensuring sufficient privacy and adequate outlook. Both residential and business uses will be expected to incorporate appropriate noise and air quality mitigation measures to protect the amenity of new occupiers. Business space should generally be located to provide a buffer between the A102 on the western boundary and any new residential. This would also assist the separation of residential and employment traffic as much as possible.</p> <p>While the surrounding context is predominantly suburban and low-rise, the topography of the site combined with its relatively isolated nature provide the opportunity to introduce a more intensive mid-rise scale of development. The residential capacity of the site will be dependent on the demonstrating how new residents will be able to easily access services/amenities in the surrounding area via walking, cycling and public transport.</p> <p>Residential units should be dual aspect and provide access to suitable private and/or communal amenity space. Both balconies and communal amenity space will be expected for flats. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution. Soft landscaping throughout the site should deliver environmental enhancements including links to the adjacent SINC.</p> <p>The site has a mid-range PTAL, and proposals are expected to minimise car parking provision. Thames Water has indicated that the level of demand anticipated from the development is likely to require upgrades to the water supply network infrastructure, and early engagement is required.</p>
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**CR2 Charlton Riverside Central**

**Land between Anchor & Hope Lane, Woolwich Road and Eastmoor Street**



<b>Site Area:</b> 39.26ha	<b>PTAL:</b> 0-4
<b>Site Source:</b> Charlton Riverside SPD (2017); planning pipeline	<b>Ownership:</b> RBG, multiple private
<b>Current Use:</b> Mix of industrial and industrial-type activities and large format out-of-centre retail.	
<b>Planning Designations:</b> Charlton Riverside SDL; setting of Thames Barrier & Bowater Road Conservation Areas; setting of Charlton Riverside Conservation Area; setting of Grade II Listed 37 Bowater Road; ‘The Victoria’ Pub and Stone Foundries local heritage assets; Flood Zone 3; Thames Policy Area; adjacent to Thames SINC (Metropolitan); adjacent to SINC (nc28, Borough Importance Grade II); adjacent to MOL; adjacent to SIL; adjacent to safeguarded wharves.	
<b>Relevant Planning Applications:</b> 16/4008/F for 771 residential units with retail/café, BI business space, leisure (D2) and community use (D1) at ground and first floor (Appeal dismissed at Public Inquiry); 18/0732/F for detailed permission for 146 homes and 482sqm of A1-A4/BI and outline permission for up to 354 residential units and up to 1300sqm A1-A4/BI/D1/D2 use (under consideration); 19/3456/F for up to: 1,292 residential units, 7,151sqm BI, A1-A4 uses, and D1/D2 community and leisure uses (under consideration); 20/1924/F for 202 residential units, 1291sqm BI/B8 space and 510sqm A1-A5/D1 space	

(under consideration); 20/2186/F for 67 residential units and 635sqm BI space (under consideration).	
<b>Indicative Delivery Timescale:</b> short – long term	
<b>Proposed Allocation</b>	Mixed use development including retention, diversification and intensification of industrial floorspace, B-use workspace suitable for SMEs, residential, small-scale retail/leisure/cultural uses, primary school, primary healthcare centre, other appropriate DI community facilities and new Public Open Spaces including small local park with sports/recreation provision and riverside pocket parks.
<b>Justification</b>	The Core Strategy released the site from its previous designation as a defined industrial area. There is significant potential to make more efficient use of the site, intensifying industrial and related employment uses alongside the introduction of residential use and supporting physical and social infrastructure.
<b>Site Context</b>	<p>A patchwork of industrial buildings and yard spaces make up the site. The area is in fragmented ownership and access to the riverside is restricted. The condition of buildings on site varies widely, from larger modern, purpose-built storage/distribution units with dedicated yard space to tightly packed older units with constrained access and servicing arrangements. Although the area accommodates over 150 businesses and vacancy rates are low, many sites are underutilised with large areas of inefficient hardstanding/surface level car parking.</p> <p>There is significant HGV and van traffic through the site, serving the mid-size industrial estates located throughout the site as well as the safeguarded wharf. Movement routes through the area are disjointed, focusing on north-south links from Woolwich Road to specific industrial estates within the site, with secondary routes off these main axes serving individual business needs. The adopted road network within the site is incomplete, and there is no public transport provision along roads within the site.</p> <p>The Riverside Wharf Tarmac site is a safeguarded wharf and operates 24 hours a day, 7 days a week. It acts as a complement to Tarmac's Murphy's Wharf site, providing increased production capacity to supply the South East and London markets. The safeguarded aggregates wharves in the Charlton Riverside West SIL, to the western boundary of the site, are also a source of 24 hour noise, including low frequency dredger noise.</p> <p>The existing access route to the Thames Barrier forms the eastern boundary of the site. Charlton Rail station is to the south of the site, with frequent services to Central London, and numerous bus routes serve A206 on the southern boundary of the site. North-south connectivity within the site, however, is poor. Derrick and Atlas Gardens, two groups of early 20th century low-rise model workers</p>

	<p>housing arranged around small greens, border the site to the west are the only residential use directly adjacent to the site.</p> <p>There is no public open space within the site boundary. Although Thames Barrier Park is located on the eastern edge of the site, this is Environment Agency land and safeguarded for future operational use so does not contribute to public open space provision in the area, although public access to the space is not currently restricted. The majority of the site is deficient in access to district, local and small local parks, with the nearest public open space (Maryon Park) located to the south of the A206.</p> <p>The wider Charlton Riverside vernacular is industrial, varying from smaller-scale single storey terraced industrial units to 4-7 storey (residential equivalent) large scale industrial buildings. The overall aesthetic is functional, with expressed structures and large windows. Roof forms are diverse, ranging from flat-pitch to saw tooth. Charlton Riverside is also defined by its string of prominent corners. The Charlton Riverside Conservation Area forms part of the western boundary of the site, and the Thames Barrier &amp; Bowater Road Conservation Area forms part of the eastern boundary of the site.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Retention, diversification and intensification of light industrial and B-use industrial floorspace to provide a range of typologies, both integrated into mixed-use development blocks and in single-use buildings.</li> <li>• Introduction of residential use, providing a mix of tenures, typologies and unit sizes with a significant proportion of family-sized units.</li> <li>• Provision of small-scale retail/leisure/cultural/community uses at identified nodes of activity and of a scale appropriate to serve the day-to-day needs of residents.</li> <li>• Two form entry primary school, designed to be capable of future expansion with provision for shared use of its facilities outside school hours for the wider community</li> <li>• New primary care centre to support development of local care networks and community based multiagency services</li> <li>• Provision of other appropriate social infrastructure within each sub-area to meet the needs of new residents including early years provision, youth provision, and sports/recreation facilities.</li> <li>• New east-west route connecting Anchor &amp; Hope Lane to Eastmoor Street with bus/cycle priority (no through route)</li> <li>• Upgraded northern loop route connecting Herringham Road to Anchor &amp; Hope Lane accommodating industrial/wharf traffic alongside bus/cycle priority</li> <li>• Direct, legible pedestrian and cycle connections through the site and connecting to Thames path the residential neighbourhoods to the south of the site.</li> </ul>

	<ul style="list-style-type: none"> <li>• New, high quality Public Open Spaces, including centrally located small local park and multiple pocket parks alongside the riverside and throughout the site, and enhancements to the Thames Path.</li> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan, including a 16m safeguarded zone free of development along the Thames to enable potential new or realigned flood defences.</li> <li>• Layout, scale and massing of proposals must provide for regular gaps to ensure a visual and physical connection to the river and to green spaces within and surrounding the site.</li> <li>• Predominantly mid-rise (3-8 storeys) development, with all plots having meaningful variation in building heights within this range, and potential for limited taller elements of up to 10 storeys at identified nodes of activity and along the riverfront.</li> <li>• Preserve or enhance the setting of the Riverside Conservation Area, the Thames Barrier &amp; Bowater Road Conservation Area and the Grade II Listed 37 Bowater Road.</li> <li>• Retention, conservation, enhancement and creative re-use of the site's local heritage assets</li> <li>• Protect the operational requirements of existing industrial uses within the allocation, industrial uses in the adjacent SIL and the safeguarded wharves and waste site in line with the Agent of Change Principle.</li> <li>• Where proposals impact existing waste sites, compensatory site provision in an appropriate location that meets the maximum throughput the existing site could have achieved must be identified and appropriately/adequately secured prior to development.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The site allocation is based on the transformation of the area's character. However, this will occur over the longer term and delivery of initial phases must not come at the expense of existing businesses or impede timely delivery of site wide physical and social infrastructure requirements. Due to the size of the area, complexity of successfully introducing residential alongside industrial intensification, physical infrastructure required, and the variable local context, piecemeal development based on land ownerships will not be acceptable. The optimal capacity of the site will only be achieved through an integrated, coordinated and comprehensive approach to site planning.</p> <p>Any proposals brought forward must satisfy the objectives set out in this allocation and demonstrably support realisation of the full potential of the site. Development that prejudices the current operation of a neighbouring site and/or its future development, or that prohibits the comprehensive development of the site allocation (including the delivery of the preferred option road alignments) will not be supported. Applications must evidence how the development approach will optimise the site for development, accessibility and community benefit, as well as how it will benefit neighbouring developments. This</p>

	<p>includes not prejudicing the operational requirements of existing uses in line with the Agent of Change principle.</p> <p>Taken together, proposals for individual development parcels must positively contribute to developing a new sense of place for the area that takes reference from its riverside industrial past and present. Proposals must consider how they relate to one another, as well as having regard to the setting and context, to ensure that communities are not isolated. The area currently provides for a range of industrial and low-cost business space accommodating a diverse mix of activities. Proposals will be expected to retain, diversify and intensify existing industrial floorspace to allow for redevelopment and co-location with residential use.</p> <p><i>Essential Infrastructure</i></p> <p>The achievement of optimum residential density is predicated on developments parcels delivering the identified essential social and physical infrastructure requirements. Primary education, early years provision and Public Open Space is required to serve the initial phases of residential development, as the additional need that will arise cannot be met adequately through existing provision. A new primary care centre is required in the medium term, to support the transformation of the health services to providing integrated community-based care.</p> <p>The site will need to accommodate a new primary school with a minimum of two forms of entry, with potential for future expansion as the population of the Charlton Riverside area grows. This can be provided as either a standalone school or integrated into a larger development block. It is expected that the school will provide for shared use of its facilities, including sports halls and playing fields, to contribute to community and recreational provision in the area. The primary school should be located in an accessible location within the site and in reasonable proximity to the east-west route to enable easy access for all residents and should be sufficiently separated from industrial uses.</p> <p>A new health centre providing for primary care and community health services will be required in the medium term. This should be provided as a health and well-being centre that provides in the range of 2,500sqm of floorspace for clinical and non-clinical health uses alongside well-being services and other complementary community uses. The facility should be located along a primary route, so it is easily accessible by public transport, visible from the public highway and with easy access for emergency vehicles and those with mobility issues.</p> <p>Proposals of all sizes should be supported by an assessment of anticipated impact on social infrastructure, taking account of the requirements identified above and the most recent Infrastructure Delivery Plan. Larger schemes (generally considered to be those</p>
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proposing over 1000 residential units) offer the most appropriate means of successfully integrating the identified need for primary school and health centre provision into the area by provision. Proposals of this size will be expected to engage early with RBG and relevant statutory service providers to facilitate provision to meet identified needs on-site, in line with the indicative timeframes identified by providers and having regard to the potential for co-location of required facilities.

Proposals must support the delivery of new public transport, walking and cycling infrastructure through the site. The amount and type of development is dependent on the capacity of public transport and the road network in this and surrounding areas and the potential for their improvement. Intensifying the use of the site is dependent on the introduction of a holistic movement network that provides:

- Primary movement network with a new east-west and northern routes for buses, walking and cycling alongside
- A series of secondary routes based on historic routes that provide for permeability through the site and connections to the riverside/surrounding areas.

RBG and TfL are undertaking detailed design work to define a primary movement network that will adequately serve all parts of the site over the long term. Developments adjoining the new east-west route (indicative alignment extends from the access road north of Bugsby's Way roundabout to Mirfield Street) will be expected to safeguard a minimum street corridor width of 25m between building frontages to accommodate the carriageway, utilities verge, footways, SuDS, tree planting and on-street parking/servicing requirements. Proposals for development parcels adjacent to the indicative route alignment will need to engage in early discussions with the Council and TfL to ensure their proposals deliver the necessary sections of the east-west route in the optimum alignment and to the required standard.

Proposals adjoining Herringham Road will be expected to deliver substantial upgrades to this route to enable the introduction of bus/cycle priority and a significantly improved pedestrian environment as well as ensuring unfettered 24-hour operation of the safeguarded Riverside Wharf at its maximum capacity and access to existing industrial estates. In the short-medium term, the extension of Herringham Road to connect with Anchor & Hope Lane could enable access to Riverside Wharf via an alternate route, and proposals in the vicinity will be expected to future-proof to enable this.

The Environment Agency (EA) requires that 24hr/365 access to the Thames Barrier via Eastmoor Street is maintained for vehicles/fire engines/HGVs. Developments adjoining Eastmoor Street will be expected to contribute to enhancements to this street that supports it



to function as primarily a pedestrian/cycle route, capable of 24 hour use as required by the EA. Access to the Thames Barrier will remain via Eastmoor Street for some vehicles, and the barrier must remain secure and fully accessible to operational staff during demolition and construction of development as well as post occupation. Heights of new buildings must not obstruct sightlines from the control tower, and the operational area must not be overlooked. In the longer term, there may be potential to review access to the Thames Barrier via Westmoor Street.

Throughout the site, appropriate highways measures will need to be introduced to prevent the use of new residential streets by traffic associated with existing uses, the safeguarded wharves and the adjacent SIL. Proposed measures must not compromise the functionality of any of the uses/safeguarded areas in line with the Agent of Change principle, and should assist in the separation of residential and industrial traffic insofar as possible. A site wide CPZ will be required.

All movement routes must have sufficient width to maximise the opportunity for tree planting and increase the greening/biodiversity of the area. Routes must be designed to include the principles of the four pillars of SuDS (amenity, bio-diversity, water quality and water quantity) integrated with and alongside provision of high quality multi-functional Green Infrastructure. Proposals must also respond to the Integrated Water Management Strategy (IWMS) for the site and consider the feasibility of managing surface water at source and discharge via the Thames. Where feasible and acceptable infiltration should be considered.

The majority of the site is deficient in access to district, local and small local parks. A generously sized local park should be centrally located with a direct link to the East-West route to form the defining feature of the area and serve all new residents. This will require coordination across multiple land ownerships to deliver a suitably sized and located space. It should connect to green routes through the site, and be orientated to receive a high level of sunlight throughout the year. It should be designed to accommodate a range of activities including children's play, sitting out, informal and formal recreation and nature conservation. Spaces and facilities within the park will need to be designed to deliver multifunctional benefits, including playing a significant role in surface water management for the site.

The delivery of multifunctional green infrastructure and high quality landscaping across the site is expected in both the public and private realm. Provision of communal gardens, green streets, courtyards, shared amenity space and play space for occupants of new development is required in addition to new Public Open Space provision. Because of the open space deficiency and lack of safe/public walking routes throughout the site, proposals will be expected to provide all required playspace within their development. Playspace

	<p>should provide for a mix of natural and fixed equipment and consider all ages, and informal ‘play on the way’ opportunities should be included in public realm design.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p> <p><i>Land Uses</i></p> <p>Due to the nature of existing businesses in the area, the requirement for industrial intensification is unlikely to be satisfied by the provision of solely ground floor units within residential blocks as this type of provision tends to have higher costs and reduced flexibility as opposed to other types of provision. Intensification of industrial use can be achieved through a variety of means, including introduction of smaller units, multi-storey schemes and higher plot ratios on sites that currently have an excess of open/yard space. Proposals will need to demonstrate that the form and quantum of floorspace is appropriate for local demand in terms of type, specification, use and size.</p> <p>Creative and innovative approaches to accommodating businesses are encouraged to provide flexibility for changing business needs and a good variety of types of spaces in an attractive business environment. While the greatest demand for industrial use across London is B8, proposals should seek to deliver a balanced mix of B-use floorspace, including typologies suitable for SMEs, to meet the needs of both new and existing businesses.</p> <p>Managed workspace and accommodation suitable for SMEs should be considered in all proposals, and details relating the design, marketing and management of business space will be expected at the application stage and secured via S106, where relevant. Where existing business will be displaced by proposals, whether this is through lease termination or non-renewal of a lease, proposals will be subject to relocation support secured via S106 arrangement prior to the commencement of new development. Key workspace types to consider which would help to support the current employment specialisms and strengths of the area include light industrial spaces, artist and maker studios, retail trade counter-type spaces, and low cost office space.</p> <p>Given the adjoining SIL and safeguarded wharves and waste site, and general demand for a range of industrial uses in the area, it may not be appropriate to introduce residential development to the entirety of the site. A strong buffer to the adjoining SIL and safeguarded wharves is required, and residential development must avoid conflict with the long-term operation of Riverside Wharf, including transport</p>
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	<p>movements to and from the wharf. Residential development must be designed, built and managed with reference to existing commercial and industrial activities to ensure the continued unfettered operation in line with the Agent of Change principle.</p> <p>In introducing residential uses, proposals will need to have regard to the operational requirements of all safeguarded wharves in the area and ensure appropriate design mitigation measures are included in line with the Agent of Change principle. Applicants will need to engage with the PLA and Wharf Operators regarding appropriate design mitigation measures at an early stage of developing proposals. This is particularly important to ensure all activities and noise sources are correctly captured and evaluated to inform mitigation measures. Any proposals that include residential dwellings at a height where they would have views to Angerstein and Murphy’s Wharves will need to assess the potential for low frequency noise impacts from dredger unloading.</p> <p>The layout of new buildings should be based around a series of pedestrian-orientated routes that creates a legible and well-connected place, with clear distinctions between public and private space. Careful consideration will need to be given to the access arrangements to residential dwellings, and vehicular access requirements for new and existing industrial and related uses. Landowners of adjacent development parcels are expected to coordinate proposals to ensure that the area develops in a logical structure with a coherent block structure, consistent building lines and complementary scale and character. It will be important that there is suitable variation within development parcels to avoid a monotonous form of development.</p> <p>Proposals should provide for a mix of residential densities across the site, as appropriate to the sub-area, surrounding context and PTAL. In general, higher residential densities should be focused on primary routes reflecting their role as public transport corridors however the proximity to Charlton Station and Woolwich Road (as the main bus corridor) also needs to be taken into account. The unit size mix within and across tenures should be balanced to ensure that the area contributes meaningfully to enhancing the diversity of housing stock in the borough and caters for a wide range of people.</p> <p>Residential units should be dual aspect and provide access to suitable private and/or communal amenity space. Both balconies and communal amenity space will be expected for residential units within flatted schemes due to the lack of open space in the area. Communal amenity space may be provided above ground level in the form of roof gardens. The location of amenity space, particularly playspace, will need to avoid area of the site with high levels of noise and/or air pollution. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues.</p>
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	<p>All development must be safe from potential flood risk from any source and incorporate measures to minimum natural drainage through the use of green SUDs to control surface water run-off. Residential sleeping accommodation is not acceptable at ground floors in the parts of the site that are in Flood Zone 3. Where habitable rooms are proposed at ground floor, the applicant will need to make provisions to ensure that these rooms are not converted to sleeping accommodation in the future.</p> <p>Existing waste sites are defined as those with planning permission for a waste use or a permit from the Environment Agency, and are safeguarded by the London Plan and Core Strategy. Proposals affecting existing waste sites that would result in the loss of the waste use from the site will be required to demonstrate satisfactory relocation of the waste site or reprovision of the maximum throughput elsewhere in London, either on a standalone site or through the intensification of an existing waste site. Existing waste sites can only be redeveloped once compensatory capacity has been re-provided elsewhere and is operational.</p> <p><i>Sub-area guidelines</i></p> <p>Beyond the above guidelines, which are site wide, there are three sub-areas within the allocation with additional guidance specific to their role/function within the allocation</p> <p>(1) <i>Riverside (north of the east-west route)</i></p> <p>Proposals should realise the potential of the riverside as a catalyst for development. While there is potential for different uses (including residential) to emerge within mixed use development, the mix of uses must not compromise the integrity or effectiveness of the area in accommodating industrial type activities, including the requirements of wharf operation, or the adjacent SIL/safeguarded wharves.</p> <p>Development adjacent to SIL and the safeguarded wharf must incorporate sufficient buffering for residential from these uses. Buffer zones should use a variety of materials and treatments and accommodate a limited range of uses to create an appropriate transition between heavy industry and surrounding mixed use development. Particular attention must be paid to layout, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation measures.</p> <p>The Thames Estuary (TE2100) Plan sets out the key issues and opportunities for delivering quality flood defences and an improved environment for people and wildlife. Proposals should take the opportunity to creatively integrate improved flood defences into the landscape to achieve both usable public amenity and environmental (including biodiversity) enhancements. All proposed riverside</p>
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	<p>improvements must be discussed and agreed with the Environment Agency (EA).</p> <p>Significant improvements to Herringham Road to provide generous footways and mature planting are required to provide safe and pleasant routes for walking and cycling. Bus standing and turning facilities may need to be provided as an interim measure to serve the riverside until the road network is fully connected. North-south connectivity should be provided by secondary routes along the historic ballast line railway and New Lyndenberg Street (connecting on to Stones Driveway).</p> <p>There is substantial potential for revitalisation of the employment role of the Riverside area to diversify and intensify industrial floorspace and support colocation with residential uses. The existing quantum of floorspace against which to measure the intensification will be taken as the total floorspace provided by the existing buildings, having regard to any requirements for yard/servicing space associated with the existing use. Industrial and related business space should be provided both as units within mixed-use blocks, and also as within single use buildings to ensure the area continues to provide a diverse range of typologies.</p> <p>The provision of an employment hub, for example managed workspace accommodated in low/mid-rise buildings of a distinctly industrial character, is strongly encouraged in this sub-area. This would provide a high level of flexibility, and also contribute to diversifying the character of the area. Early engagement with workspace providers should be evidenced to ensure the design of space is suitable and affordable for the intended occupiers. The Offices, Laboratory and Odeon buildings within the Stone Foundries site in particular offer an opportunity to build on the employment heritage of the area and create a distinctive character by reinforcing the significance of these local heritage assets.</p> <p>While the size of the sub-area and its relative isolation will justify the provision of some local services, these must be limited to a type and scale of uses necessary to service the day-to-day needs of residents/workers of the site so as not to undermine the vitality and viability of the borough's town centres. Small-scale retail/leisure/community/cultural uses are likely to be appropriate on the Thames frontage to provide activity adjacent to the river. These should be provided facing onto a series of new public spaces along the Thames Path, orientated to receive a high amount of sunlight throughout the year.</p> <p>There is a variation in building height in the area, and new development should adopt a similar variety of scale within a predominantly midrise form, both within and between development blocks, to create variation in the streetscene and break up massing. Development on the river front should provide a clear edge to the Thames Path in order to provide some presence and enclose the area fronting onto the river.</p>
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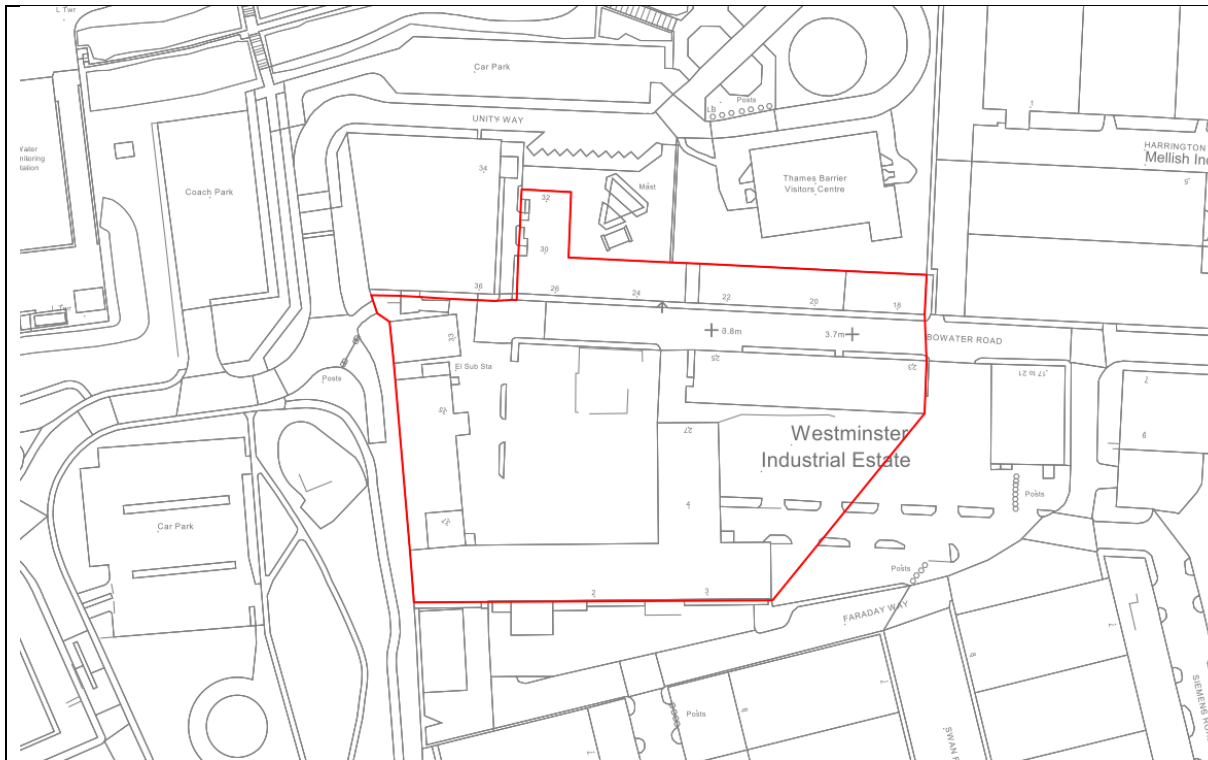
	<p>Proposals will also be expected to improve access to the Thames Path generally and increase the quality of the riverside route.</p> <p>Development adjacent to the Charlton Riverside Conservation Area should have particular regard to its low-rise and intimate character, and be based on a layout and scale that integrated Derrick &amp; Atlas Gardens comfortably into the sub-area. The Thames Barrier &amp; Bowater Road Conservation Area forms the eastern boundary of the site. Proposals will need to have particular regard to how they address Barrier Park and ensure that they retain the prominence of the Grade II Listed 37 Bowater Road in the street scene.</p> <p>(2) <i>Woolwich Road East (south of the east-west route)</i></p> <p>Development along Woolwich Road should facilitate the future reduction of the traffic dominated nature of the A206 and the creation of a boulevard character, including exploring opportunities for improved crossings to better integrate with surrounding communities. Proposals will be expected to contribute to the enhancement of the pedestrian/cycle environment through the provision of a mature landscaped buffer, including trees, along the entire southern boundary. Footways should be widened where required to accommodate additional pedestrian volumes arising from new residents.</p> <p>North-south connectivity should be provided by secondary routes along the historic ballast line railway and the Stones Driveway (connecting on to New Lynden Street). The feasibility of providing a new pedestrian crossing point to Mayon Park should be investigated, as should the removal of the roundabout that currently provides access to Stone Lake Retail Park.</p> <p>Ground floors fronting Anchor &amp; Hope Lane should include provision of small-scale flexible units capable of accommodating retail/leisure/cultural/community uses to activate this primary route and provide a complement to the large-scale multiple retail/leisure offer to the west of the site. Otherwise, a reduction in the quantum of large-format, out-of-centre A1 retail in this sub-area is strongly supported.</p> <p>There is a variation in building height in the area, and new development should adopt a similar variety of scale within a predominantly mid-rise form, both within and between development blocks to create variation in the street scene and break up massing. Development fronting Anchor &amp; Hope Lane should be of a scale that provides a consistent edge and sense of enclosure to the wide road.</p> <p>(3) <i>West of Anchor &amp; Hope Lane</i></p> <p>While Bugbsy's Road separates the site from the SIL to the north, proposals will nonetheless need to demonstrate that they do not compromise the integrity or effectiveness of the adjoining industrial</p>
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	<p>area (including the safeguarded wharves and waste site) in accommodating industrial type activities.</p> <p>The layout of the site should provide for a continuous building line to the edges of the site, sufficiently set back from the main roads with generous footways and a soft landscaped buffer (including mature trees) to mitigate noise and air quality issues. Routes through the site should create street blocks with a mid-size scale and grain of development, as appropriate to the site’s role as a transition between the Woolwich Road East area and the large footprint retailing to the west. Pedestrian through-routes should be open to the sky throughout and the scale of the enclosing walls should provide for adequate sunlight and sky views.</p> <p>A new public space with a mix of soft and hard landscaping should be provided within the site, preferably along the central route through the site, with at least two points of entry from the public realm. It should be well-proportioned and large enough to provide flexible programming, and located and oriented to have access to direct sunlight during midday throughout the year. The design of the entrances to the space must be clearly identifiable as public to promote public use and it should provide direct visual and physical links to the adjacent streets. The space should also include a balance of soft and hard landscaping to support its use as a social space and a spill-out space for uses.</p> <p>Lower floors across the site should accommodate a mix of small and medium sized commercial, retail, leisure and community uses and flexible SME space. Residential use at ground floor may be acceptable in the interior of the site, subject to achievement of a satisfactory level of amenity including sufficient privacy and adequate outlook. Communal amenity space for flatted developments will be expected in addition to the new public space outlined above.</p> <p>Designs should optimise the development potential of the site and deliver a significant improvement to the townscape of the area through emphasising the location of the key crossroads of Anchor &amp; Hope Lane/Charlton Church Lane and Woolwich Road. New buildings must sit comfortably within the prevailing scale of the surrounding mid-rise built form, while acknowledging the sites’ prominent location and proximity to Charlton Station.</p>
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**CR3 Former Siemens Brothers' Works**

**Bowater Road SE18**



<b>Site Area:</b> 1.20ha		<b>PTAL:</b> 2	
<b>Site Source:</b> Planning pipeline; Charlton Riverside SPD (2017); saved UDP site j4 (part).		<b>Ownership:</b> Royal London	
<b>Current Use:</b> Partially occupied studio/office space in cluster of historic buildings.			
<b>Planning Designations:</b> Charlton Riverside SDL; Thames Barrier & Bowater Road Conservation Area; 37 Bowater Road Grade II Listed Building; 23-25 and 18-32 Bowater Road local heritage assets; Flood Zone 3a; Thames Policy Area; adjacent to MOL; adjacent to SINC (nc28, Borough Importance Grade II); adjacent to SIL.			
<b>Relevant Planning Applications:</b> 19/3514/F for temporary change of use of 23-25 Bowater Road from general industrial (B2) use to community and employment space (D1/D2/B1) uses for two years (approved); 19/4304/F for 492 residential units and up to 181sqm A1-A5, 5,272sqm B1 and 4,986sqm B1c-B8 (under consideration)			
<b>Indicative Delivery Timescale:</b> medium term			
<b>Proposed Allocation</b>	Mixed use development including residential and industrial co-location with appropriate small-scale ancillary uses in refurbished heritage assets and new build infill buildings.		

<b>Justification</b>	<p>The underutilised buildings are in marked contrast to the vibrant clusters of businesses surrounding the site. The three existing buildings are designated and local heritage assets and form part of an important area of industrial heritage and a rare surviving cluster of London's Victorian riverside industries, which should be used as a catalyst for heritage-led regeneration of the area.</p>
<b>Site Context</b>	<p>The site is within the Thames Barrier &amp; Bowater Road Conservation Area, and all the buildings on the site are heritage assets. 37 Bowater Road is Grade II Listed and the others feature on the Local Heritage List. The buildings comprise former factories associated with the submarine cable engineering industry and surviving elements of Siemens Brothers' extensive works, established at Woolwich in 1863 and ceasing production in 1968. Siemens Brothers was the precursor of Siemens in the UK and played a key role in the history of international telecommunications and in the history of military communication and technology during both world wars.</p> <p>The buildings span the Victorian to WWII eras and have both individual special interest and strong townscape (group) value. Building heights range from 3 to 5 storeys and together the group forms a strong architectural composition, unified by a distinctive industrial aesthetic.</p> <p>37 Bowater Road was listed at Grade II in February 2020 due to its strong, intrinsic national architectural and historic interest. A fine surviving example of an early C20 factory and one of London's largest when built in 1910-11, its powerful massing and functional elevations anticipate later C20 factory design. It is also listed for its technical interest, as a very early example of the use of the 'Kahn' reinforced concrete system, and for its association with national events of historic importance: both world wars, especially WWII and the production of the submarine fuel pipe for Operation PLUTO (Pipe-Line Under The Ocean). 37 Bowater Road forms an imposing and significant local landmark; it is the most prominent building in the Conservation Area and defines a number of its key views.</p> <p>18-32 Bowater Road is a local heritage asset and Siemens Brothers' oldest building range dating from 1871-1894. The building makes a strong townscape contribution with a continuous rhythm of arched windows stretching along Bowater Road. It is the only survivor from the earliest phase of Siemens Brothers' operation at Woolwich when the company engineered some of the world's earliest transatlantic and transcontinental cable systems. It is an important reminder of the role of Siemens Brothers in the development of telecommunications.</p> <p>23-25 Bowater Road is a reminder of their diversification into electrical wiring and telephone production. It is a larger scale factory building from the inter-war period and of steel-frame construction,</p>

	<p>though still very much part of the surviving Siemens ‘family’ since its utilitarian design is modelled on that of 37. It is also a local heritage asset. Both building ranges, 18-32 and 23-25, frame the narrow street and have a strong, interconnected relationship, illustrating the site’s evolution from Victorian to later C20 factory design.</p> <p>All buildings are in sound structural condition. As former factories they have internal layouts that are relatively robust and flexible and capable of adaptive re-use. This is especially the case with 37 and 23-25. Reinforced-concrete and steel-frame construction enabled deeper floor plates and reduced structural columns, resulting in large, open-plan floor spaces which could accommodate a wide range of employment uses. 18-32 consists of long workshop spaces which would be ideally suited for SMEs. In addition, the load capacity of these buildings is already high given their historic industrial uses. There is no reason, therefore, that these historic former factories cannot be retained, refurbished and beneficially integrated into future development proposals.</p> <p>Currently, heritage assets in the wider area accommodate a vibrant range of employment activities, often mixed within individual buildings. The character of these buildings, their flexibility to accommodate a range of uses and the current mix of manufacturing, creative, food &amp; drink and services offer a clear precedent in terms of a natural employment hub(s). This cluster formed by Bowater Road, the Commonwealth Buildings and Woolwich Dockyard Industrial Estate act as a flagship for the distinctive character of the Charlton Riverside area.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Retention and intensification of industrial floorspace, including flexible workspace suitable for SMEs that supports the established creative industries hub in the area and accompanied by design mitigation in residential components to ensure unfettered operation of industrial occupiers.</li> <li>• Retention, conservation, enhancement and creative re-use of the site’s two local heritage assets and Grade II Listed Building.</li> <li>• Preserve or enhance the Thames Barrier &amp; Bowater Road Conservation Area, including the setting and views of Grade II Listed 37 Bowater Road as the principal landmark building within the conservation area.</li> <li>• Creative, contextual and high-quality design which puts heritage at the centre of place-making in Charlton Riverside</li> <li>• New Public Open Space connecting to Eastmoor Street Park, with accessible and legible connections through the site to the open space and the Thames Path.</li> <li>• Protect the operational requirements of industrial uses in the SIL in line with the Agent of Change principle.</li> </ul>

<p><b>Development Guidelines</b></p>	<p>The overarching development objective for the site is to bring this significant cluster of industrial heritage back into use to support the creative industries cluster in this part of Charlton Riverside. New development must reinforce their significance and utilise them positively to create a distinctive, attractive and cherished place. The introduction of residential use to the site must support this overarching objective, having regard to the predominant employment function of the wider area and its location adjacent to SIL.</p> <p>Due to the surrounding land uses and the wider objectives for the Charlton Riverside area, the site is considered suitable for industrial intensification via co-location with residential use. While co-location of industrial and residential with blocks is supported in principle, consideration could also be given to providing business space within single use buildings as well as within mixed use blocks. Solely business uses may provide a more appropriate buffer to the SIL, and could provide for lower cost and enhanced flexibility for occupiers. Early engagement with intended occupiers, including managed workspace providers if appropriate, is strongly encouraged to ensure the design of space is suitable and affordable for the intended occupiers.</p> <p>The layout of the development must incorporate sufficient buffering between new residential uses and the SIL, so that the integrity and effectiveness of the adjacent SIL in accommodating the full range of industrial activities on a 24 hour basis is not compromised. Residential development is not acceptable at ground floor level where the site boundary is adjacent to the SIL; at upper levels, it will need to incorporate sufficient mitigation measures to achieve a satisfactory level of amenity. Particular attention must be paid to layout, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation throughout the site and in particular within blocks which co-locate industrial and residential uses.</p> <p>With their distinctive industrial aesthetic, the Siemens group of buildings forms the most prominent heritage legacy in the Charlton Riverside area. Refurbishment of these heritage assets to bring them back into optimum viable use offers the opportunity for the delivery of a significant amount of workspace provision with a variety of unit types and sizes. Alterations and extensions to the two local heritage assets and the Grade II listed building will only be supported where they sustain and enhance their heritage significance and where optimum viable uses are proposed that are consistent with their conservation.</p> <p>There is also opportunity for significant infill development along the western part of Bowater Road and the eastern part of Faraday Way. This would serve to complete the blocks and provide a consistent street frontage to the primary roads. New buildings must be of a high design quality to preserve and enhance the conservation area and must</p>
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	<p>contribute positively to the area’s significance and unique sense of place.</p> <p>Proposals should also integrate creative, contextual design with the conservation and enhancement of the site’s heritage assets and their settings. In particular, the scale, height and massing of any new blocks proposed must retain the prominence of the Grade II Listed 37 Bowater Road as the principal landmark building in the area, preserving and enhancing its setting, especially key views of it into and within the conservation area. New development should take the opportunity to enhance or better reveal the significance of both the conservation area and its heritage assets. Proposals must be informed by careful historic analysis and integrate with and complement the existing context by being sympathetic to historic building form, scale, technology, materials, design and detailing.</p> <p>New buildings must create a well-defined public realm as street level with active ground floor frontages. If small-scale retail/leisure/community uses are proposed these should be designed as flexible units capable of accommodating a variety of uses. Treatment of access and/or frontages along Faraday Road should create an appropriate transition from the industrial character of the SIL to the mixed use character of the site. Elsewhere in the site, residential entrances will need to be sensitively located so that they do not create conflict with industrial and commercial uses. Creation of a new Public Open Space to the south western corner of the site would improve the setting of the listed building and provide for the recreation and leisure needs of residents and workers of the site.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Communal amenity space is likely to be most appropriately provided above ground level in the form of roof gardens, and should be orientated to receive a high amount of sunlight throughout the year. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p> <p>Thames Water has indicated that the level of demand anticipated from the development is likely to require upgrades to the water supply network infrastructure, and early engagement is required.</p>
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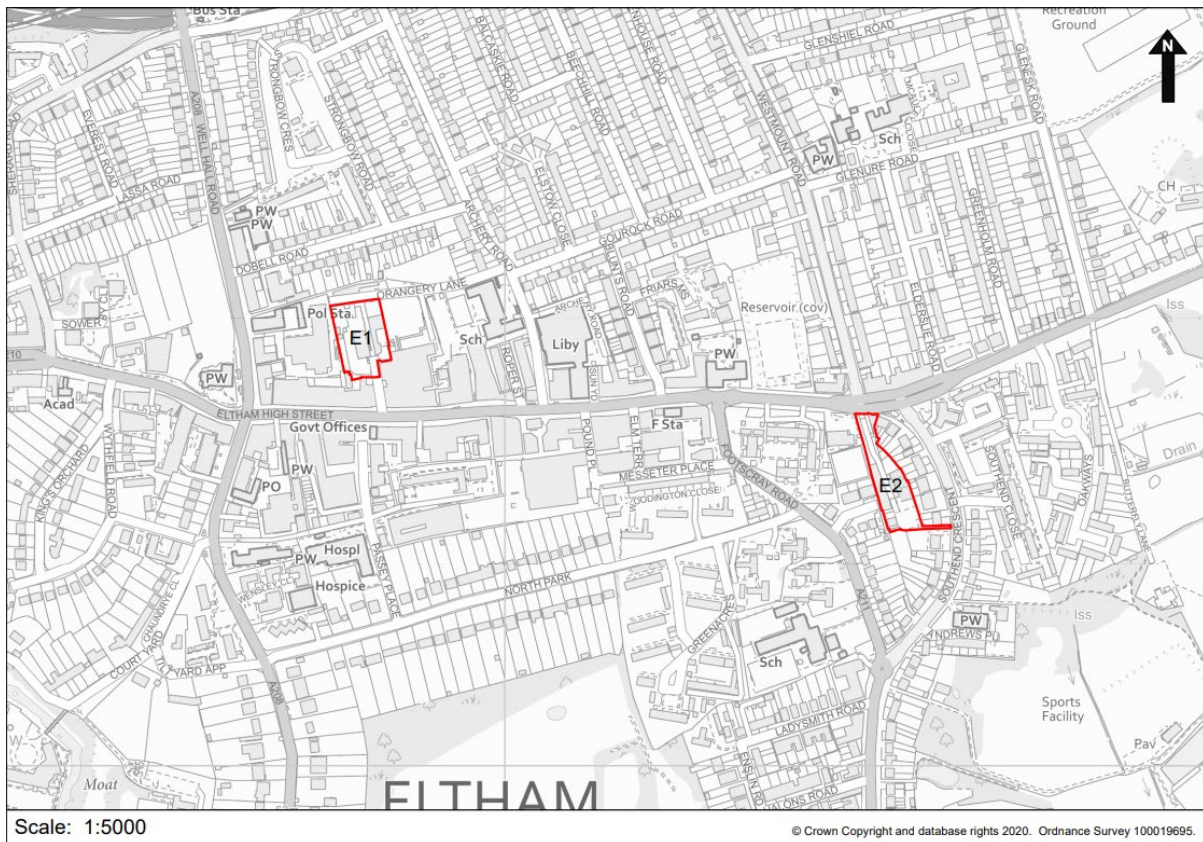


## **4 Eltham**

### **Indicative area wide residential capacity 110 dwellings**

- 4.1 Located in the south of the borough, Eltham has a well-established and distinctive character. Open spaces form a key part of the wider area. Eltham Major Town Centre functions as an important retail location which has recently benefited from public realm investment and improvement.
- 4.2 There has been significant investment in physical and social infrastructure in recent years. The Eltham Community Hospital was opened in 2015 and 2017 saw commencement of work on a new six screen Cinema complex in the High Street along with a £6.6m improvement scheme for the public realm.
- 4.3 The site allocations in this area seek to complement and enhance the existing character and function of the town centre. The intention is to intensify the use of key sites and to take advantage of existing opportunities to provide residential development and to increase employment opportunities while supporting the vitality of the town centre area over the long term.

Figure 5 Eltham area site allocations



Site Allocations Proposed Submission November 2021

**EI Orangery Lane**

**SE9 IHN**



<b>Site Area:</b> 0.5ha		<b>PTAL:</b> 5	
<b>Site Source:</b> Eltham Town Centre SPD (2012), Saved UDP Site mu12 (part)		<b>Ownership:</b> RBG, private.	
<b>Current Use:</b> Vacant warehouse (B8) and depot			
<b>Planning Designations:</b> Eltham Major Town Centre; setting of Grade II* listed Orangery, Grade II listed 95A Eltham High Street (on heritage at risk register) and Grade II* listed Cliefden House.			
<b>Relevant Planning Applications:</b> 16/3176/F for part 5/part 9 storey mixed use development with flexible B1/DI use at ground floor and residential above (dismissed at appeal). 20/0729/DI Prior notification for the demolition of the 2-storey office building at 20 Orangery Lane (approved).			
<b>Indicative Delivery Timescale:</b> medium-long term			
<b>Proposed Allocation</b>		Mixed use development appropriate to the town centre at ground floor level, including workspace suitable for SMEs, and residential or other appropriate town centre uses on upper floors.	

<b>Justification</b>	The current built form and low intensity of use does not realise the full potential of the site or reflect its town centre location.
<b>Site Context</b>	<p>Merlewood Place provides a pedestrian link from Orangery Lane to the high street; however this is narrow and poorly overlooked. The site slopes down from east to west. Orangery Lane is a dead-end street, terminating at the BT building. The BT building is equivalent to 6/7 residential storeys in height and is an incongruous feature in the townscape which is predominately characterised by buildings of one to four storeys.</p> <p>Although building heights are relatively consistent, building footprints are mixed, with the fine grain of the historic high street and surrounding residential areas interspersed with single use buildings with large footprints. The vacant character of the site is in marked contrast to the activity and interest of the high street.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Proposals must significantly enhance the townscape in this part of the town centre, including the setting for the Grade II* listed Orangery, the Grade II* listed Cliefden House and Grade II listed 95A Eltham High Street (on heritage at risk register).</li> <li>• Active frontages delivered by appropriate town centre uses at ground floor, including BI workspace suitable for SMEs, with residential at upper floors.</li> <li>• Retention and enhancement of existing pedestrian connection (Merlewood Place) between Eltham High Street and Orangery Lane.</li> <li>• Reduce vehicle movement through the site while having regard to the nearby primary school.</li> <li>• Reprovision and/or satisfactory relocation of both the depot use and foodbank use will be required.</li> </ul>
<b>Development Guidelines</b>	<p>The optimal capacity of the site is most likely to be achieved through a comprehensive approach. Any proposals brought forward must be based on a masterplan for the site as a whole that addresses the requirements/guidelines of this allocation and realises the full potential of the site. Where applications are brought forward relating to individual land ownerships, it must be demonstrated that proposals do not compromise the realisation of the full potential of the site or prejudice the development of adjacent ownerships.</p> <p>Ground floors across the site should provide for a mix of small and medium unit sizes, capable of accommodating a range of town centre uses. The provision of flexible workspace suitable for SMEs is a particular priority, and all proposals will be expected to</p>

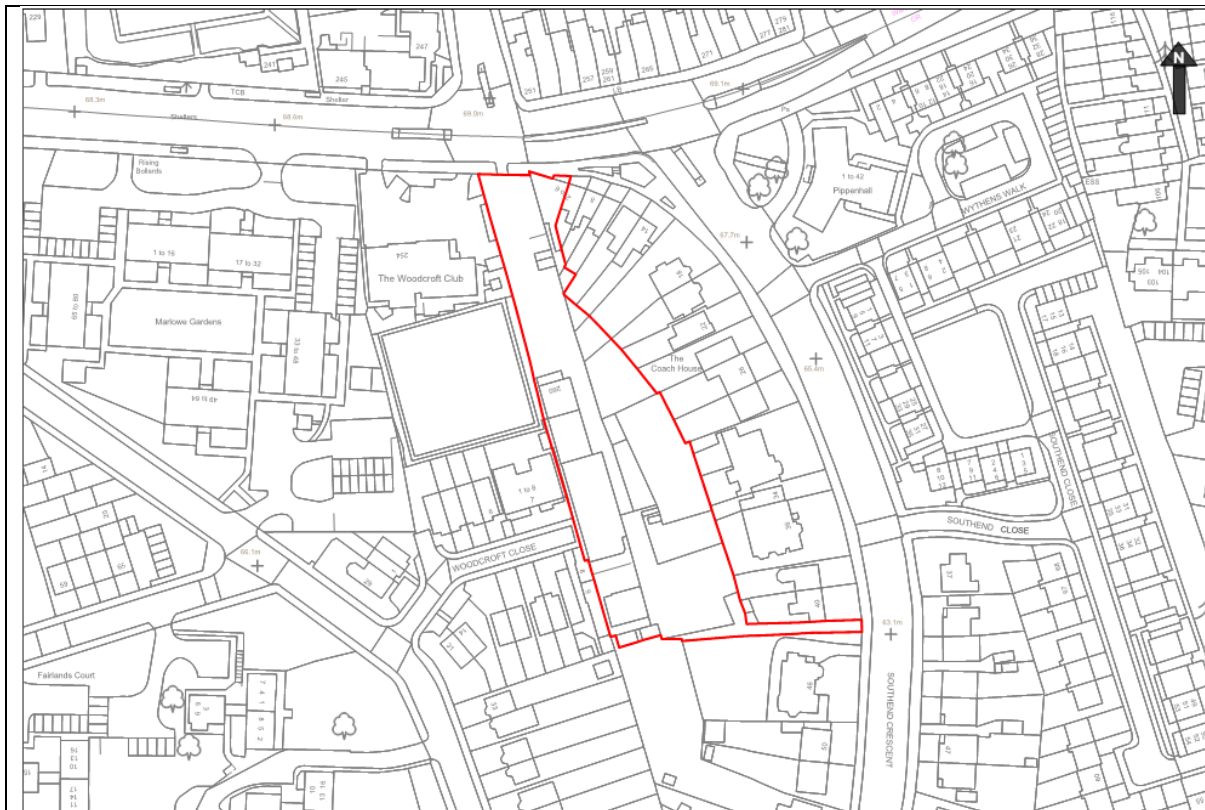
	<p>consider the inclusion of small, independently let workspace units (250sqm and under) and/or the provision of a larger unit capable of being taken on by a managed workspace provider.</p> <p>Proposals will also be expected to consider the inclusion of social infrastructure as required to support new residents and/or to meet identified needs in the wider area at the time of developing proposals. The council depot currently provides space for administration of a foodbank, which is open to the public one day a week. Re-provision and/or satisfactory relocation of both the depot use and foodbank use will be required.</p> <p>New buildings should create a continuous building line along Orangery Lane. Mid-rise development of 4-6 stories would generally be appropriate across the site, subject to impact on designated heritage assets and impact on amenity of surrounding residential uses. Height, bulk and mass will also need to ensure no unreasonable loss of privacy for adjacent residents.</p> <p>The site is considered suitable for car free development and proposals should minimise parking provision. If car parking is provided this should be as enclosed car parking integrated within podium development blocks to avoid the creation of blank facades.</p> <p>A small new public square should be introduced directed opposite the Orangery, created by setting the building line to the east of Merlewood Place back to act as a buffer between the listed building and new development. Buildings fronting this square will need to be an appropriate scale to enclose the space, generally three storeys, to ensure proposals do not have a detrimental impact on the setting of the listed Orangery.</p> <p>Proposals should contribute to improving the commercial and pedestrian environment, creating a more legible and attractive route between the High Street and Orangery Lane, as well as around and through the site. The pavements along Orangery Lane should be widened and levelled as part of any development.</p> <p>The pedestrian connection between Eltham High Street and Orangery Lane should be widened and/or reoriented, with the objective of providing a clearer visual connection to the listed Orangery. The route should be a minimum of four metres wide for pedestrian comfort, and open to the sky. Cycle routes from the town centre through the site should also be provided with clear routes to the train station.</p> <p>Residential use on the ground floor is unlikely to be acceptable unless it can be demonstrated that future occupiers would have a good level of amenity/privacy, including sufficient defensible space onto public routes. Residential units at upper floors should be</p>
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	<p>dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>Thames Water has indicated that the level of demand anticipated from the development is likely to require upgrades to the water supply network infrastructure, and early engagement is required.</p>
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**E2 260 Eltham High Street**

**2-4 Southend Crescent and 260 Eltham High Street SE9 1AA**



<b>Site Area:</b> 0.46ha	<b>PTAL:</b> 4
<b>Site Source:</b> Planning pipeline	<b>Ownership:</b> Private
<b>Current Use:</b> Removals and storage (B8)	
<b>Planning Designations:</b> 2-4 Southend Crescent local heritage assets; adjacent to 6-14 Southend Crescent local heritage assets; TPO.	
<b>Relevant Planning Applications:</b> 18/0607/F for residential (withdrawn). 19/4200/F for residential and 380sqm commercial space (refused)	
<b>Indicative Delivery Timescale:</b> Short term	
<b>Proposed Allocation</b>	Residential and workspace suitable for SMEs with biodiversity enhancements
<b>Justification</b>	Although the site is currently used and occupied by Whitewoods Removals, the use of the site with its associated HGV movements is increasingly not compatible with its location and surrounding residential use. Redevelopment provides the opportunity to maximise the sites contribution to employment and also introduce residential use to this accessible location.

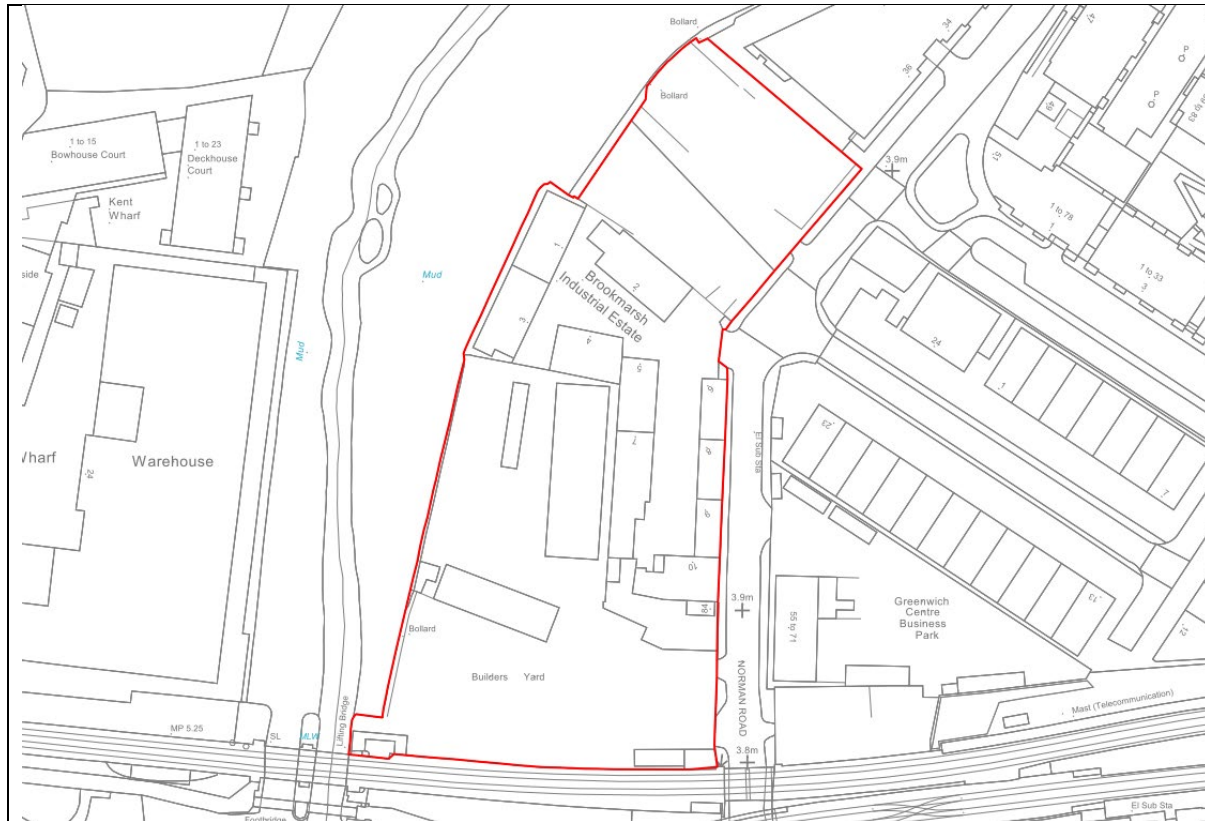
<p><b>Site Context</b></p>	<p>Infill site close of the eastern edge of Eltham Major Town Centre boundary. The part of the site in active use is composed of hardstanding with low rise warehousing/ shed units, as well as the 2-story locally listed 2-4 Southend Crescent which is in a poor state of repair.</p> <p>Numbers 6-14 (even) Southend Crescent are also locally listed, and together with numbers 2-4 form a coherent ground of mid-19<sup>th</sup> century properties.</p> <p>The western boundary of the site is formed by the Woodcroft Club (Eltham Conservative and Unionist Club) with its associated bowling green and the modern 3-storey residential development of Woodcroft Close. The eastern boundary of the site is formed by the rear gardens of the 2/3 storey historic detached and semi-detached residential properties along Southend Crescent.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Re provision of the existing quantum of B-use floorspace on the site in a form suitable for SMEs and compatible with surrounding residential uses.</li> <li>• Retention and enhancement of local heritage assets</li> </ul>
<p><b>Development Guidelines</b></p>	<p>There is approximately 1000sqm of existing B-use employment floorspace on the site, and while access is currently onto a signalised junction this is operated as a separate phase within the signalised junction via a call button located within the site. Proposals will need to consider how re provision of this quantum of floorspace as flexible BI workspace suitable for SMEs will impact on the access/servicing requirements for the site. Workspace should be provided on the northern part of the site, to benefit from the site's proximity to the town centre.</p> <p>Woodcroft Close ends at the boundary of the site, and appears to have been constructed in this way to enable future access to this site. Proposals should consider the potential to provide residential access via this route. Providing residential access via Woodcroft Close would ensure separation between residential and employment use and better integrate the site into the wider area. The existing gated access on the southeast corner of the site should be retained and enhanced to provide pedestrian/cycle through route from Southend Crescent through to Woodcroft Close.</p> <p>The scale, mass and detailed design of proposals must integrate successfully into the low-rise, suburban character of the surrounding area. With the site boundaries characterised by detached and semi-detached properties that provide periodic views into the site from main roads, heights of two to four</p>

	<p>residential storeys would generally be appropriate. Height, bulk and mass will also need to ensure no unreasonable loss of privacy for adjacent residents.</p> <p>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal amenity space. If communal amenity space is not provided for flats, balconies are encouraged to be generously sized and exceed the minimum requirements of the Mayor's Housing SPG.</p> <p>This site is considered suitable for car free development and proposals should minimise parking provision.</p>
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## 5 Greenwich Creekside

### GCI Brookmarsh Industrial Estate and Saxon Wharf

#### Norman Road SE10



<b>Site Area:</b> 1.19ha	<b>PTAL:</b> 4
<b>Site Source:</b> Issues & Options Call for Sites; planning pipeline; saved UDP sites j7 and mul6 (part)	<b>Ownership:</b> RBG, multiple private
<b>Current Use:</b> Thames Tideway Tunnel (TTT) work site, car repair/MOT, light industrial, skip storage	
<b>Planning Designations:</b> Deptford Creek Opportunity Area; Greenwich District Centre; setting of Grade II listed Railway Viaduct; Setting of Deptford Creek Conservation Area (within LB Lewisham); Flood Zone 3a; adjacent to SINC (Metropolitan ncl)	
<b>Relevant Planning Applications:</b> 18/1594/F (Saxon Wharf) for construction of a part 13/part 17 storey building with 145 residential units and 401sqm of B1 and A3 floorspace (resolution to approve January 2019)	
<b>Indicative Delivery Timescale:</b> short – medium term	

<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre including residential and light industrial/B-use workspace suitable for SMEs with provision of public access to and footway along Deptford Creek.
<b>Justification</b>	The southern portion of the site will be vacated following the completion of the TTT works, and although occupied the low rise light industrial uses are an inefficient use of land in this accessible location. Redevelopment offers the opportunity to enhance business provision while introducing residential and improving public access to the creek.
<b>Site Context</b>	<p>The southern part of the site is a TTT works site, expected to complete in 2021, and the northern part of the site is used as open skip storage. Between the two, the Brookmarsh Industrial Estate accommodates a number of SMEs specialising in vehicle repairs within low rise purpose built buildings. This results in an imposing blank brick wall along much of Norman Road, with narrow footways. There is no public access to the Creekside in from the site.</p> <p>The southern boundary of the site is formed by the elevated railway, and the western boundary by Deptford Creek. The western side of Deptford Creek contains a mix of new residential development and refurbished light industrial/studio space. Immediately opposite the site on Norman Road is a plant hire business and the Greenwich Centre Business Park, a purpose built two storey business centre that is well occupied.</p> <p>To the north of the site along Norman Road and Tarves Road are recently built mid-rise developments with generous pavements that create an urban, enclosed scale on Norman Road. There is a taller element of 14 storeys at the corner of Tarves Road/Norman Road which marks the approach to Greenwich Station. Generally, the character of the Creekside area is one of taller elements periodically within building blocks, resulting in a predominantly mid-rise context.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Retention and intensification of light industrial and B-use floorspace suitable for SMEs to meet the needs of both new and existing businesses, including industrial uses.</li> <li>• Provision of a public footway providing unrestricted access along the creek, connecting to the existing public footway (Creekside Path) north of the site.</li> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan and enhancements to the ecology of the creek.</li> <li>• Enhance the historic setting of the area through a design approach that responds to and better reveals Creekside's 19th century industrial heritage.</li> <li>• Protect the operational requirements of Brewery Wharf in line with the Agent of Change principle.</li> </ul>

<p><b>Development Guidelines</b></p>	<p>A comprehensive and integrated approach to redevelopment of the site is required to intensify existing employment uses alongside the introduction of residential use, other appropriate town centre uses and the continuation of the Creekside public footway. The retention and intensification of the site's role in providing B-use floorspace suitable for SMEs, including industrial floorspace, is a priority. Shared servicing, access points and facilities will be required to enable most efficient use of the site.</p> <p>Proposals must deliver an uplift in the quantum of B-use floorspace on the site (to be calculated based on the existing floorspace prior to the TTT works). This priority is most appropriately achieved by the provision of B-use space at ground and first floor level, with the design of the space developed in collaboration with intended occupiers and or/ workspace providers. Existing businesses should be proactively supported to stay on site or relocate depending on their specific needs. Provision designed for studios for cultural and creative industries is also encouraged as part of the floorspace mix.</p> <p>Ground floors across the site must provide active frontages, and ground floor uses on the routes to and along the Creekside frontage should consider the provision flexible units capable of accommodating employment, retail, restaurant and other appropriate uses that would animate the space and provide passive surveillance.</p> <p>The Thames Estuary (TE2100) Plan sets out the key issues and opportunities for delivering quality flood defences and an improved environment for people and wildlife. All proposed riverside improvements must be discussed and agreed with the Environment Agency (EA) at an early stage of developing proposals. The layout of the site should ensure routes to the creek and the Creekside Path are evident from the public realm, providing both physical and visual connections that are demonstrably a public route and provide for unrestricted access.</p> <p>The recently approved Saxon Wharf scheme includes a tall building of 13/17 stories marking the crossroads and station approach. To ensure integration with the predominantly mid-rise context, the remainder of the site should be based on a mid-rise (4-8 storey) form of development. There is a potential for development on this site to have an effect on the view of Greenwich Town Centre from College Way, which is a Locally Important View set out in the World Heritage Site Management Plan. Proposals will need to demonstrate that they do not detrimentally impact this view.</p> <p>Residential use at ground floor is unlikely to be acceptable beyond that already permitted at Saxon Wharf, given the flood risk and setting of the remainder of the site. Residential units at upper floors should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be</p>
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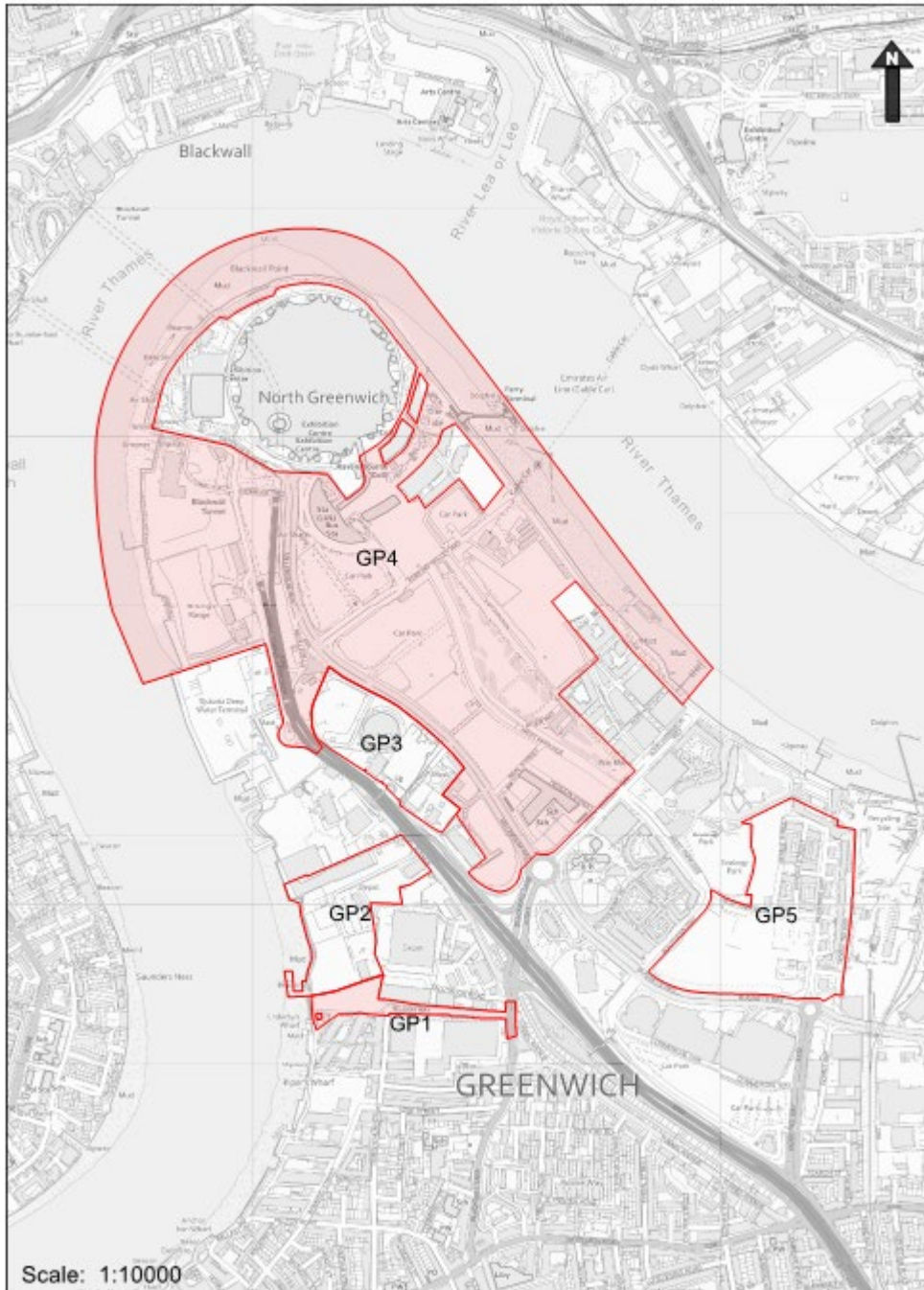
	<p>expected for residential units, and communal amenity space is likely to be most appropriately provided above ground level in the form of roof gardens. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p> <p>In introducing residential uses, proposals will need to have regard to the operational requirements of the safeguarded Brewery Wharf further north along the creek, and ensure appropriate design mitigation measures are included in line with the Agent of Change principle. Applicants will need to engage with the PLA and Wharf Operator regarding appropriate design mitigation measures at an early stage of developing proposals. Mitigation will also need to be provided for residential units in proximity to the rail line.</p> <p>The site is considered suitable for car free development. Proposals are expected to minimise car parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## 6 Greenwich Peninsula

### Indicative area wide residential capacity 15,500 dwellings

- 6.1 This area includes both the Greenwich Peninsula and Greenwich Peninsula West Strategic Development Locations (SDL), as well as the Peninsula West Strategic Industrial Location (SIL) with accommodates the safeguarded Victoria Deep Water and Bay Wharves and Brenntag with its hazardous substances consent.
- 6.2 The Greenwich Peninsula SDL includes the GLA/Knight Dragon site with permission for over 12,000 new homes and the later phases of Greenwich Millennium Village (GMV). Phases 1 and 2 of GMV have delivered a new health centre and primary school, and the St Mary Magdalene all-through school secured as part of the outline permission for the Knight Dragon site opened in September 2018.
- 6.3 In addition to the 26,000 capacity O2 Arena, the recently opened ICON Outlet brings together over 20,000sqm retail floorspace with cafes, bars and restaurants. This area is identified as having potential for future designation as a District Town Centre. To date, approximately 2000 residential units have already been completed, outside the 2015 Knight Dragon permission boundary, in the Upper Riverside and Lower Riverside areas.
- 6.4 The Peninsula West SDL includes three sites: Enderby Place, with permission for a cruise liner terminal that is unlikely to be delivered; the former gasholder site between the A102 and Millennium Way for which a Planning Brief was adopted in 2017; and Modern Wharf, which is referred to as Tunnel Glucose Wharf in the Mayor's 2018 Safeguarded Wharves review; the review has removed the safeguarding and applied safeguarding to Tunnel Wharf immediately to the north of the site within SIL. Together these three sites have substantial potential to revitalise the business/employment function of the Peninsula West area, in line with Core Strategy policies, alongside delivering new residential development and associated supporting social infrastructure.
- 6.5 The Silvertown Tunnel Development Consent Order (DCO) was granted in May 2018 and works are expected to complete by 2024. The extensive river frontage of the Peninsula makes it ideally suited for increasing use of the river for passenger transport. In addition to North Greenwich Pier, the allocations support the delivery of two additional piers on the Peninsula – at the north-west to enable the introduction of cross river shuttle services to Canary Wharf and enhanced charter services, and at the south-west at Enderby Place to enable the introduction of an additional stop on the linear service towards Central London.

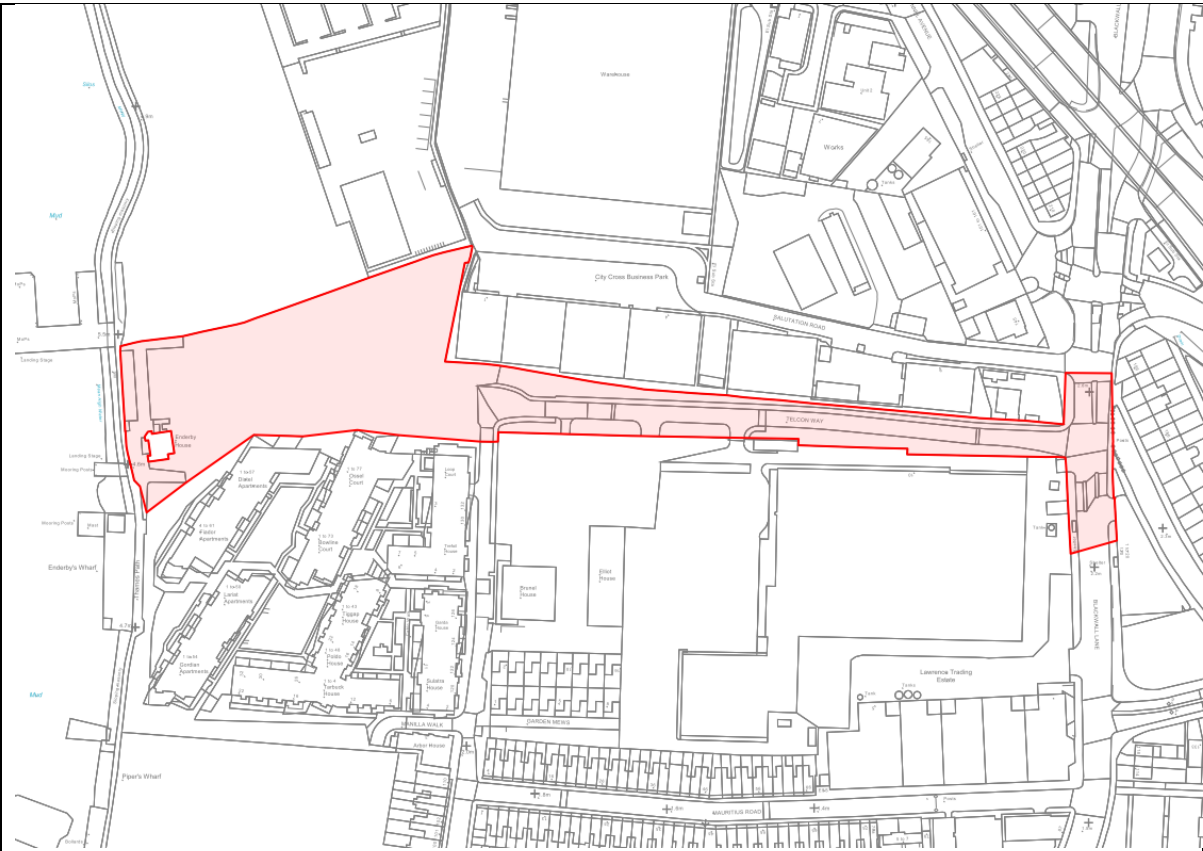
Figure 6 Greenwich Peninsula area site allocations



\* The shaded areas of GP1 and GP4 reflect the extent of the site allocation

GPI Enderby Place

Christchurch Way/Telegraph Avenue SE10 0AG



\* The shaded reflects the extent of the site allocation

<b>Site Area:</b> 1.65ha	<b>PTAL:</b> 3
<b>Site Source:</b> Planning pipeline, Peninsula West SPD (2012)	<b>Ownership:</b> Criterion Capital
<b>Current Use:</b> Vacant site cleared in preparation for redevelopment.	
<b>Planning Designations:</b> Greenwich Peninsula West SDL; setting of Maritime Greenwich World Heritage Site and listed buildings within, setting of Grade II listed Enderby House; setting of Grade II listed Blackwall Tunnel Southern Gatehouse; setting of East Greenwich Conservation Area; within Protected London Panorama (Greenwich Park); within Local Views 1, 5 and 9; Flood Zone 3a; Thames Policy Area; Wildlife Deficiency Area; adjacent to Thames SINC (Metropolitan); adjacent to SIL.	
<b>Relevant Planning Applications:</b> 15/0973/F for cruise liner terminal building, 477 residential units, skills academy (DI), and retail (A1), restaurant/cafe (A3) and drinking establishment (A4) uses. 20/3133/EIA Environmental Impact Assessment Scoping Opinion for 749 residential Build to Rent units, commercial space (Class E), café/restaurant use (Class E).	
<b>Indicative Delivery Timescale:</b> short - medium term	

<b>Proposed Allocation</b>	Residential-led development with opportunity for small-scale supporting uses such as SME workspace/retail/leisure/community uses and new riverside Public Open Space.
<b>Justification</b>	Although the extant permission has been technically implemented, the development of the cruise liner terminal is no longer a strategic objective of the Council for the area and is not being pursued by the site owner. As a result, the site will not add to the wider Peninsula's identity as an entertainment district and is suitable for residential-led development that integrates with the recently developed new residential neighbourhood to the south of the site.
<b>Site Context</b>	<p>To the south of the scheme is the recently completed Enderby Wharf development of seven residential blocks ranging in height up to 11 storeys with commercial/leisure uses at ground floor. To the east of Enderby Wharf, the Telegraph Works development includes mid-rise blocks and a single residential tower of 18 storeys. The Thames Path runs along the western edge of the site.</p> <p>The northern boundary of the site is formed by the safeguarded Tunnel Wharf (allocated at site GP2) which has not been operational for a number of years and has been proposed for release from safeguarding by the 2018 Safeguarded Wharves Review. To the east are industrial uses within SIL. There are significant level differences between the site and its surroundings, with the site sunk below adjacent sites.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Provision of appropriate social infrastructure to meet the needs of residents, such as nursery provision and a primary school if required.</li> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan, including a 16m safeguarded zone free of development along the Thames to enable potential new or realigned flood defences.</li> <li>• New riverside Public Open Space and walk, with publicly accessible and legible connections through the site to the open space/walk and on to the Thames Path.</li> <li>• Layout, scale and massing of proposals must provide for regular gaps to ensure a visual and physical connection to the river.</li> <li>• Protect and enhance the Outstanding Universal Values of the Maritime Greenwich World Heritage Site.</li> <li>• Protect the operational requirements of industrial uses in the SIL and safeguarded wharves in line with the Agent of Change principle.</li> <li>• Provision of pier for river bus services</li> <li>• Enhanced public transport via through routes for buses, in coordination with Site GP2</li> </ul>



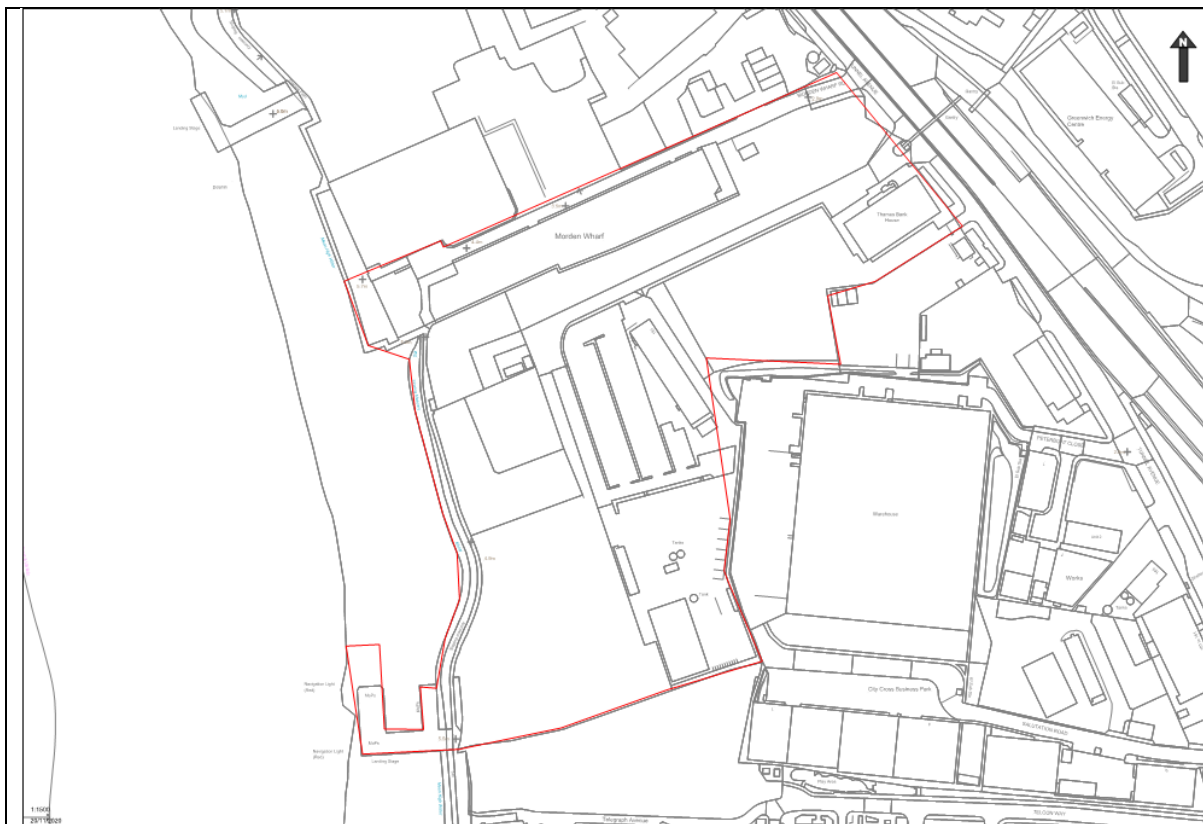
<p><b>Development Guidelines</b></p>	<p>Although the site has an extant permission for an international cruise liner terminal and associated supporting uses, delivery of the cruise liner terminal is no longer a council objective. The site is therefore allocated for residential-led development with provision of appropriate small-scale supporting uses to serve new residents. The provision of SME workspace is also supported as complementary to the adjacent SIL. Any proposed increase in the quantum of residential development beyond that currently permitted will be subject to an assessment of the need for enhanced social infrastructure provision to support additional residents, and will be expected to provide for the required increase in capacity as part of any proposals.</p> <p>Ground floors across the site should provide active frontages. If small-scale retail/leisure/community uses are proposed, these should be orientated to face the new riverside Public Open Space and improved Thames Path and should be designed as flexible units capable of accommodating a variety of uses to animate the space and provide passive surveillance. The site is located in an area of Public Open Space deficiency, in relation to local parks. The new Public Open Space should be orientated to receive a high amount of sunlight throughout the year and be sufficiently sized to provide playable space for all ages as well as areas for sitting out, informal recreation and nature conservation.</p> <p>The Thames Estuary (TE2100) Plan sets out the key issues and opportunities for delivering quality flood defences and an improved environment for people and wildlife. Greenwich Peninsula West has been identified as having potential for defence realignment. Proposals should take the opportunity to creatively integrate improved flood defences into the landscape to achieve both usable public amenity and environmental (including biodiversity) enhancements. All proposed riverside improvements must be discussed and agreed with the Environment Agency (EA) at any early stage of developing proposals.</p> <p>The varied nature of the surrounding context, with mid-rise linear residential blocks to the south and modern industrial sheds/yard space to the east and north, requires a design approach that provides an appropriate transition between the designated SIL to the east and the residential nature of the river frontage to the south. A mix of taller and mid-rise buildings should be provided to ensure integration with the predominantly mid-rise surrounding context. It is particularly important that the layout integrates pedestrian and cycle routes with the movement network in adjacent residential development to the south and onwards to Westcombe Park and Maze Hill stations to moderate the constraints on pedestrian and cycle access via the SIL and the relatively isolated nature of the site.</p> <p>While the site is identified as a location that may be appropriate for tall buildings, and the 2015 permission includes a cluster of three tall buildings of 24, 27 and 32 storeys set back from the riverfront, the</p>
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	<p>height of these buildings was justified on the basis that they would landmark the cruise liner terminal as a key arrival point in London. If tall buildings are retained in revised proposals, their scale will need to appropriately reflect the immediate and surrounding context of the sensitive riverside setting which includes Enderby House and the World Heritage Site, as well as the reduced prominence of the site's role in the wider Peninsula associated with the loss of the cruise terminal.</p> <p>Any tall buildings proposed should be appropriately located with sufficient gaps between buildings to create a legible cluster and to ensure good levels of daylight/sunlight at lower levels of accommodation and to public/amenity spaces. Any taller buildings should be set back from the riverfront to minimise their impact on the World Heritage Site and Protected Panorama and proposals that include taller buildings must be accompanied by fully rendered views to ensure appropriate assessment of impacts on the World Heritage Site.</p> <p>Proposals will be expected to incorporate sufficient buffering and design mitigation measures in line with the Agent of Change principle so that the integrity and effectiveness of the adjacent SIL in accommodating the full range of industrial activities on a 24 hour basis is not compromised. Particular attention must be paid to layout, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation throughout the site.</p> <p>Although the Mayoral review removed the safeguarding from Tunnel Glucose Wharf and applied it to a site further north, safeguarded wharf activities will still be in operation in close proximity to the site and will need to be considered in line with the Agent of Change principle. Applicants will need to engage with the PLA and Wharf Operator regarding appropriate design mitigation measures at an early stage of developing proposals. The PLA has navigational links across the Peninsula that are important for maintaining the safety of the Thames and applicants will also need to discuss any requirements arising from this with the PLA.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units, and communal amenity space is likely to be most appropriately provided above ground level in the form of roof gardens. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p> <p>The current permission includes provision for river bus services to the site. Revised proposals will be expected to incorporate provision</p>
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	<p>of a pier suitable for Thames Clipper requirements, taking into account the development potential of the site and of Morden Wharf (site GP2) to the north. Proposals will need to ensure that the pier is appropriately integrated into the wider public realm of the site, and that the design of the pier supports a quality arrival experience for commuter and leisure passengers in all weather conditions.</p> <p>There is also potential for this site, in coordination with site GP2, to accommodate bus standing which could facilitate the extension of one or more bus routes from North Greenwich Station and improve the PTAL of the site. Applicants will be expected to investigate the feasibility of the extension of bus services to improve the accessibility of the site, liaising with TfL and bus operators as appropriate.</p> <p>Although the site has a mid-range PTAL, the site and surrounding developments include provision for walk-to services and amenities. Proposals should minimise car parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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**GP2 Morden Wharf**

**South end of Olympian Way SE10 0PA**



<b>Site Area:</b> 5.46ha		<b>PTAL:</b> 1-2	
<b>Site Source:</b> Planning pipeline, 2018 Safeguarded Wharves Review, Peninsula West SPD (2012)		<b>Ownership:</b> Morden College	
<b>Current Use:</b> Former safeguarded wharf (not in use), industrial including open storage and temporary bus depot.			
<b>Planning Designations:</b> Greenwich Peninsula West SDL; setting of Grade II listed Enderby House; setting of Grade II listed Blackwall Tunnel Southern Gatehouse; setting of Maritime Greenwich World Heritage Site and listed building within WHS; setting of East Greenwich Conservation Area; within Protected London Panorama (Greenwich Park); within Local Views 1, 5 and 9; Flood Zone 3a; Thames Policy Area; Wildlife Deficiency Area; adjacent to Thames SINC (Metropolitan); adjacent to SIL; HSE consultation zone.			
<b>Relevant Planning Applications:</b> none			
<b>Indicative Delivery Timescale:</b> medium term			
<b>Proposed Allocation</b>	Mixed use development including residential and industrial co-location, small-scale retail /leisure uses, appropriate community facilities and new Public Open Space (small local park).		

<b>Justification</b>	<p>The Mayor's 2018 Safeguarded Wharves Review proposed the removal of the safeguarding from Tunnel Glucose Wharf and safeguarding of Tunnel Wharf which is immediately north of the site and within SIL. The SoS endorsed the Mayor's recommendation and the safeguarding was removed in 2020. This releases the site for mixed used development to support the objectives of the Peninsula West SDL.</p>
<b>Site Context</b>	<p>The site is mainly used for open storage and surface level car parking, with some industrial buildings. There has not been an operational wharf on the site for a number of years. The site is bounded on the west by the Thames, and on the north and east by industrial uses within the SIL, comprising a mix of yard space and low/mid-rise industrial sheds. The safeguarded Victoria Deep Water Terminal and Brenntag facility are both located within the SIL to the north of the site. Tunnel Wharf, proposed for safeguarding in the Mayor's 2018 Safeguarded Wharves Review, is immediately to the north of the site.</p> <p>To the south is the permitted but not yet constructed Enderby Place development, allocated as site GPI, a residential-led development with a cluster of three tall buildings set back from the riverfront and intended to landmark the cruise liner terminal. Further south are the constructed developments at Enderby Wharf, of seven linear blocks ranging in height up to 11 storeys, and Telegraph Works with mid-rise blocks and a single tall building of 18 storeys.</p> <p>Access to the site is currently provided through the SIL from the busy A102 Blackwall Tunnel Southern Approach. The site has a very low PTAL, with the nearest station (North Greenwich) approximately one mile walking distance away. The Thames Path runs along the western edge of the site.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan, including a 16m safeguarded zone free of development along the Thames to enable potential new or realigned flood defences.</li> <li>• Retention and intensification of B-use industrial floorspace, including appropriate provision of yard space and accompanied by design mitigation in residential components to ensure unfettered operation of industrial occupiers.</li> <li>• Provision of appropriate social infrastructure to meet the needs of new residents, including nursery provision and a primary school if required.</li> <li>• Direct, legible pedestrian and cycle connections through the site and connecting to the residential neighbourhoods to the south of the site.</li> <li>• Provision of river bus services through a financial contribution to pier provision suitable for Thames Clipper at Enderby Place (site GPI).</li> </ul>



	<ul style="list-style-type: none"> <li>• Enhanced public transport via through routes for buses, in coordination with Site GPI.</li> <li>• New, high quality Public Open Space in the form of a soft landscaped small local park and improvements to the Thames Path.</li> <li>• Layout, scale and massing of proposals must provide for regular gaps to ensure a visual and physical connection to the river.</li> <li>• Protect and enhance the Outstanding Universal Values of the Maritime Greenwich World Heritage Site.</li> <li>• Protect the operational requirements of industrial uses in the SIL and safeguarded wharves in line with the Agent of Change principle.</li> </ul>
<b>Development Guidelines</b>	<p>In introducing residential uses, proposals will need to have regard to the operational requirements of all safeguarded wharves further north along the Thames as well as non-safeguarded Bay Wharf, and ensure appropriate design mitigation measures are included in line with the Agent of Change principle. Applicants will need to engage with the PLA and Wharf Operators regarding appropriate design mitigation measures at an early stage of developing proposals. This is particularly important to ensure all activities and noise sources are correctly captured and evaluated to inform mitigation measures. The PLA has navigational links across the Peninsula that are important for maintaining the safety of the Thames and applicants will also need to discuss any requirements arising from this with the PLA.</p> <p>Due to the surrounding land uses and the wider objectives for the Peninsula West area, the site is considered suitable for industrial intensification via co-location with residential use. Industrial provision should be concentrated along the northern and eastern edges of the site to provide for linkages to existing businesses within the SIL and also as a means of providing a physical separation between the SIL and more sensitive uses.</p> <p>While co-location of industrial and residential with blocks is supported in principle, consideration should also be given to providing business space within single use buildings as well as within mixed use blocks. Solely business uses would provide a more appropriate buffer to the SIL, and would provide for lower cost and enhanced flexibility for occupiers. Early engagement with intended occupiers, including managed workspace providers if appropriate, is strongly encouraged to ensure the design of space is suitable and affordable for the intended occupiers.</p> <p>The layout of the development must incorporate sufficient buffering between new residential uses and the SIL, so that the integrity and effectiveness of the adjacent SIL in accommodating the full range of industrial activities on a 24 hour basis is not compromised. Residential development is not acceptable at ground floor level; at upper levels, it will need to incorporate sufficient mitigation measures to ensure that</p>

air and noise pollution from the SIL to the north and east and the A102 does not have a negative impact on future occupiers. Particular attention must be paid to layout, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation throughout the site and in particular within blocks which co-locate industrial and residential uses.

While the size of the site will justify the provision of some local services and amenities, these must be limited to a type and scale of uses necessary to serve the day-to-day needs of residents/workers of the development so as not to undermine the vitality and viability of the borough's town centres, particularly the proposed district centre at North Greenwich. As a large, relatively isolated site, provision of an on-site nursery will be expected to support new residential uses. The requirement for provision of other on-site social infrastructure, for example primary school provision, will be dependent on the residential quantum proposed.

The Thames Estuary (TE2100) Plan sets out the key issues and opportunities for delivering quality flood defences and an improved environment for people and wildlife. Greenwich Peninsula West has been identified as having potential for defence realignment. Proposals should take the opportunity to creatively integrate improved flood defences into the landscape to achieve both usable public amenity and environmental (including biodiversity) enhancements. All proposed riverside improvements must be discussed and agreed with the Environment Agency (EA) at any early stage of developing proposals. Proposals must also include the provision of an enhanced riverside walk to join up with the Thames Path at Enderby Place.

Ground floors across the site should provide active frontages. If small-scale retail/leisure/community uses are proposed these should be orientated to face the riverside walk should be designed as flexible units capable of accommodating a variety of uses to animate the walk and provide passive surveillance. The site is located in an area of Public Open Space deficiency, in relation to local parks, and the site is sufficient sized to incorporate a new small local park to contribute to redressing this deficiency. The new Public Open Space should provide recreation and activity space for local residents of all ages, with consideration given to provision for court games, as well as space for sitting out, be located in proximity to the riverside and to receive a high amount of sunlight throughout the year.

The residential capacity of the site is currently constrained by its very low PTAL, and there are no planned infrastructure improvements that would increase the PTAL of the site. To facilitate introduction of residential use, significant pedestrian/cycle enhancements are required. It will be necessary to open up pedestrian and cycle connections to the south of the site. If a primary pedestrian connection to be retained along the current site access route through SIL design measures will

need to be incorporated that provide for clear separation from industrial traffic. A contribution towards the provision of a Thames Clipper pier at Enderby Place (site GPI), enabling introduction of riverbus services, is also required to enhance the connectivity of the site and its suitability for residential development.

There may be potential to increase the residential capacity of the site dependent on the provision of significant public transport enhancements. There are currently bus stops on the A102 and Christchurch Way, and TfL will need to be engaged regarding improvements to the level of service. There is also potential for this site, in coordination with site GPI, to accommodate bus standing which could facilitate the extension of one or more bus routes from North Greenwich Station and improve the PTAL of the site. Applicants will be expected to investigate the feasibility of the extension of bus services to improve the accessibility of the site, liaising with TfL and bus operators as appropriate.

The layout of new buildings should be based around a series of pedestrian-orientated routes that creates a legible and well-connected place, with clear distinctions between public and private spaces. Careful consideration will need to be given to the access arrangements to residential dwellings, and vehicular access requirements for new and existing industrial and related uses. Coordination with the adjacent site allocation GPI is expected to ensure that the area develops in a logical structure with a coherent block structure that provides an appropriate transition between the SIL, industrial uses on the site and the residential components of any proposal.

While the site is identified as a location that may be appropriate for tall buildings, the predominant context is a mix of open areas and low/mid-rise industrial buildings which is unlikely to change significantly due to its SIL designation. The site also falls within the setting of the World Heritage Site and the Protected London Panorama from Greenwich Park. The sensitive setting of the site means that it is not suitable for the establishment of a distinct cluster of new tall buildings.

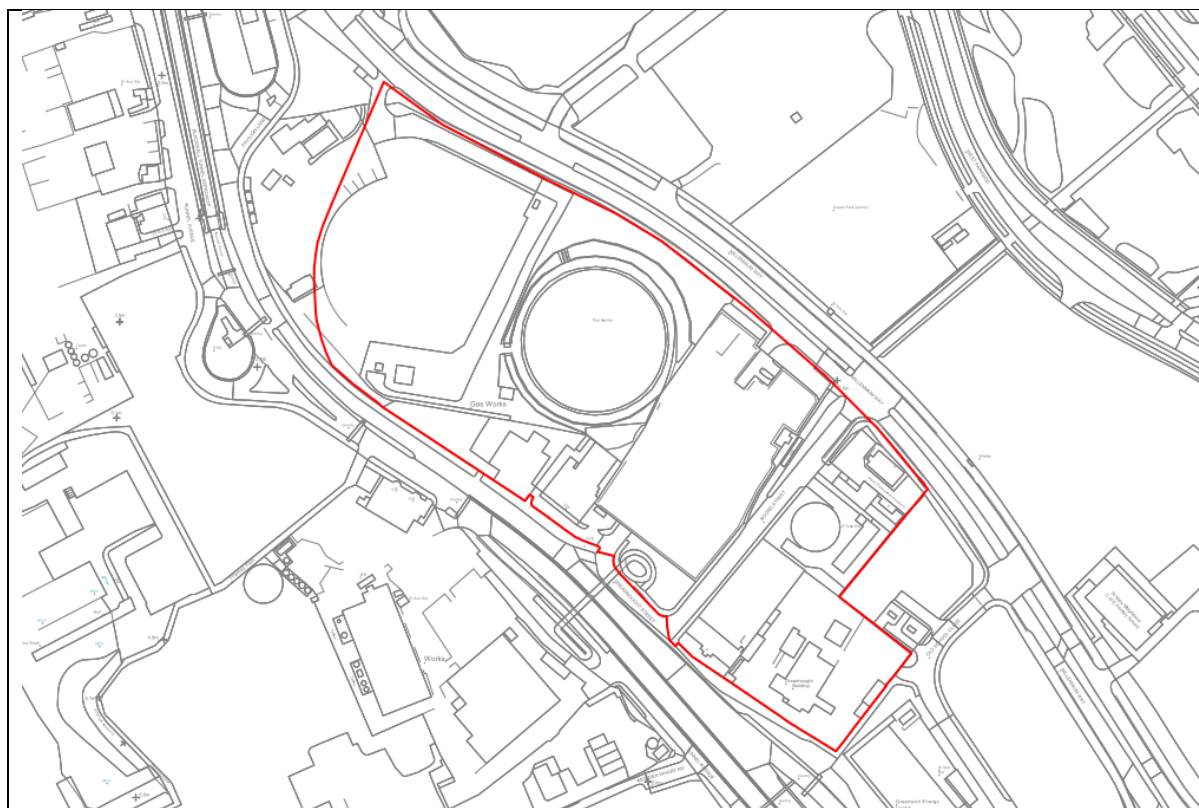
If any taller buildings are proposed their height should be demonstrably subordinate to those developed at Enderby Place, and taller elements should be integrated within a predominantly mid-rise (4-8 storeys) scale of development to ensure an appropriate transition to and integration with the predominantly mid-rise surrounding context and the traditional scale of the working river in this location. The site should be developed in a strong block pattern, with any taller buildings set back from the riverfront to minimise their impact on the World Heritage Site and Protected Panorama.

If taller buildings are proposed, they must be appropriately located with sufficient gaps between buildings to create a legible cluster and to ensure good levels of daylight/sunlight at lower levels of

	<p>accommodation and to public/amenity spaces. The proposed heights must not distract from the central emphasis of the Canary Wharf cluster, as identified in the London View Management Framework, and any proposals that include taller buildings must be accompanied by fully rendered views to ensure appropriate assessment of impacts on the World Heritage Site.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units, and communal amenity space is likely to be most appropriately provided above ground level in the form of roof gardens. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution, and should not be located adjacent to SIL boundaries.</p> <p>Although the site has a low PTAL, the site and surrounding developments include provision for walk-to services and amenities. Proposals should minimise car parking provision. Proposals for a residential quantum that generates a significant number of car parking spaces for private use will not be supported due to the detrimental impact on the surrounding road network.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## GP3 Site between A102 and Millennium Way

## SE10



<b>Site Area:</b> 5.42ha	<b>PTAL:</b> 1b-4
<b>Site Source:</b> Greenwich Peninsula Site GP3 Planning Brief (2017), Peninsula West Masterplan SPD (2012); UDP saved site j9 (part)	<b>Ownership:</b> SGN Ltd, Thames Water, Knight Dragon, Horniman Museum, O'Keefe Construction, other private
<b>Current Use:</b> Decommissioned gasholder, nightclub, office/industrial uses, Thames Water pumping station and Knight Dragon site estates services centre	
<b>Planning Designations:</b> Greenwich Peninsula West SDL; Setting of Grade II listed Blackwall Tunnel entrance; Local Views 1 and 9; Flood Zone 3a; HSE consultation zone; safeguarded river crossing (Silvertown Tunnel); adjacent to SIL.	
<b>Relevant Planning Applications:</b> 18/0923/D1 prior notification for demolition of gasholder and associated structures; 19/0939/F for 300 bed hotel and ancillary A1/A2/A3/B1/D2 provision in a building up to 18 storeys (approved). 18/1999/H for continuation of storage of hazardous substances at Brenntag facility (allowed at appeal).	
<b>Indicative Delivery Timescale:</b> short-long term	
<b>Proposed Allocation</b>	Residential-led mixed use development including local-scale retail/leisure uses, hotel, office/industrial, uses, appropriate D1 community facilities and new Public Open Space (small local park).



	Appropriate meanwhile uses will be supported where they do not prejudice proposals for the comprehensive redevelopment of the wider site.
<b>Justification</b>	Redevelopment will support the long term regeneration of the Peninsula through bringing back into use a large parcel of contaminated land.
<b>Site Context</b>	<p>The site is located on the western side of Greenwich Peninsula, south of North Greenwich Station and bounded by Millennium Way and the A102. Much of the site is open area, with the 61m former gasholder structure a monumental industrial landmark in the centre of the site providing a clear marker on the skyline along with the nearby O2 dome.</p> <p>The southern part of the site contains a mix of low rise buildings and large areas of hardstanding. The former London School Board Dreadnought School at the southwestern corner of the site was constructed in the 1890s and is currently in use by the Horniman Museum as the Study Collections Centre. It makes a positive contribution to the character of the area. There are a number of mature trees and vegetation present across the site.</p> <p>The wider area comprises SIL to the west, including a number safeguarded wharves and Brenntag, and the Knight Dragon site to the north, east and south. The 49m flue of the energy centre is a distinctive landmark at the south eastern edge of the site. Pedestrian and cycle links to the north, east and west and across the major roads are limited. The site is bounded by two major roads which are a major source of road, as are the activities within the SIL (particularly the safeguarded wharves).</p> <p>The Development Consent Order (DCO) for the Silvertown Tunnel was granted in May 2018, and construction of the tunnel and associated works is due to commence in late 2019. The DCO includes demolition of the existing footbridge over the A102 and construction of a new footbridge that aligns with Boord Street.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Proposals for individual development parcels must not compromise or prejudice the objectives for the wider site and Peninsula and/or the delivery of adjacent development parcels.</li> <li>• Proposals must not prejudice the construction or future operational requirements of the Silvertown Tunnel.</li> <li>• Residential use concentrated in the east of the site and including a range of tenures and typologies</li> <li>• Commercial uses concentrated to the west of the site to provide a buffer from the A102 and industrial uses</li> <li>• Provision of appropriate DI social infrastructure to meet the needs of new residents including a primary school if required</li> </ul>

	<ul style="list-style-type: none"> <li>• Relocation or integration of essential infrastructure (estates services centre and Thames Water pumping station) into development</li> <li>• Provision of a high-quality network of streets and open spaces, including a new Public Open Space in the form of a soft landscaped small local park</li> <li>• Scale of buildings to provide a transition from the existing low/mid-rise context surrounding the south western part of the site and increase gradually across the site to respond to the taller scale context of the Knight Dragon site.</li> <li>• Protect the operational requirements of industrial uses in the nearby SIL and safeguarded wharves in line with the Agent of Change principle.</li> </ul>
<b>Development Guidelines</b>	<p>Proposals will need to demonstrate that they have been prepared in a coordinated and integrated way with involvement of all relevant landowners and other key stakeholders. Development will be expected to provide high quality buildings and spaces in what will become a substantial new mixed-use neighbourhood. The western part of the site has substantial potential to revitalise the employment role of the site with the provision of new offices/workspace/industrial uses and supporting commercial uses. A variety of business spaces and facilities that meet the needs of both new and existing businesses should be provided that capitalises on the site's proximity to both North Greenwich and the significant area of SIL. The existing museum archiving/storage facilities must be retained or satisfactorily relocated.</p> <p>While some residential use may be appropriate on the western part of the site, this is dependent on the achievement of a satisfactory standard of accommodation for residents that appropriately mitigates the constraints of the site including the Silvertown Tunnel, HSE consultation, noise/air quality issues. In introducing residential uses to the eastern part of the site, proposals will need to have regard to the Agent of Change principle in relation to the nearby SIL and safeguarded wharves.</p> <p>The eastern part of the site offers the opportunity to develop a new residential-led neighbourhood with a variety of housing types centred around a new park and community facilities. As a large site, provision of an on-site nursery will be expected to support new residential uses. The requirement for provision of other on-site social infrastructure, for example primary school provision, will be dependent on the residential quantum proposed.</p> <p>All proposals must be designed to ensure that residential and non-residential uses function as compatible neighbours. The scale of new commercial uses proposed on the site will need to have regard to the proximity of North Greenwich District Centre, and retail/leisure/office uses should be limited to small-scale supporting uses for new residents</p>

	<p>and businesses. Proposals should consider the potential to either relocate the essential infrastructure on the southern part of the site, or integrate these facilities into development blocks.</p> <p>Permeability through the site should be focused on a shared surface pedestrian, cycle and vehicle route running north west to south east through the site, connecting to Millennium Way and Old School Close. Detailed design of the route should connect to and encourage movement to North Greenwich Station, the Thames Clipper and the Emirates Air Line Cable Car and provide for improved pedestrian/cycle crossing on Millennium Way. Cycle routes should connect to and encourage to use of existing local cycle route.</p> <p>Permeability to the A102 and industrial uses to the west of the site should be limited, other than via the Boord Street pedestrian and cycle bridge. Proposals will need to incorporate the planned realignment of this bridge, and the layout of development blocks should retain visibility to the bridge from Millennium Way. Proposals will be expected to deliver public realm enhancements along Brood Street including passive traffic calming and greening measures.</p> <p>The site is located in an area of Public Open Space deficiency in relation to district parks, and although within 400m of Central Park (local park) this has been designed to cater for residents of the Knight Dragon site only. A new soft landscaped Public Open Space should form the central feature of the site, functioning as a small local park to serve the development and enhance the overall provision of an access to open space in the Peninsula West area. The park should be located to connect to green routes through the site, and orientated to receive a high level of sunlight throughout the year. The park should be sufficiently sized to provide playable space for all ages as well as areas for sitting out, informal recreation and nature conservation. Dependent on the residential quantum proposed, consideration should also be given to provision for court games within the park.</p> <p>Proposals should reflect and respond to the industrial character of the area as a means of relating new development to the local context. In particular, development should build on the heritage value of the gas holder to enhance the character and distinctiveness of the area. This could be achieved through a variety of means. The partial retention and reuse of elements of the gasholder structure on-site is strongly encouraged, and should be considered as part of any proposals.</p> <p>Key views from the site towards the River Thames, Canary Wharf and central London should be maximised through site layout and scale, including a graduation of building heights from the west to the east of the site. The north-east corner of the site should form a visual landmark that invites people into the site and creates a positive first impression. This may not necessarily be a taller building but could be</p>
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	<p>achieved through a high-quality building which makes an architectural statement.</p> <p>The site is in principle appropriate for tall buildings. The site should be developed in a strong block pattern, with any taller buildings integrated into street blocks to complement the form of the new neighbourhood being developed at the adjacent Knight Dragon (GP4) site. Heights should be demonstrably subordinate to those at the Knight Dragon site to ensure an appropriate stepping down to the low/mid-rise context of the southern and eastern parts of the site and reduced residential density appropriate to the decreasing PTAL.</p> <p>If tall buildings are proposed, they must be appropriately located with sufficient gaps between buildings to create a legible cluster and to ensure good levels of daylight/sunlight at lower levels of accommodation and to public/amenity spaces. Development should include a mix of building forms, and buildings should break up massing, to avoid the creation of large or overbearing single volumes and ensure a varied and visually interesting roofscape.</p> <p>Buildings along the western boundary of the site, and to a lesser degree the east, must be sensitively designed to mitigate against any potential noise and air quality impacts. This should include minimum building heights of four storeys along the site boundaries and locating sensitive uses in podium development set back from the building line. Along the western boundary, breaks in building mass below four storeys should be minimised. A mature landscaped buffer including trees should be provided along the entirety of the western boundary of the site to provide an appropriate separation distance from the A102.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units. Communal amenity space may be provided above ground level in the form of roof gardens. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p> <p>Although some parts of the site have a low PTAL, the site will include provision for walk-to services and amenities. Proposals should minimise car parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## GP4 Knight Dragon

## Greenwich Peninsula SE10



\* The shaded reflects the extent of the site allocation

<b>Site Area:</b> 79.56ha	<b>PTAL:</b> 1b-6a
<b>Site Source:</b> Planning pipeline; saved UDP sites gp6, j9 (part) and mu20 – mu23.	<b>Ownership:</b> Knight Dragon Developments Ltd, GLA
<b>Current Use:</b> Mixed use with large areas under construction and cleared or in temporary use awaiting redevelopment.	
<b>Planning Designations:</b> Greenwich Peninsula SDL; North Greenwich District Centre; setting of Maritime Greenwich World Heritage Site; within Protected London Panorama (Greenwich Park); within Local Views 1, 7, 9 and 11; Flood Zone 3a; Thames Policy Area; river crossing safeguarding (Silvertown Tunnel); HSE consultation zone; City Airport Flight Restriction Zone.	
<b>Relevant Planning Applications:</b> 15/0716/O for up to: 12,678 residential units; 220 serviced apartments; 500 hotel rooms; 23,475sqm A1-A5; 59,744sqm B1; 37,000sqm education; 1462sqm healthcare facilities; 19,526sqm visitor attraction (D1/D2); 38,693sqm film/media studios (sui generis); public open space; and new transport hub and ferry jetty terminal.  19/2733/O proposals to revise part of the 2015 permission with uplift of 1,757 residential units. Outline planning permission for up to 5,813 residential units; 25,000sqm/500 rooms student accommodation/co-living; 19,500sqm A1-A5; 68,700sqm B1; 350 hotel rooms; 13,200sqm D2 sport and recreation and D1 healthcare/nursery; 8,000sqm D2 theatre;	



and 2000 parking spaces for the O2. Detailed planning permission for 476 residential units and up to 100sqm flexible A1-I3/B1/D1/D2 floorspace (approved).	
<b>Indicative Delivery Timescale:</b> short-long term	
<b>Proposed Allocation</b>	Residential-led mixed use development including retail, commercial, office, community, health, education, hotel, leisure, sports, public open space and new transport interchange.
<b>Justification</b>	The principle of mixed-use development has been established through the outline planning permission. Redevelopment will support the long-term regeneration of the Peninsula, bringing back into use a vast area of previously contaminated land and creating a series of entirely new neighbourhoods.
<b>Site Context</b>	<p>The outline permission is based on the creation of six neighbourhoods: Peninsula Central (including the Design District, Upper Riverside, Lower Riverside, Upper Brickfields, Lower Brickfields and Meridian Quays. Upper Riverside and the Design District are currently under construction, and the all-through school in Lower Brickfields opened in 2018.</p> <p>The site is wrapped by the Thames on three sides, with the O2 arena and Ravensbourne University at the northern end of the Peninsula. North Greenwich Station (providing underground, DLR and Crossrail services as well as a bus station) and the Emirates Air Line are within the site, and the Thames Clipper provides riverboat services.</p> <p>To the south west of the site is SIL, including a number safeguarded wharves and Brenntag, and the former gasholder within site allocation GP3. The southern boundary of the site is formed by Greenwich Millennium Village, and on the south east are a number of recently completed residential blocks that formed part of the earlier masterplan for the Peninsula.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Residential use throughout the site, providing a balanced mix of tenures, typologies and unit sizes in all neighbourhoods.</li> <li>• Significant quantum of office/workspace in Peninsula Central</li> <li>• Outside of Peninsula Central, provision of small-scale retail/leisure/cultural/community uses to serve the day-to-day needs of residents.</li> <li>• Two form entry primary school in Meridian Quays, designed to be capable of future expansion with shared use of its facilities outside school hours for wider community</li> <li>• Two form entry primary school in [Brickfields], designed to be capable of future expansion with shared use of its facilities outside school hours for wider community</li> <li>• New primary care centre to support development of local care networks and community based multiagency services</li> </ul>

	<ul style="list-style-type: none"> <li>• Publicly accessible 25m/6 lane swimming pool with public access to be provided during reasonable opening hours</li> <li>• Provision of other appropriate social infrastructure within each neighbourhood to meet needs of new residents including early years provision, youth provision, general purpose community facilities and sports/recreation facilities (both indoor and outdoor).</li> <li>• Enlargement of Central Park, delivery of new local park connecting to the river within Meridian Quays and provision of soft landscaped pocket parks throughout neighbourhoods.</li> <li>• New transport interchange at North Greenwich station, new river boat terminal, new pedestrian bridge over Blackwall Tunnel Approach, improved public transport accessibility on the western side of the site, and enhancements to the Thames Path.</li> <li>• Direct, legible pedestrian and cycle connections through the site and connecting to Thames path and the residential neighbourhoods to the south and west of the site, including improved pedestrian/cycle crossing on Millennium Way.</li> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan, including a 16m safeguarded zone free of development along the Thames to enable potential new or realigned flood defences.</li> <li>• Provision of site wide decentralised energy network.</li> <li>• Layout, scale and massing of proposals must provide for regular gaps to ensure a visual and physical connection to the river and to Central Park, with all neighbourhoods having meaningful variation in building heights within the permitted parameters.</li> <li>• Tallest buildings (in the range of 40 storeys) located on the northern part of the site closer to the O2 and around the transport interchange, building heights decreasing to the southern part of the site.</li> <li>• Proposals must not prejudice the construction or future operational requirements of the Silvertown Tunnel.</li> <li>• Any proposals that seek to increase the quantum of residential development will be expected to assess the need for enhanced quantum of social and green infrastructure provision to support additional residents, and provide for the required increase in capacity on-site as part of any proposals.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The outline planning permission and associated parameter plans/design guidelines have established the acceptable mix of uses on site and general principles regarding layout and built form. The significant quantum of permitted residential development will be supported two new schools (one primary, one all-through), a new health centre, two public open spaces and a range of other social infrastructure. An additional primary school, enhanced health care provision and additional open space would be required to support the 2019 application.</p>

	<p>The detailed design of the primary schools should allow for potential future expansion to accommodate additional forms of entry. It is expected that the schools will provide for shared use of their facilities, including sports halls and playing fields, to contribute to community and recreational provision in the area.</p> <p>A new health centre providing for primary care and community health services will be required in the medium/long term. This should be provided as a health and well-being centre that provides in the range of 2,500sqm of floorspace for clinical and non-clinical health uses alongside well-being services and other complementary community uses. The facility should be located along a primary route so it is easily accessible by public transport, visible from the public highway and with easy access for emergency vehicles and those with mobility issues. The detailed design of the health centre must be developed in partnership with the CCG, NHS and other relevant partners to ensure it meets the needs of users. For example, provision of natural daylight to clinical room is essential.</p> <p>The delivery of multifunctional green infrastructure and high-quality landscaping across the site is expected in both the public and private realm. Provision of communal gardens, green streets, courtyards, shared amenity space and play space for occupants of new development is required in addition to new Public Open Space provision. Because of the open space deficiency on the Peninsula, and the density of residential development permitted, proposals will be expected to provide all required playspace within development plots. Playspace should provide for a mix of natural and fixed equipment and consider all ages, and informal 'play on the way' opportunities should be included in public realm design.</p> <p>Opportunities to provide meanwhile and pop-up spaces for sports facilities and events to encourage healthy lifestyles and participation in support should be maximised due to the long phasing plan for the development.</p> <p>The 2015 Masterplan projected the delivery of over 12,000 new jobs. Detailed proposals must ensure the realisation of the projected jobs growth figure and where possible seek to exceed it. The design district in Peninsula Central will provide affordable rents and flexible spaces for a range of creative industries, and this should be complemented by a provision of a range of flexible BI office/workspace elsewhere in Peninsula Central.</p> <p>While the maximum buildings heights in the 2015 parameter plan (reference 07-078) are set for building plots, the design guidelines ensure that the maximum building heights are not delivered uniformly across plots, within development zones or throughout the site as a whole. Tall buildings must be appropriately located with sufficient gaps between buildings to create a legible cluster and to ensure good levels</p>
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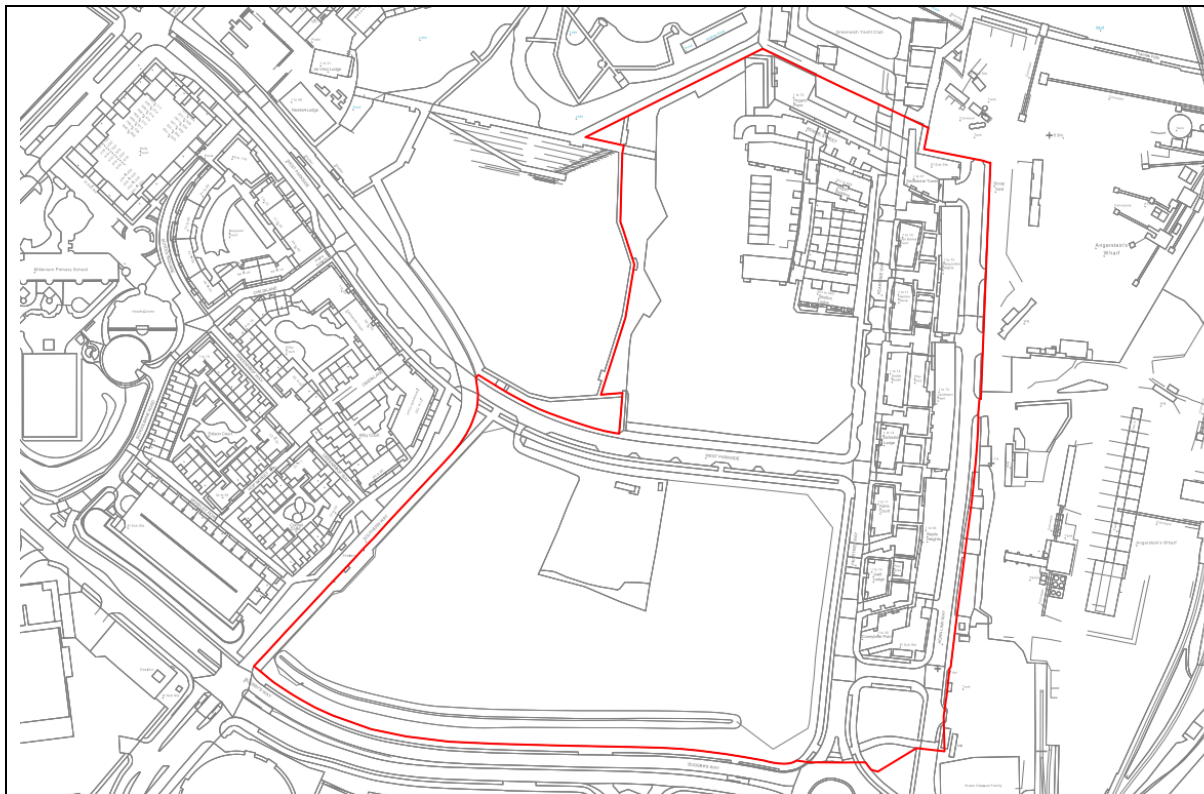
	<p>of daylight/sunlight at lower levels of accommodation and to public/amenity spaces.</p> <p>It is critical that each neighbourhood has its own distinct character, and that the mix and intensity of development varies both between and within neighbourhoods. The modulation of individual buildings as in the illustrative masterplan that supported the outline application must be delivered. Variation and juxtaposition of plan types, building heights and massing rotations is necessary to create interesting development blocks and avoid the canyoning effect associated with consistently tall buildings.</p> <p>The tallest buildings within the site should be located adjacent to large scale spaces, including the riverside, adjacent to the enlarged Central Park and the new park in Meridian Quays, and around Peninsula Square. This ensures the creation of legible clusters of height. Secondary street frontages in residential neighbourhoods, particularly to the southern part of the site, should be based around a predominantly mid-rise (4-8 storeys) urban scale, with taller elements integrated into street blocks and additional height stepped back.</p> <p>To support the creation of mixed and inclusive communities, it is critical that within neighbourhoods and across the site as a whole a balanced mix of unit sizes is delivered across all tenures, having regard to both the existing composition/need in the borough and projections of future need. Detailed proposals that would result in large areas of the site skewed towards a particular tenure/type of units will not be supported as this would lead to social polarisation.</p> <p>While there will be some variation between neighbourhoods due to varying characteristics (for example, proximity to proposed district centre) every neighbourhood must provide a mix of types and tenures that has a relationship with the projected needs of the borough/sub-region/London.</p> <p>Family sized (3+ bed) residential units should be provided throughout the site. A higher proportion of family sized units should be provided on the comparatively lower density southern part of the site, where they can benefit from the proximity of Central Park and nearby social infrastructure.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units. Balconies are encouraged to be generously sized and exceed the minimum requirements of the Mayor's Housing SPG. Communal amenity space may be provided above ground level in the form of roof gardens. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p>
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	<p>Engagement with the PLA and all wharf operators in the vicinity of the site will be required to ensure that the mix of uses and detailed design measures proposed in the vicinity of safeguarded wharves sufficiently safeguard their operations. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. All proposed riverside improvement must be discussed and agreed with the Environment Agency.</p> <p>Proposals are encouraged to minimise car parking provision. Neighbourhoods which benefit from a high PTAL and/or in close proximity to North Greenwich Station are considered suitable for car free development.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## GP5 Phases 3, 4 &amp; 5 Greenwich Millennium Village

## Peartree Way, SE10



<b>Site Area:</b> 11.56ha	<b>PTAL:</b> 3-4
<b>Site Source:</b> Planning pipeline	<b>Ownership:</b> Greenwich Millennium Village Limited (GMVL)
<b>Current Use:</b> Recently completed residential development and cleared, remediated land	
<b>Planning Designations:</b> Greenwich Peninsula SDL; Flood Zone 3a; Thames Policy Area; adjacent to MOL and SINC (Borough Garde I nc23); adjacent to SIL; adjacent to Safeguarded Wharves.	
<b>Relevant Planning Applications:</b> 12/0022/O for up to 1746 residential units (including full permission for 459 units in Parcel 1), up to 1190sqm flexible A uses, up to 4462sqm B uses and up to 1200sqm D1/D2 community use; 13/3281/R (plots 201-210) for 83 residential units; 18/1318/R (plots 302-304) for 170 residential units and 613sqm A1-A4; 18/0825/R (plot 201) for 65 residential units; 19/3063/R (plot 202) for 122 residential units, 152sqm A3 café and 500sqm D1 nursery. 19/4257/EIA (plot 203) for 119 dwellings.	
<b>Indicative Delivery Timescale:</b> short-medium term	
<b>Proposed Allocation</b>	Residential-led mixed use development including local-scale retail/café/restaurant/leisure uses, BI workspace and appropriate community facilities, including a nursery.

<b>Justification</b>	Multi-phased residential-led scheme with a significant amount of development left to be delivered, including commercial, community and leisure uses necessary to support the uplift in population and achieve the vision for the Greenwich Millennium Village area as a whole.
<b>Site Context</b>	<p>Outline permission for the site was granted in 2012. This split the site into five parcels. To date 542 have been completed in Parcels 1 and 2, including the Eastern Terrace which forms a barrier block between the remainder of the site and the Aggregates Works. Completed parcels to date have not included commercial or community provision.</p> <p>Phases 1 and 2 of Greenwich Millennium Village (GMV), including a primary school, health centre, Southern Park and the Ecology Park as well as some commercial floorspace, form the western boundary of the site. To the north is the Greenwich Yacht Club, to the east Angerstein and Murphy's Wharves (safeguarded aggregates wharves within SIL) and to the south is Ikea and other commercial/leisure uses on Bugsby's Way. West Parkside runs through the centre of the site linking it to North Greenwich station.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Provision of workspace along Bugby's Way.</li> <li>• Provision of sufficient local-scale retail/café/restaurant/leisure uses to serve new residents and the wider GMV area.</li> <li>• Provision of a nursery and sufficient community facilities to serve new residents and the wider GMV area.</li> <li>• Any proposals that seek to increase the quantum of residential development will be expected to assess the need for enhanced social infrastructure provision to support additional residents, and provide for the required increase in capacity as part of any proposals.</li> <li>• Protect the operational requirements of industrial uses in the SIL and safeguarded wharves in line with the Agent of Change principle.</li> </ul>
<b>Development Guidelines</b>	The outline planning permission and associated parameter plans establish the acceptable mix/quantum of uses on the site as well as the layout and built form, including maximum heights of each building. It is critical that the remaining parcels of development deliver a meaningful proportion of non-residential floorspace to ensure that GMV as a whole provides a good range of walk-to services and amenities. Smaller units in the range of 100sqm would generally be suitable for commercial/leisure/community uses in this location.

	<p>Provision of workspace floorspace is a particular priority given the shortage of space appropriate for SMEs across the borough. Workspace should be provided along Bugsby's way to ensure a positive relationship with the surrounding area and linkages to existing businesses, particularly towards the Charlton Riverside area. Engagement with a workspace provider is strongly encouraged to ensure that the space is designed and managed in a way appropriate to SME needs.</p> <p>Permitted building heights range from two to 20 storeys, to create an urban character with a predominantly mid-rise scale. The scale and layout of the remaining undeveloped plots should create a pedestrian friendly urban character, orientated to maximise sunlight to public space. The detailed design of building blocks should deliver buildings which feature setbacks from the building plot outlines and a varied roofline. The architectural character should be based on a restricted palette of materials that creates a cohesive townscape.</p> <p>Ground floors across the site should provide active frontages onto the public realm, and ground floor uses facing the parks and southern square should provide flexible units capable of accommodating retail/leisure/community uses to animate the space and provide passive surveillance. Community uses are particular suited for units facing onto the park so that they can benefit from the proximity to open space. Ground floor residential units should generally have their doors onto the street, and must be provided with sufficient private defensible space.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units. Communal amenity space may be provided above ground level in the form of roof gardens. Provision of green walls and roofs should be considered as a means of mitigating air quality and noise issues. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p> <p>Reserved matters applications will need to ensure appropriate design mitigation measures are included in line with the Agent of Change principle. Applicants will need to engage with the PLA and Wharf Operator regarding appropriate design mitigation measures at an early stage of developing detailed proposals.</p> <p>Proposals are encouraged to minimise parking provision, and the suitability of the site for car free development should be considered. Where parking is provided this should be designed in a way that ensures the street scene/public realm is not dominated by car parking provision.</p>
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	<p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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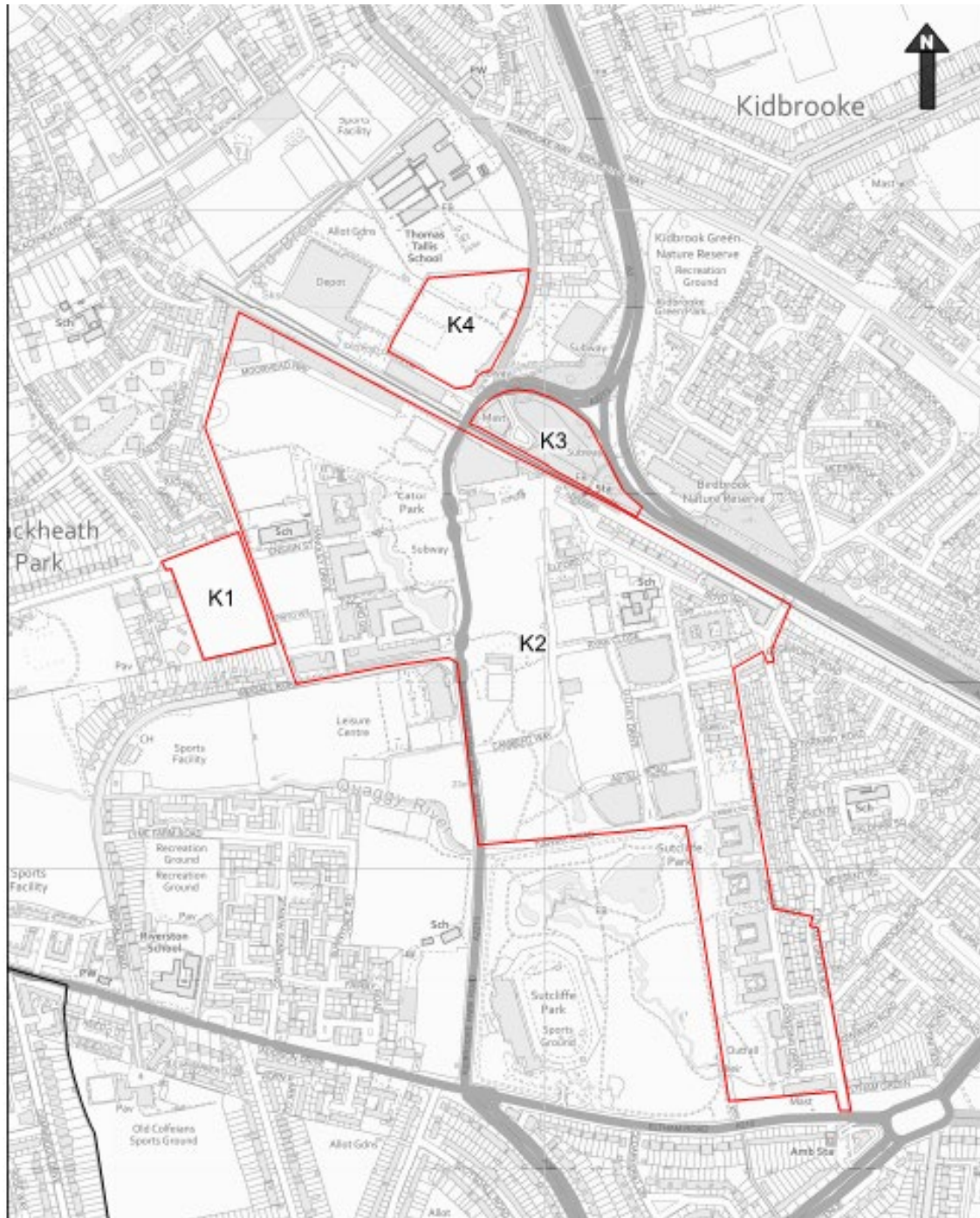
## 7 Kidbrooke

### Indicative area wide residential capacity 4,150 dwellings

- 7.1 Kidbrooke is in the south of the Royal Borough. It incorporates the former Ferrier Estate and the sites adjacent. The area has been designated an intensification area in the London Plan and is covered by the Kidbrooke Development Area SPD (2008).
- 7.2 The former Ferrier Estate is being redeveloped as Kidbrooke Village, with a large park at its core and a new local centre focused around the railway station. The sites around Kidbrooke Village have been allocated to ensure that they function in concert with the larger development and support the vision for the wider Kidbrooke area.
- 7.3 The neighbourhoods surrounding Kidbrooke are largely made up of interwar semi-detached housing, so it is important to ensure that new development integrates effectively and respects the existing scale. Kidbrooke is also characterised by significant green spaces, including Sutcliffe Park, Cator Park, Birdbrooke Nature Reserve, and numerous playing fields.
- 7.4 All of the sites are expected to be developed as residential-led developments. The new Kidbrooke Village Centre will deliver the majority of the non-residential use in the neighbourhood, and the remaining sites have been allocated to ensure that any other non-residential uses complement the Village Centre.

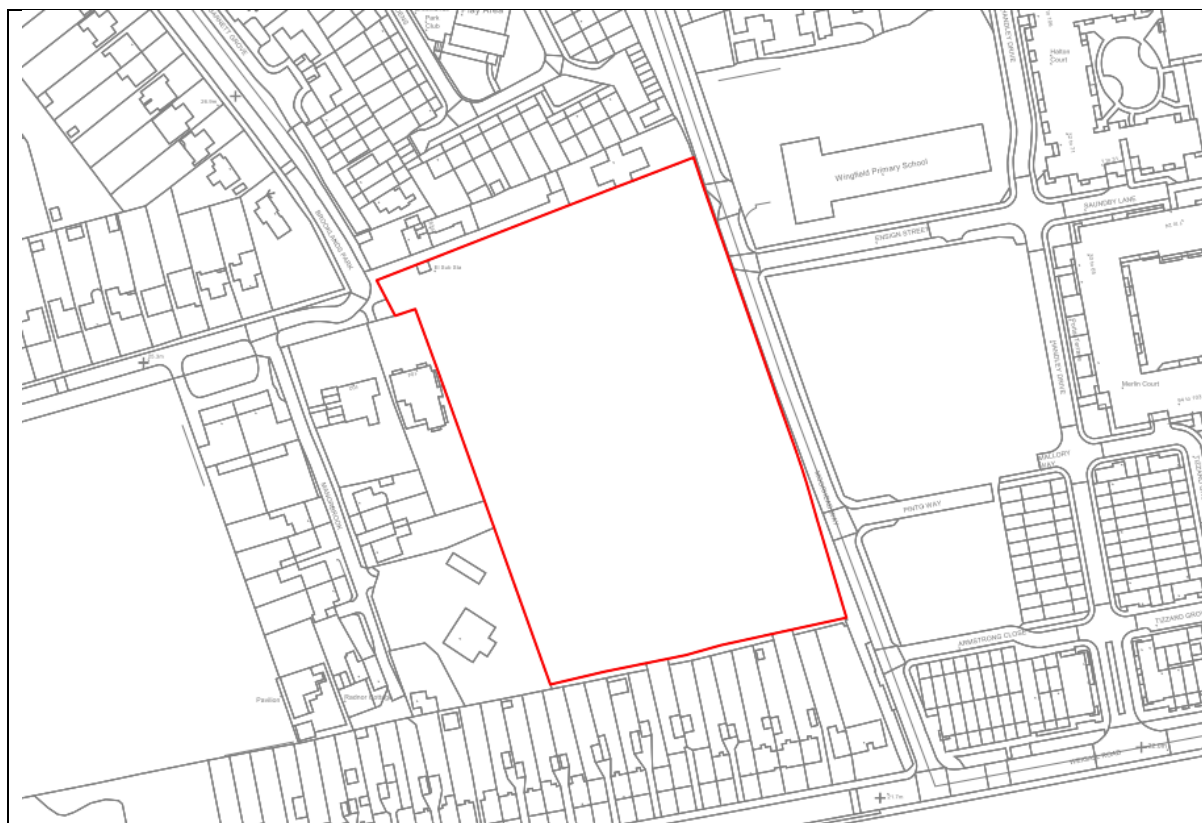


Figure 7 Kidbrooke area site allocations



**KI Huntsman**

**Moorhead Way**



<b>Site Area:</b> 1.95ha		<b>PTAL:</b> 0-2	
<b>Site Source:</b> Planning pipeline; saved UDP site h6; Kidbrooke SPD (2008)		<b>Ownership:</b> Private	
<b>Current Use:</b> Vacant greenfield land			
<b>Planning Designations:</b> Kidbrooke SDL; setting of Blackheath Park Conservation Area; setting of Grade II listed 102 Manor Way; setting of local heritage assets Lennox House and Radnor House; within protected local view 5 (Eltham Park north to central London).			
<b>Relevant Planning Applications:</b> 15/2819/F for residential (APP/E5330/W/16/3145602 dismissed)			
<b>Indicative Delivery Timescale:</b> short term			
<b>Proposed Allocation</b>	Residential with 50 percent affordable housing.		
<b>Justification</b>	The site is a currently vacant greenfield site. A former playing field, it is identified in the Kidbrooke SPD as suitable for residential development subject to the delivery of 50 percent affordable housing.		

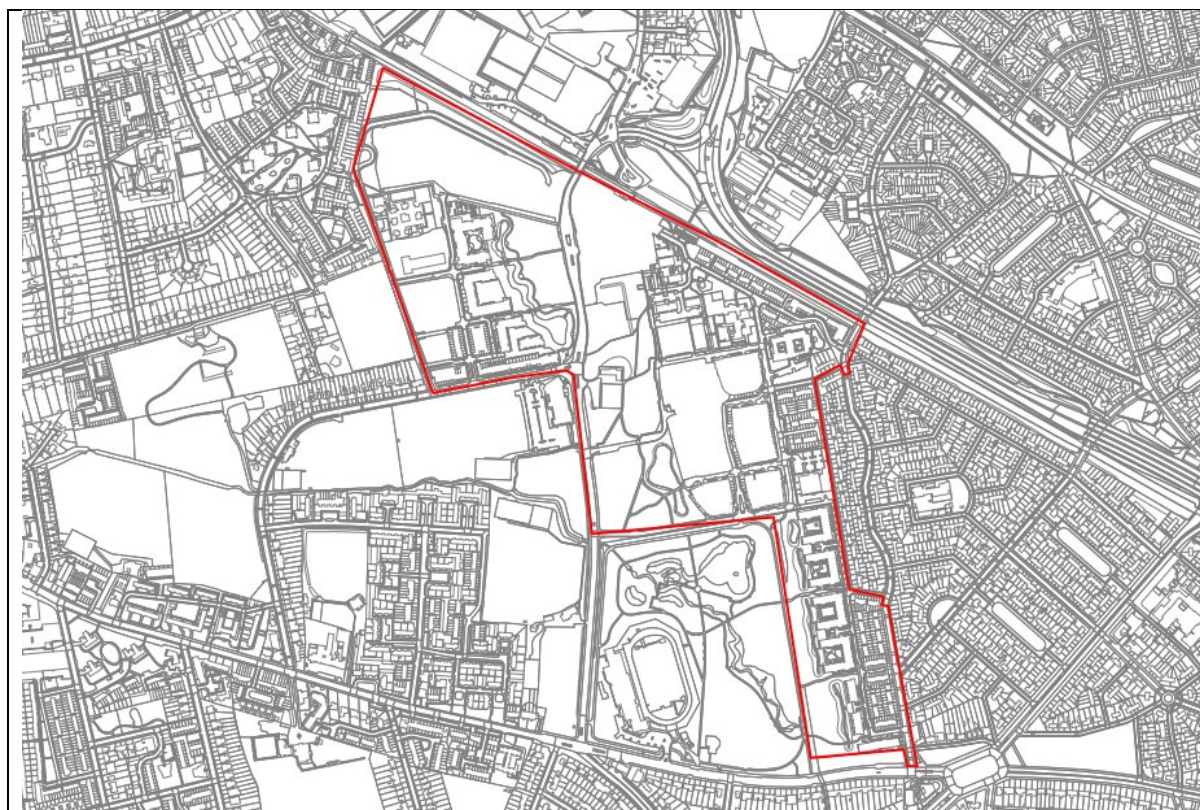
<p><b>Site Context</b></p>	<p>The site is the former Huntsman Sports Club and Grounds. Previously Metropolitan Open Land (MOL), this designation was removed in 2006 to enable residential development with 50 percent affordable housing and the site has been vacant since.</p> <p>To the north and the west, the site is bounded by the Blackheath Park Conservation Area which in this part is predominately characterised by two storey houses. The southern boundary of the site is also characterised by two storey semi-detached housing. The emerging context along Moorhead Way is provided by the Kidbrooke Village development, with Wingfield Primary School to the northeast and low/mid-rise buildings of three to five storeys along the east side of Moorhead Way.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Minimum of 50 percent affordable housing, with a significant proportion of family sized (3+ bedroom) units in both the private and affordable tenures.</li> <li>• Scale and massing to reflect predominant suburban context, with mid-rise elements towards Moorhead Way stepping down to low rise towards the northern, western and southern boundaries.</li> <li>• Ground floor frontages along Moorhead Way must engage with the street and provide sufficient private defensible space for residential units.</li> <li>• Proposals must preserve or enhance the setting of the Blackheath Park Conservation Area.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>Proposals should follow the predominant pattern and spatial character of low-rise development so that the character of the area is maintained and the setting of the adjacent conservation area and listed buildings is preserved. Proposed building heights will need to preserve the protected local view, and applicants will be expected to provide verified views to demonstrate this.</p> <p>There is an opportunity for an increase in scale and mass of buildings fronting Moorhead Way, to transition to the mid-rise context provided by the planned development on the eastern side of this road. The layout should provide for direct and legible connections into the surrounding street network, including Tizzard Grove and Manor Way, to improve pedestrian and cycle connections from the west of the site through to Kidbrooke Village</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal amenity space. If communal amenity space is not provided for flats, balconies are encouraged to be generously sized and exceed the minimum requirements of the Mayor's Housing SPG. Gardens</p>

	<p>should generally be adjacent to existing gardens/amenity space to minimise the potential for overlooking and loss of privacy.</p> <p>The site has a relatively low PTAL and it is likely that some provision for residents car parking will be required. Proposals are encouraged to minimise car parking provision, and where on-street parking is provided this should be designed in a way that ensures the street scene/public realm is not dominated by car parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply network may be required. Early liaison with Thames Water on this issue is required.</p>
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## K2 Kidbrooke Village

### Kidbrooke Park Road, SE3



<b>Site Area:</b> 43.82ha		<b>PTAL:</b> 0-4
<b>Site Source:</b> Saved UDP sites h6, h7, o3 and mu39 (part); Kidbrooke SPD (2008)		<b>Ownership:</b> Berkeley Homes
<b>Current Use:</b> Part completed estate regeneration including new park and local centre		
<b>Planning Designations:</b> Kidbrooke SDL; setting of Blackheath Park Conservation Area; within protected local view 5 (Eltham Park north to central London); MOL; SINC (Borough Grade II nc41); Local Nature Reserve.		
<b>Relevant Planning Applications:</b> 08/2782/O Kidbrooke Masterplan and subsequent applications; as of 2020, all individual phases of the masterplan (that have not already completed) have full planning permission.		
<b>Indicative Delivery Timescale:</b> short-medium term		
<b>Proposed Allocation</b>	Comprehensive residential-led redevelopment including mixed-used local centre around Kidbrooke Station with a public square, replacement primary school and new public open space/MOL.	
<b>Justification</b>	Multi-phased estate regeneration scheme with a significant amount of development remaining to be delivered.	



<p><b>Site Context</b></p>	<p>Outline permission for comprehensive redevelopment of the Ferrier Estate to deliver 4000 homes and approximately 30,000sqm of commercial, community and leisure uses was granted in 2009. Subsequent applications for individual phases have increased the number of residential units to approximately 4900. The masterplan split the site into six phases, and to date phases 1 and 4 have completed; phases 2 and 5 have partially completed; phase 3 is under construction and phase 6 has not started. The replacement primary school, Wingfield School, has been provided and is operational.</p> <p>The eastern and north western edges of the site are characterised by predominantly low rise residential neighbourhoods (including the Blackheath Park Conservation Area). The open spaces of Sutcliffe Park and playing fields characterise the south and southwest of the site. The northern boundary is formed by the railway, and Kidbrooke Station (mainline) is within the site boundary. Kidbrooke Park Road (A2213) runs through the centre of the site and is a main bus route.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Any subsequent revisions to these permissions that seek to increase the quantum of residential development will be expected to assess the need for enhanced social infrastructure provision to support additional residents and provide for the required increase in capacity as part of any proposals.</li> <li>• Revisions may also trigger the requirement for additional affordable housing provision</li> </ul>
<p><b>Development Guidelines</b></p>	<p>As of 2019, all individual phases of the masterplan (that have not already completed) have full planning permission. These permissions establish the acceptable mix/quantum of uses on the site and as well at the layout and built form.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>

### K3 Kidbrooke Station Square

#### Land between mainline railway, A2 and A2213



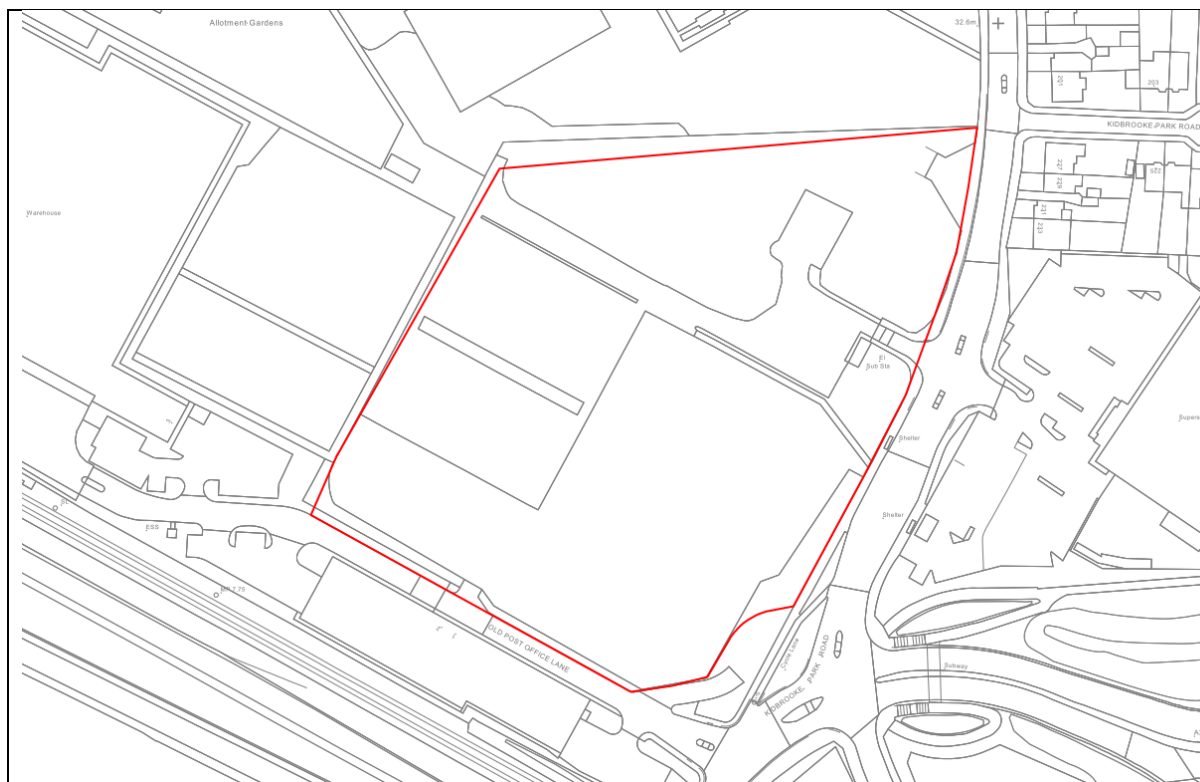
<b>Site Area:</b> 1.90ha		<b>PTAL:</b> 3-4	
<b>Site Source:</b> Planning pipeline; UDP saved site mu39 (part); Kidbrooke SPD (2008)		<b>Ownership:</b> Transport for London	
<b>Current Use:</b> Bus terminal			
<b>Planning Designations:</b> Kidbrooke SDL; within protected local view 5 (Eltham Park north to central London); SINC (Borough Grade II nc38).			
<b>Relevant Planning Applications:</b> 18/4187/F for 619 residential units, retail/café, B1 business nursery, new bus station interchange and new public space.			
<b>Indicative Delivery Timescale:</b> short term			
<b>Proposed Allocation</b>	Residential-led mixed use development including 50 percent affordable housing, retail/café use, flexible workspace, nursery and improved station access/transport interchange.		
<b>Justification</b>	Underutilised site in highly accessible location. Public sector ownership enables the delivery of 50 percent affordable housing.		
<b>Site Context</b>	The semi-circular site is located immediately north of Kidbrooke Station, bounded by the A2 to the east and north and the A2213 (Kidbrooke Park Road) to the west. There is a significant level		

	<p>change across the site. The operational bus terminal is served by up to four buses an hour and forms a minor part of the site; the majority of the site is vegetation. The immediate boundaries on all sides of the site are dominated by road and rail infrastructure.</p> <p>The area surrounding the site is predominantly characterised by large footprint buildings interspersed with open land, including storage/distribution uses, a large out-of-centre retail unit and Thomas Tallis secondary school. Beyond are low rise residential neighbourhoods. Kidbrooke Village Centre is to the south of the railway, with varied buildings heights up to 21 storeys.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Minimum of 50 percent affordable housing and complementary non-residential uses.</li> <li>• New station square and improved transport interchange with level access to Kidbrooke Station</li> <li>• Building heights must step down towards the northern and eastern edges of the site and be arranged to create a legible cluster of tall buildings centred on the station.</li> <li>• Significant soft landscaped buffer to the northern and eastern boundary</li> </ul>
<p><b>Development Guidelines</b></p>	<p>Proposals should complement the mix of non-residential uses permitted as part of Kidbrooke Village to deliver a vibrant and functional local centre. Ground floors across the site should provide a mix of small-scale retail units, café/restaurants uses and flexible workspace suitable for SMEs. As a high density site adjacent to a transport interchange, provision of an on-site nursery for new residents will also be expected.</p> <p>The layout should be arranged around a central station square that provides access to the station/transport interchange, and all public spaces should be orientated to include areas that receive direct sunlight. A substantial soft landscaped buffer will be necessary around the edges of the site bounded by the A2 and A2213 to mitigate the impact of these busy roads.</p> <p>Careful consideration will need to be given to providing for pedestrian and cycle connections from the site to the surrounding area. Proposals will need to demonstrably reduce the actual and perceived barriers to movement provided by the existing transport infrastructure and the new soft landscaped buffer.</p> <p>The site is in principle appropriate for tall buildings. Heights should reflect those permitted at Kidbrooke Village, and a mix of tall and mid-rise buildings should be provided across the site to ensure integration into the surrounding context. Tall buildings must be appropriately located to create a legible cluster with sufficient gaps</p>

	<p>between buildings to ensure good levels of daylight/sunlight at lower levels of accommodation and to public/amenity spaces. The palette of materials should complement and integrate with the soft neutral colours used in Phase 3 of Kidbrooke Village to create cohesiveness in the cluster of taller buildings and wider townscape.</p> <p>Residential use on the ground floor is not acceptable. Residential use at upper floors is subject to the achievement of an acceptable level of amenity. Residential units at upper floors should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space.</p> <p>As the site is appropriate for high density development, both balconies and communal amenity space should be provided. It may be appropriate to provide balconies as winter gardens, particularly at lower floors, to improve the usability of external amenity space. Communal amenity space may be provided above ground level in the form of roof gardens. The location of communal amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution. Communal amenity space should be designed to take advantage of direct sunlight.</p> <p>This site is considered suitable for car free development and proposals are encouraged to minimise parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## K4 Kidbrooke Park Road

### Kidbrooke Park Road SE3 9PX



<b>Site Area:</b> 2.50ha		<b>PTAL:</b> 3
<b>Site Source:</b> Saved UDP site h5		<b>Ownership:</b> RBG
<b>Current Use:</b> vacant, cleared site		
<b>Planning Designations:</b> Kidbrooke SDL; setting of Blackheath Park Conservation Area.		
<b>Relevant Planning Applications:</b> 20/2330/F for 117 residential units in buildings between 4 and 10 storeys, a nursery and community space, with associated public realm and play space provision (under consideration).		
<b>Indicative Delivery Timescale:</b> short - medium term		
<b>Proposed Allocation</b>	Residential with minimum 50 percent affordable housing.	
<b>Justification</b>	The site was released from MOL designation in 2006 and identified for residential development following the completion of the new Thomas Tallis school on the adjacent site. The former school has been demolished and public sector ownership enables the delivery of 50 percent affordable housing.	

<p><b>Site Context</b></p>	<p>The site is covered by vegetation and some areas of hard standing, with mature trees on the boundary with Kidbrooke Park Road to the east which screen the site from the road. The site slopes down a little towards the Kid Brook stream and allotments to the west. The old school entrances off Kidbrooke Park Road remain, and at the former main entrance there is a substation and the original gates. The Blackheath Park Conservation Area is 300m from the site.</p> <p>To the north is the new Thomas Tallis School and the southern boundary is Old Post Office Lane, which leads to the allotments and large warehouse buildings. The neighbourhood to the south, on the opposite side of the railway line, is part of the Kidbrooke Village development and is characterised by a mixture of mid-rise apartment buildings and terraced houses in a contemporary style. The neighbourhood to the east of Kidbrooke Park Road, and much of the broader surroundings of the site, is composed of semi-detached interwar houses.</p> <p>Kidbrooke Park Road, and its junction with the ramps from the A2, is a heavily trafficked route and acts as a severance between the site and the future local centre within Kidbrooke Village.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Minimum of 50 percent affordable housing, including family sized (3+ bedroom) units</li> <li>• Greatest heights and densities should be located at the junction of Kidbrooke Park Road and Hendon Cross, where roads are widest and transport accessibility is greatest.</li> <li>• Provision of new Public Open Space in order to provide recreation and activity space for residents and to engage with the wider community.</li> <li>• Proposals must preserve or enhance the setting of the Blackheath Park Conservation Area.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The site characteristics and surrounding context, including nearby social infrastructure, make it suitable for provision of a high proportion of family sized units. The development of the site should include a mixture of housing tenures to create a mixed and balanced community, with tenures distributed across the site.</p> <p>Proposals should consider provision of a nursery to support the early-years educational needs of the future residents of the development and the community more widely. This should be provided away from the main roads to avoid issues of noise and air pollution. The area of the site bordering the Thomas Tallis School playing fields would likely be most appropriate. The opportunity for the inclusion of other community uses/flexible community space should also be considered.</p> <p>The layout of the site should ensure that there are direct, safe pedestrian links to the local centre at Kidbrooke Village. This is likely</p>



to require improvements in crossing facilities at Kidbrooke Park Road. There is an opportunity to provide a wide pedestrian and cycle link to the railway station connecting to the Green Chain in the south. There is also an opportunity to retain and enhance a proportion of the former Metropolitan Open Land on the site by including a number of linked green spaces and squares with habitats for native species.

Public open space could be provided in the form of a single large park space at the centre of the site, or in the form of smaller squares and streets with bioswales. The development of this site presents an opportunity build an entire playable neighbourhood, with play features distributed around the site. In order take advantage of this opportunity, the development would need to be car free. Public spaces should be designed to take advantage of direct sunlight.

The site is generally appropriate for mid-rise (4 – 8 storeys) development. Any development on the site must respect the open character of the Thomas Tallis School playing fields and the allotment gardens. The scale of development to the north and west edges of the site should therefore not exceed three to four storeys.

There is potential for greater height at the southeast corner of the site due to the width of the streets at the junction of Kidbrooke Park Road and Henley Cross and the nature of the development on the sites opposite. This should be subservient in height to the buildings in the future local centre (sites K2 and K3), which are intended to act as landmarks to mark the new local centre.

If a taller building is proposed in this location, it should be slender enough that it does not have a negative impact on the level of daylight and sunlight to the future residents of the rest of the site or on the amount of sunlight received by the public and communal spaces within the site. It should also be set back at the upper floors to ensure that the street frontage has a consistent scale that reflects its width.

The site should be developed with active frontages onto all elements of public realm. There should be a mixture of housing typologies, with communal amenity space provided in the centres of the blocks. Courtyard blocks should ensure that all dwellings receive sufficient daylight and sunlight and the communal gardens receive direct sunlight. Stacked townhouses could be provided to allow for higher density development that remains family-friendly by providing direct access from all dwellings to the outside.

Ground floor residential dwellings could be appropriate on the quieter part of Kidbrooke Park Road, away from the junction with Henley Cross and the A2 ramps. Any ground floor dwellings must be provided with sufficient private defensible space. Given the vehicle movements along Old Post Office Lane and the nature of the built form opposite, ground floor dwellings facing this street would be inappropriate.

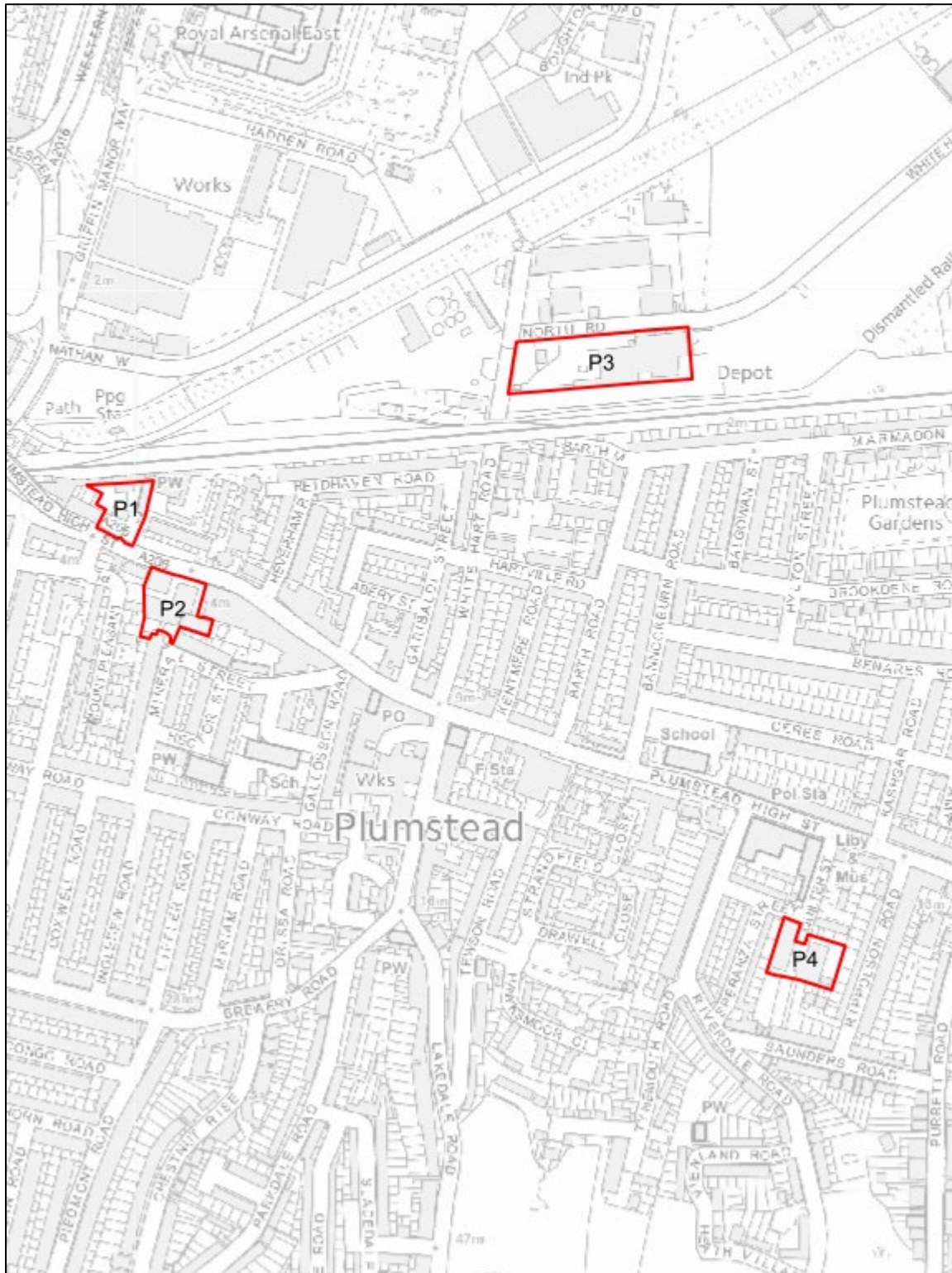
	<p>Proposals should investigate the potential of using a soft landscaped barrier along Old Post Office Lane as a mitigation feature to reduce noise and air pollution and ensure privacy.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal amenity space. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>The majority of the site is in Flood Zone I however the north of the site is at High Risk of Surface Water Flooding. A comprehensive surface water management system should be included in the development, including the provision of swales to attenuate surface water and reduce runoff into the Kid Brook. Any development on the site should investigate the potential of connecting to the existing SUDS within the Kidbrooke Village development, which includes a large attenuation pond and drains into the River Quaggy.</p> <p>Although the site has a mid-range PTAL, it is within walking distance of Kidbrooke Station, Kidbrooke Village local centre and a number of schools. Proposals are therefore encouraged to minimise car parking provision, and where on-street parking is provided this should be designed in a way that ensures the street scene/public realm is not dominated by car parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## **8 Plumstead**

### **Indicative area wide residential capacity 65 dwellings**

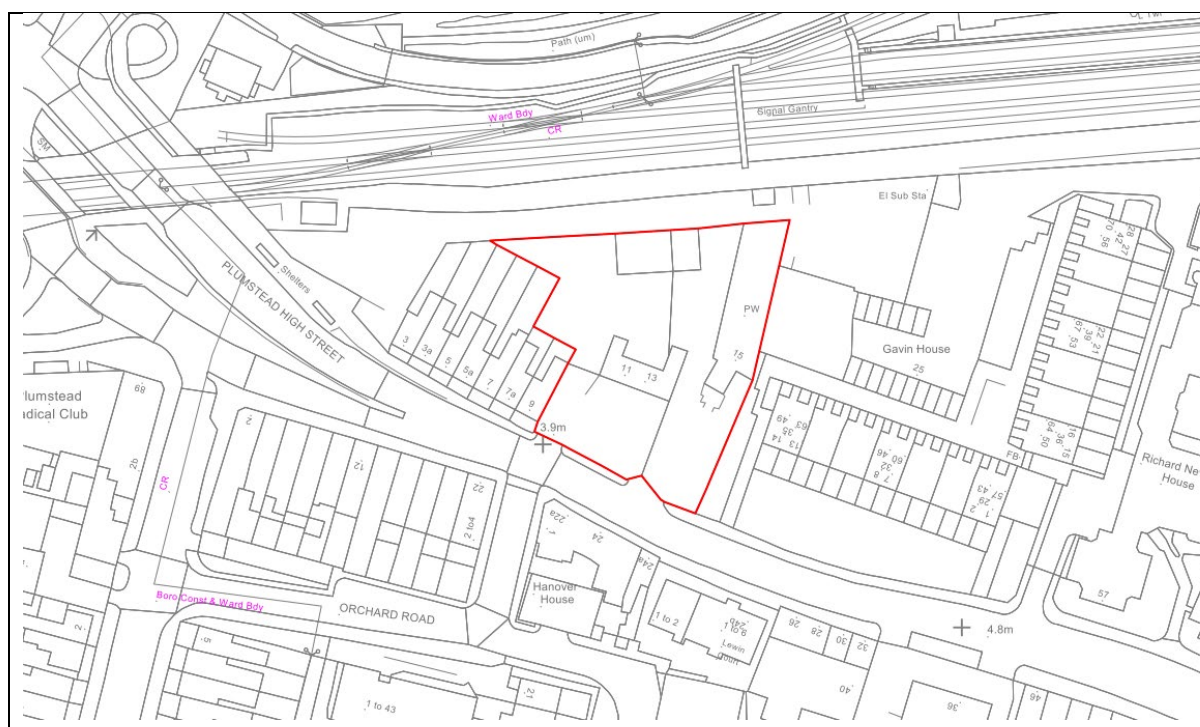
- 8.1 Plumstead High Street is one of the Borough's key district centres. Its role as a multicultural centre which provides for the day to day needs of local residents is evolving and is being driven by the developments associated with Crossrail and the regeneration of the neighbouring Woolwich. The renovation and extension of Plumstead Library to incorporate leisure and community provision is a milestone project which has kicked off a multi-million pound investment into Plumstead High Street and its surrounding area.
- 8.2 The allocations in Plumstead aim to develop opportunities to enhance the local offer by providing new places to live and seeking to increase the range of retail and business opportunities. They seek to enhance the entrance to the high street by the introduction of, new, active frontages which will draw people in from Plumstead station.
- 8.3 It is considered that an enhanced entrance to the High Street, combined with forthcoming investment in the public realm secured through the Good Growth Fund, will begin to address the environmental factors that are having an adverse impact on the centre's overall vitality and viability.

Figure 8 Plumstead area site allocations



## PI Motor Services Site

### 11-15 Plumstead High Street



<b>Site Area:</b> 0.24ha		<b>PTAL:</b> 5
<b>Site Source:</b> Site G Plumstead Urban Framework (2016)		<b>Ownership:</b> Multiple private
<b>Current Use:</b> Motor Vehicle Services Business, travel agency and place of worship		
<b>Planning Designations:</b> District Centre; Flood Zone 3.		
<b>Relevant Planning Applications:</b> none		
<b>Indicative Delivery Timescale:</b> medium-long term		
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including commercial and community uses, with residential on upper floors.	
<b>Justification</b>	Prominent site at the beginning of the high street. Although small (0.22 ha), redevelopment would encourage a much improved entrance to the high street and provide the opportunity to diversify and strengthen the town centre with additional commercial floorspace.	
<b>Site Context</b>	Currently a large amount of the site is hardstanding for the parking of motor vehicles with a service centre and travel agent located in a small scale building to the centre of the site. A large place of worship is	

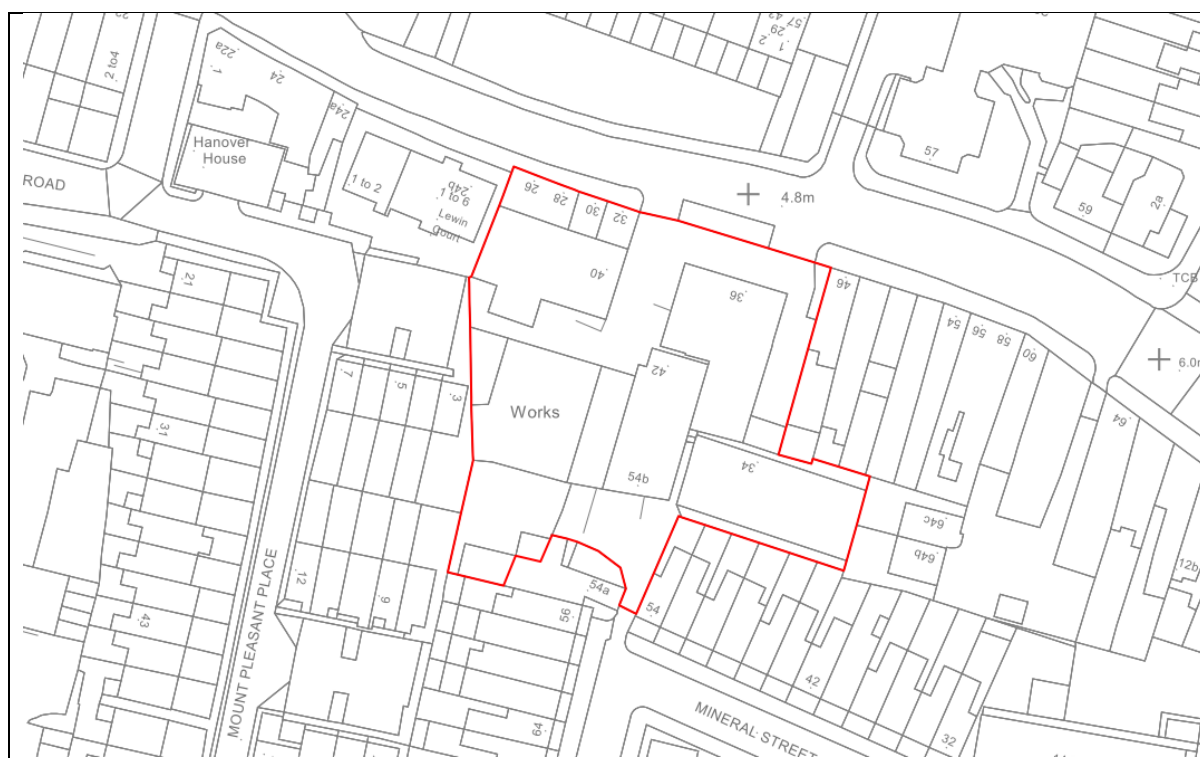


	<p>located to the north east corner of the site backing on to the railway to the north.</p> <p>Surrounding the site are two-five storey buildings, with taller residential buildings set significantly back from the road. Surrounding uses are predominantly residential with some small scale commercial units at ground floor level fronting Plumstead High Street.</p> <p>The site benefits from a high PTAL rating with Plumstead railway station located within a few hundred metres and serviced by numerous bus routes.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Retention of employment uses and integration of a community facility of a scale appropriate to the site.</li> <li>• Introduction of residential developments on upper floors to the north of the site would be subject to the provision of a satisfactory level of amenity for future occupiers.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>Development to the front of the site should be of a scale that creates an appropriate transition between the lower rise buildings to the west and the larger residential block to the east. Redevelopment should include an active frontage at the ground floor fronting the High Street to improve the relationship with the town centre. Heights to the rear of the site should be in keeping with the scale of the neighbouring residential block to the east of the site.</p> <p>Consideration should be given to relocating the motor services provision to the nearby Strategic Industrial Location (SIL) to enable the introduction of residential use to the site and the introduction of commercial/employment uses that are more appropriate to the prominent High Street location.</p> <p>Residential use on the ground floor on the southern part of the site is not acceptable. Residential units at upper floors and to the northern part of the site should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>Plumstead High Street narrows at the site frontage and opportunity could be taken to widen the road/footway and provide pedestrian crossing facilities. This site is considered suitable for car free development and proposals should to minimise parking provision. A review of the Plumstead Station/Plumstead Central CPZs will be required to support car free development.</p>



## P2 Car Wash Site

### 26-36 Plumstead High Street

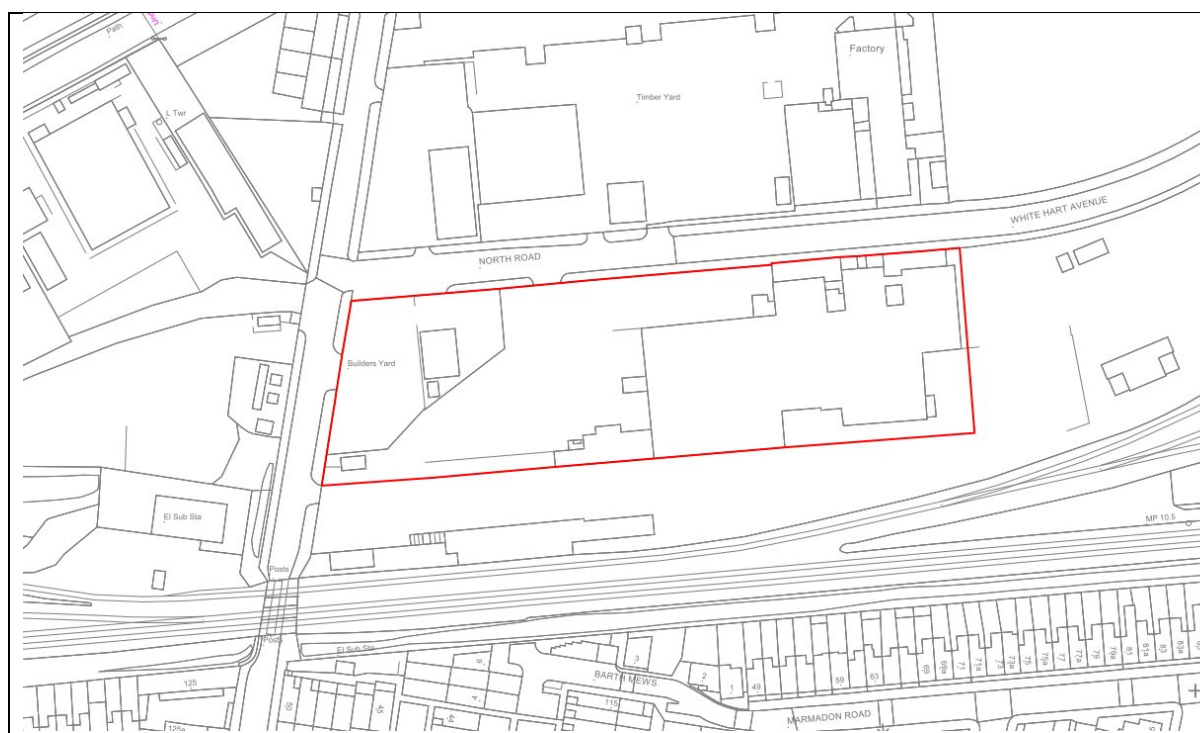


<b>Site Area:</b> 0.32ha		<b>PTAL:</b> 5
<b>Site Source:</b> Site H Plumstead Urban Framework (2016)		<b>Ownership:</b> Private
<b>Current Use:</b> Retail, BI, various unauthorised uses		
<b>Planning Designations:</b> Plumstead District Centre, Flood Zone 2		
<b>Relevant Planning Applications:</b> none		
<b>Indicative Delivery Timescale:</b> medium term		
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including a significant proportion of workspace suitable for SMEs with potential for residential at upper floors.	
<b>Justification</b>	The site creates a poor high street environment in this area. Various buildings on the site have a long history of enforcement, largely regarding unauthorised uses and signage. Redevelopment would support the vitality of the town centre and bring forward a development which addresses both the design and use issues the current site causes.	

<p><b>Site Context</b></p>	<p>The Plumstead High Street frontage of the site is characterised by two to five story buildings, with taller buildings set significantly back from the road. Uses are predominantly residential with some small scale commercial units at ground floor level.</p> <p>The southern part of the site is surrounded by predominately two story terraced homes. There is a narrow access to the site from Mineral Street between terraces. The site benefits from a high PTAL rating with Plumstead railway station located within a few hundred metres and serviced by numerous bus routes.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Retention and enhancement of workspace suitable for SMEs.</li> <li>• Consistent building line with active frontages along Plumstead High Street</li> <li>• Rationalisation of layout and mix of uses across the site.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>Proposals must be based on a comprehensive approach for the site as a whole and should seek to retain the urban context in scale and bulk. The scale and mass of blocks should not over dominate the area, particularly the residential properties to the Southern boundary.</p> <p>Development fronting Plumstead High Street should be of a scale appropriate to the surrounding properties and should create a positive relationship with the high street. Consideration should be given to the provision of larger retail units to complement the largely independent and small scale offer which exists in this part of the High Street.</p> <p>The retention and refurbishment of the attractive brick warehouse-style building to the north-west corner of the site (40 Plumstead High Street) is encouraged. This building would be particularly suitable for workspace provision.</p> <p>Residential use on the ground floor on the northern part of the site is not acceptable. Residential units at upper floors and to the southern part of the site should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>The existing access to the rear is constrained by existing residential development and consideration should be given as to how uses on the sites could be appropriately serviced. This site is considered suitable for car free development and proposals should minimise parking provision.</p>

## P3 Former Power Station

### White Hart Road, SE18

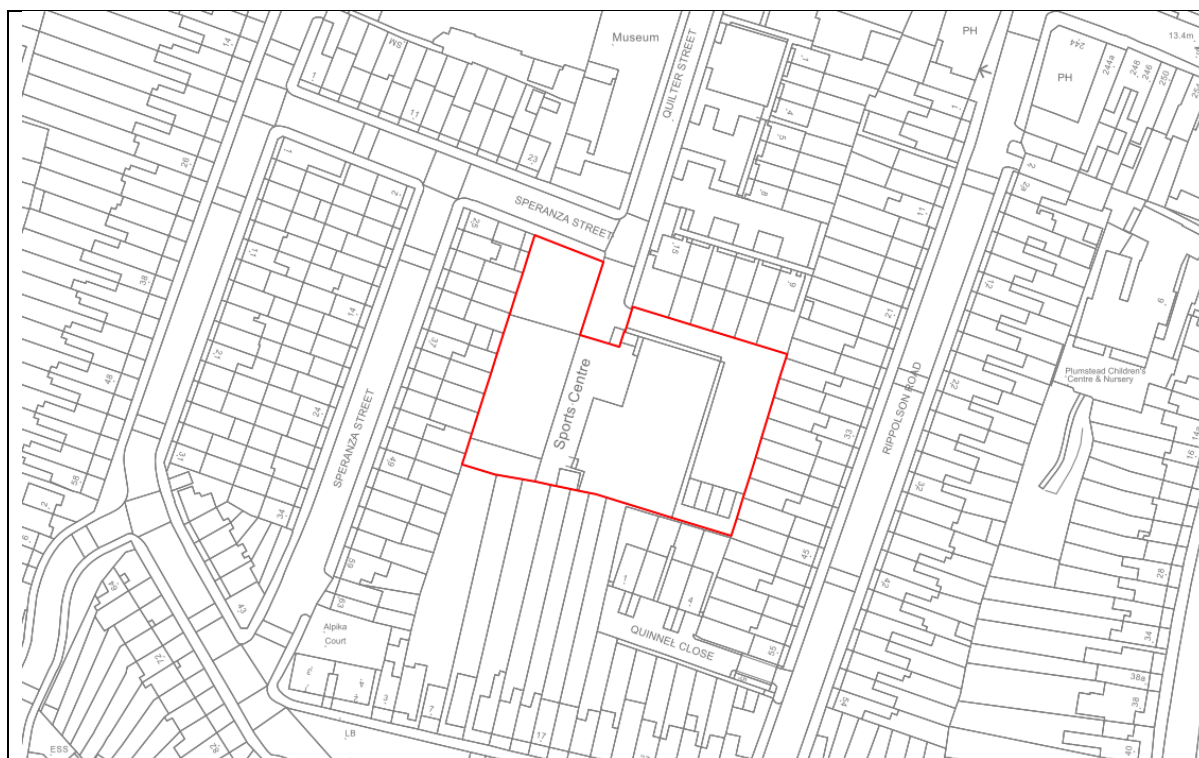


<b>Site Area:</b> 0.84ha	<b>PTAL:</b> 2 – 3
<b>Site Source:</b> Site F Plumstead Urban Framework (2016)	<b>Ownership:</b> RBG, currently leased to Crossrail
<b>Current Use:</b> Crossrail worksite	
<b>Planning Designations:</b> Strategic Industrial Location (SIL), Grade II Listed White Hart Depot; Flood Zone 3.	
<b>Relevant Planning Applications:</b> none	
<b>Indicative Delivery Timescale:</b> short term	
<b>Proposed Allocation</b>	Industrial uses and managed workspace compatible with the SIL designation and suitable for SMEs, with appropriate ancillary uses.
<b>Justification</b>	Identified in the Plumstead Urban Framework, the Power Station is listed and noted as well preserved. Intensification of the use of the site would bring this heritage asset back into use and provide a significant quantum of SME workspace appropriate to the SIL designation.
<b>Site Context</b>	Known as the White Hart Depot, the building is Grade II listed. The listing includes the weigh house and weighbridge, located at the White Hart Road entrance to the site, the cobbled ramp leading to the

	<p>western side of the depot building and the cobbled path located adjacent to the southern façade of the building.</p> <p>The depot is a former electricity generating station, subsequently council depot, and very well preserved. Built in 1903, it is constructed in red brick with stone dressings, slate roof. It has a complex plan form, with the large main hall flanked on one side by offices, with smaller halls on the other side served by ramp. The architecture survives substantially intact, complete with its fine offices, and is a good example of an early power station, while the combined incineration use is novel.</p> <p>The Crossrail emergency evacuation route runs to the south of the site and restricts development. Otherwise, the surrounding context is mixed, with traditional late 19th century residential terraced housing to the south and industrial/warehouses to the north, bisected by the existing North Kent Line (NKL) railway embankment. There is no other connection between these immediate areas, except as provided by the White Hart Road crossing under the NKL railway line (running north-south). Views of the site may be seen from the north along the nearby the public footpath and from the embankment to the south.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Non industrial uses must be ancillary to and support the main function of the site for industrial purposes.</li> <li>• Proposals must not harm the special architectural or historic significance of the Listed Building.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The depot is within SIL and the main character and function of the site is, and should remain, part of the SIL. The site should provide workspaces which are flexible and afford the potential for small businesses/start-ups to grow within the function of the building.</p> <p>Proposed uses and detailed designs will need to be sympathetic to the historic nature and architecture of the existing building. The works should be respectful of the plan layout of the building and the architectural detailing. Reference should be made in particular to the detail within the listing</p> <p>Due to its former use, the site may reasonably be expected to be affected by heavy contamination from its historic use. Owing to the buildings listed status, couple with the site’s proximity to the Crossrail works, the logistical aspects for investigating the soil and groundwater conditions at the site may be challenging which will need to be considered by any developer taking this forward.</p>

## P4 Former Plumstead Leisure Centre

Speranza Street SE18 1NX



<b>Site Area:</b> 0.29ha		<b>PTAL:</b> 3 – 4
<b>Site Source:</b> Site C Plumstead Urban Framework (2016)		<b>Ownership:</b> RBG
<b>Current Use:</b> Former leisure centre		
<b>Planning Designations:</b> none		
<b>Relevant Planning Applications:</b> none		
<b>Indicative Delivery Timescale:</b> short term		
<b>Proposed Allocation</b>	Residential with minimum 50 percent affordable housing.	
<b>Justification</b>	The provision of leisure facilities, including a gym, badminton court, fitness and dance studios alongside the library within the new Plumstead Centre, has made this site available for residential development within an accessible location close to the town centre.	
<b>Site Context</b>	The site is surrounded by two story terraced houses.	

<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Housing mix appropriate to the surrounding context, including family sized units.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>As an infill site development should follow the pattern of existing development so that the character of the area is maintained. Proposals must respect the existing low rise context of the area in scale and bulk.</p> <p>Gardens should generally be adjacent to existing amenity space to minimize the potential for overlooking and loss of privacy.</p> <p>An historic well was drilled on the original public baths site. Confirmation should be sought that the well has been appropriately decommissioned to ensure there are no structural, health and safety or environmental risks presented.</p>

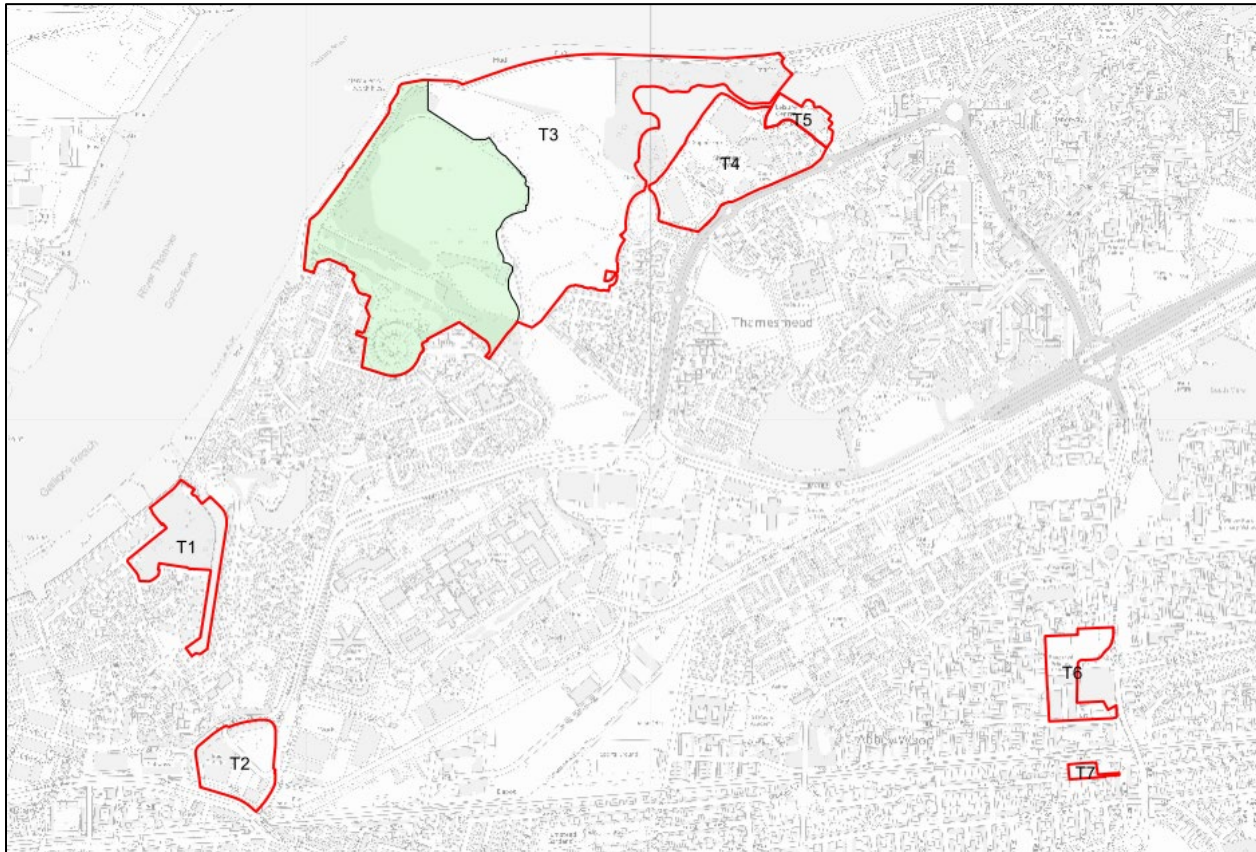


## 9 Thamesmead & Abbey Wood

### Indicative area wide residential capacity 11,250 dwellings

- 9.1 The Thamesmead Strategic Development Location spans a wide area from Plumstead Station eastwards to the Borough boundary with Bexley, and northwards up to the River Thames. It encompasses a variety of land uses, including the Thamesmead District Centre, the West Thamesmead Strategic Industrial Land, HMP Belmarsh, large areas of existing housing, numerous canals and lakes and a large area of unused, inaccessible Metropolitan Open Land, formerly used as landfill site. It also includes Abbey Wood Local Centre.
- 9.2 The site allocations seek to build upon the objectives identified in the Thamesmead and Abbey Wood OAPF (adopted December 2020) and deliver significant new housing development, remodel Thamesmead town centre and provide a District Park adjacent to the River Thames, while improving connectivity for pedestrians and cyclists. This is a long term vision, requiring significant public transport improvements to ensure its delivery.
- 9.3 Thamesmead Town Centre will be reconfigured to improve its retail offer, introduce residential development and create a sense of place focussed around the waterways and a new public transport interchange. Residential-led mixed-use development on the adjacent Thames Waterfront Site and the creation of a publicly accessible District Park will complete the transformation of this underused part of the Borough.
- 9.4 North Plumstead will become the gateway to Woolwich, Plumstead, Thamesmead and the Ridgeway. Strategic Industrial land will be protected and intensified for industrial use, and underused land developed at this key location.
- 9.5 Residential-led mixed-use development on underused sites will capitalise upon the opening of the Elizabeth Line which will enhance Abbey Wood's role as the southern gateway to Thamesmead.
- 9.6 Pedestrian and cycle links within and between existing communities and new development areas will be improved, with particular attention to wayfinding and access to the Ridgeway and the River Thames.

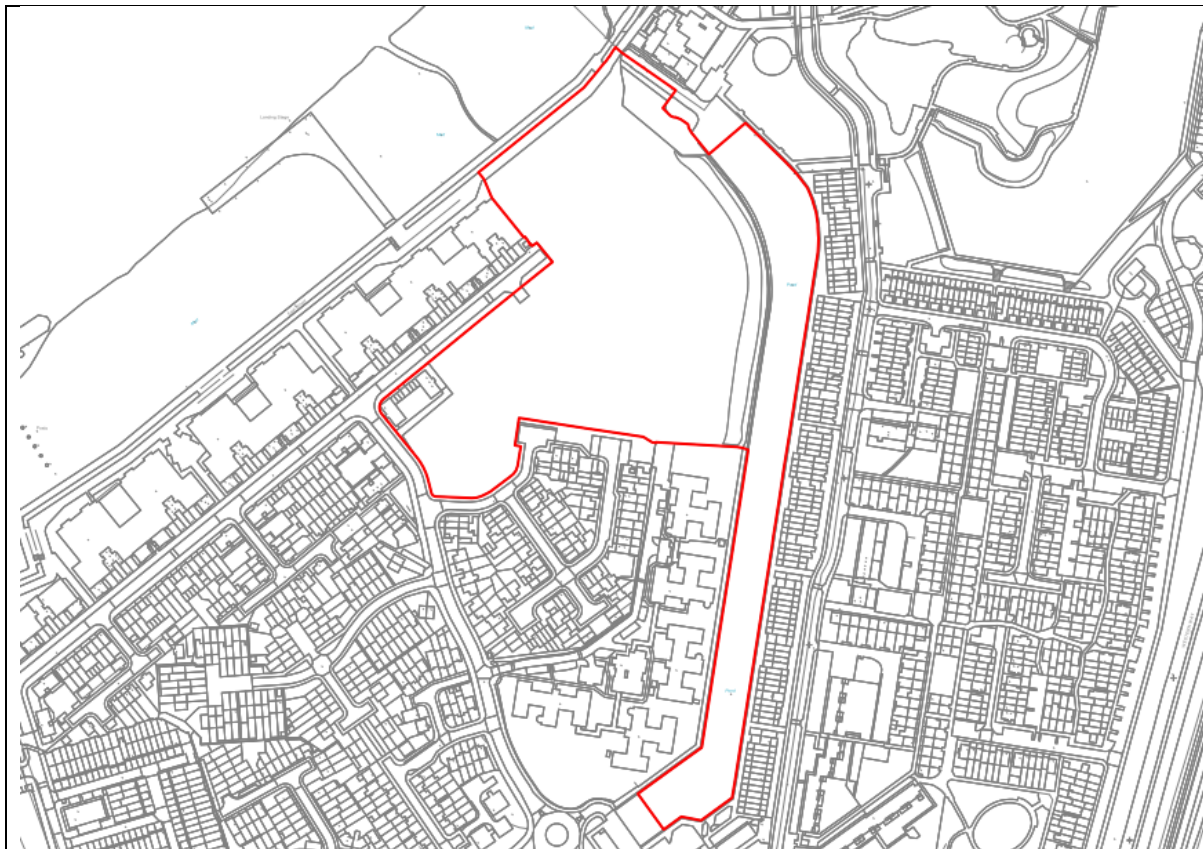
*Figure 9 Thamesmead and Abbey Wood area site allocations*



*\* The shaded area reflects the extent of MOL designation*

**TI Broadwater Dock**

**Land between Camelot Close and Winchat Road, Thamesmead, SE28**



<b>Site Area:</b> 5.50ha		<b>PTAL:</b> 1b
<b>Site Source:</b> Part UDP site h8		<b>Ownership:</b> Peabody
<b>Current Use:</b> Vacant land, part enclosed, including drained concrete dock.		
<b>Planning Designations:</b> Thamesmead & Abbey Wood SDL; part Community Open Space; part Thames Policy Area; part Flood Zone 3; Grade II Listed Lock		
<b>Relevant Planning Applications:</b> 11/0871 (renewal of permission 02/0806) for residential (lapsed).		
<b>Indicative Delivery Timescale:</b> medium		
<b>Proposed Allocation</b>	Residential with significant Public Open Space provision. Site for a primary school to serve the wider area.	
<b>Justification</b>	Part of the site is designated as community open space, although it is not publicly accessible. The site has a previous planning consent for residential development. There is scope for more comprehensive development to deliver housing alongside improved publicly	

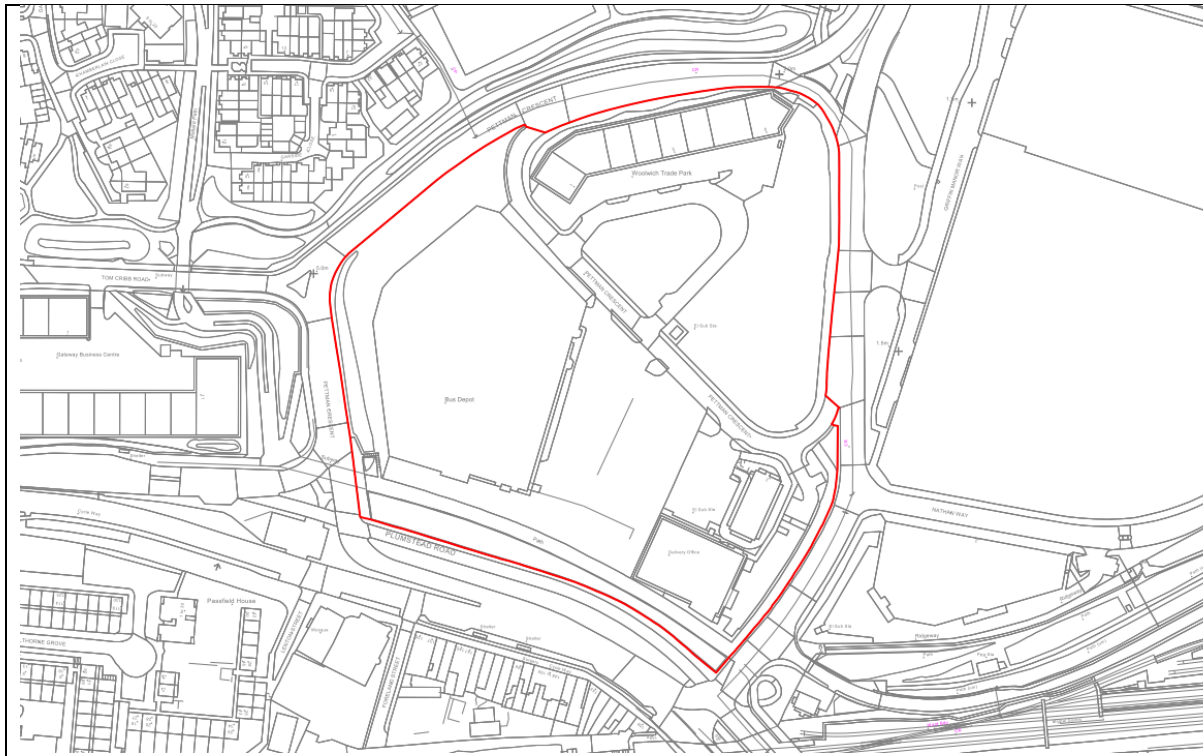
	<p>accessible open space and a primary school to serve the site and the increasing population in the wider area.</p>
<p><b>Site Context</b></p>	<p>This is a vacant site bounded to the north by the River Thames. Part of the site is protected community open space, including a former canal which is now drained; but there is no public access.</p> <p>Surrounding residential development is 2-3 storeys, apart from tower blocks on the Riverfront which are 8-12 storeys in height. The site is relatively isolated and has a very low PTAL rating.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Built form should ensure an appropriate transition between the suburban scale at the south of the site towards a more urban scale along the River Thames.</li> <li>• Improved pedestrian and cycle access to contribute to a green link between the River Thames and Plumstead Station.</li> <li>• New Public Open Space, with publicly accessible and legible connections through the site to the open space and on to the Thames Path.</li> <li>• Two form entry primary school, subject to identified need at time proposals come forward</li> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan, including a 16m safeguarded zone free of development along the Thames to enable potential new or realigned flood defences.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The existing inaccessible community open space is identified in the Green Infrastructure Study as of low quality/low value. Reconfiguration of the open space will be acceptable provided that unrestricted public access is provided and qualitative improvements are made over and above the existing provision.</p> <p>Site layout and open space configuration should ensure visual and physical connections to the River Thames and Thames Path are provided, with significant gaps between buildings along the waterfront. Residential development should be provided as a mix of flats and family housing in the form of town houses and maisonettes at the southern end of the site, with potential to rise to 8-12 storeys adjacent to the River Thames in response to the existing taller buildings to the west of the site.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal amenity space. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>New development should integrate well with the existing street network, maximising opportunities to have active street frontages. Walking and cycling routes should be promoted and access to public</p>

	<p>transport maximised. Use of the infilled canal to provide a green pedestrian/cycle link from the Thames Path towards Plumstead, to integrate with the wider movement network, should be considered.</p> <p>The site is also safeguarded for a new primary school, minimum of two-form entry with potential for expansion, to serve the site and wider area. The requirement for a school will be dependent on the identified need at the time proposals come forward. If a school is required, consideration should be given to integrating this with residential development to make more efficient use of the site. If in future, this is not required, further residential development would be acceptable.</p> <p>Development on this site must preserve or enhance the heritage significance of the adjacent Grade II Listed Broadwater Lock and Swing Bridge, currently identified on the Historic England 'at risk' register.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## T2 Pettman Crescent/Gyratory

### Pettman Crescent, Thamesmead



<b>Site Area:</b> 4.54ha		<b>PTAL:</b> 4-5
<b>Site Source:</b> Area OA7 in Thamesmead and Abbey Wood SPD (2009)		<b>Ownership:</b> Multiple private
<b>Current Use:</b> Infrastructure (Stagecoach garage, Royal Mail Sorting Office), McDonalds, Car Rental Office, Trade Counters, part vacant land.		
<b>Planning Designations:</b> Thamesmead and Abbey Wood SDL; Flood zone 3; safeguarded transport infrastructure		
<b>Relevant Planning Applications:</b> 19/4398/O for residential development (part of site, under consideration)		
<b>Indicative Delivery Timescale:</b> long term		
<b>Proposed Allocation</b>	Mixed use development including residential and industrial co-location and strategic infrastructure (if not re-provided elsewhere).	
<b>Justification</b>	This is a key location between Woolwich, Plumstead and Thamesmead but the site is effectively an island created by the Pettman Crescent gyratory. The existing uses, road configuration and change of levels result in an unwelcome environment, particularly for pedestrians and cyclists. There is scope to provide residential	



	development here while improving the road junction and the pedestrian environment and intensifying the use of the site.
<b>Site Context</b>	<p>This is a key location, marking a gateway to Woolwich, Plumstead, Thamesmead and the Ridgeway. It contains a mix of uses in low-rise, purpose built buildings including key infrastructure such as the Stagecoach bus depot and Royal Mail sorting office.</p> <p>The site is completely enclosed by the Pettman Crescent gyratory, which has no pavements for pedestrians. There is a significant level change between the site and Plumstead station to the south. However, planned improvements to the pedestrian environment will vastly improve access to Plumstead Station and Plumstead High Street, making this a sustainable location for new residential development.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Retention of existing strategic infrastructure (the Stagecoach Bus Depot and Royal Mail sorting office), or satisfactory re-provision elsewhere, subject to operator agreement.</li> <li>• Development of the site must provide a consistent building line with active ground floor frontages. Residential development on upper floors only.</li> <li>• Proposals must enable and contribute to the downgrading and reconfiguration of Pettman Crescent and the provision of a Bus Rapid Transit Route.</li> <li>• Pedestrian / cyclist links to the Ridgeway, Plumstead Station, Plumstead High Street, and towards the River Thames should be improved.</li> <li>• Protect the operational requirements of existing infrastructure and industrial uses in line with the Agent of Change principle.</li> </ul>
<b>Development Guidelines</b>	<p>A comprehensive and integrated approach to redevelopment of the site is required to enable introduction of residential use alongside retention of strategic infrastructure and intensification of industrial use. The retention or relocation of existing infrastructure uses must be considered in detail. Applicants will need to engage with the relevant operators at an early stage of developing proposals.</p> <p>This site is considered appropriate for co-location of industrial and residential development, and provision of business workspace and commercial uses which are compatible with residential development should be explored. Existing businesses should be proactively supported to stay on site or relocate depending on their specific needs.</p> <p>Proposals must enable and contribute to the downgrading and reconfiguration of Pettman Crescent and the provision of a Bus Rapid Transit Route in the future. The layout of proposals must not prejudice delivery of Rapid Bus Transit. Active frontage should be</p>

	<p>provided facing onto A206. Development blocks must have a significant setback from the A206 to enable the provision of a pavement and landscaping to soften the harsh environment. There may be scope for taller elements to the south of the site to reflect the proximity to Plumstead station, with a landmark building at this key crossroads.</p> <p>In introducing residential use to the site, proposals will need to ensure appropriate design mitigation measures are included in line with the Agent of Change Principle. Particular attention must be paid to layout, access, orientation, servicing, public realm, air quality, soundproofing and other design mitigation throughout the site. Residential development is not acceptable at ground floor level; at upper levels, it will need to incorporate sufficient measures to ensure that air and noise pollution from the road, as well as uses on the site, does not have a negative impact on future occupiers.</p> <p>Residential units should be dual aspect. Both balconies and communal amenity space will be expected for residential units, and communal amenity space is likely to be most appropriately provided above ground level in the form of roof gardens. Provision of green walls and roofs should be considered as a means of mitigating air quality issues.</p> <p>There is a significant level change across the site, options to overcome this need to be explored. Pedestrian and cycle links to be provided towards the River Thames, the Ridgeway, nearby existing and proposed schools, Plumstead station / Plumstead High Street as well as throughout the site to ensure good permeability.</p> <p>This site is considered suitable for car free development and proposals should to minimise parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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**T3 Thamesmead Waterfront**



\* The shaded area reflects the extent of MOL designation

<b>Site Area:</b> 65.33ha	<b>PTAL:</b> 0 - 2
<b>Site Source:</b> Area OA9 Thamesmead and Abbey Wood SPD (2009); saved UDP site mu40	<b>Ownership:</b> Peabody
<b>Current Use:</b> Vacant, part former landfill site	
<b>Planning Designations:</b> Thamesmead and Abbey Wood SDL; Thames Policy Area; local heritage asset 'Danger Buildings' Royal Arsenal Nitration Plant; Metropolitan Open Land; Community Open Space; SINC (Metropolitan nc1; Borough Grade I nc2I; adjacent to Borough Grade I nc22); River Crossing Safeguarding; Flood Zone 3 (part).	
<b>Relevant Planning Applications:</b> none	
<b>Indicative Delivery Timescale:</b> long term	
<b>Proposed Allocation</b>	Residential-led mixed-use development including primary and secondary education, local-scale retail/leisure/cultural/community uses and new Public Open Space (District Park covering area currently designated as MOL)

<p><b>Justification</b></p>	<p>Part of the site has been allocated for development for a number of years. It has a lapsed consent for residential development and provides a major opportunity to deliver significant new housing in Thamesmead. It is essential this is supported by the extension of the DLR and Bus Rapid Transit.</p>
<p><b>Site Context</b></p>	<p>Vast vacant site, part of which has been capped following its former use for landfill. The site has varying levels associated with the landfill use. There is no public access to the land.</p> <p>Part of the site is designated as Metropolitan Open Land and part is safeguarded for Gallions Reach Road Crossing. The site is adjacent to the River Thames, with a long river frontage, and to Thamesmead Major Town Centre.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Residential use throughout the site, providing a balanced mix of tenures, typologies and units sizes in all neighbourhoods</li> <li>• Provision of local-scale retail/leisure/cultural/community uses to serve the day-to-day needs of residents</li> <li>• Primary and secondary education provision, potentially in the form of an all-through school, in proximity to the District Park and with shared use of its facilities outside school hours for the wider community.</li> <li>• Provision of other appropriate social infrastructure within each neighbourhood to meet the needs of new residents, including early years provision, youth provision, general purpose community facilities and sports/recreation facilities (both indoor and outdoor)</li> <li>• Provision of public transport improvements to support the introduction of Bus Rapid Transit and DLR extension from Beckton.</li> <li>• Direct, legible pedestrian and cycle connections through the site and connecting to the town centre, the Thames path and the residential neighbourhoods in proximity to the site.</li> <li>• Delivery of improvements to flood defences and other requirements of the TE2100 Plan, including a 16m safeguarded zone free of development along the Thames to enable potential new or realigned flood defences.</li> <li>• Creation of a District Park with public access (can include school playing fields) in area currently designated as MOL, provision of soft landscaped pocket parks throughout neighbourhoods and enhancements to the Thames Path.</li> <li>• Layout, scale and massing of proposals must provide for regular gaps to ensure a visual and physical connection to the river and the District Park, with all neighbourhoods having meaningful variation in buildings heights and tallest buildings located closer to the town centre and transport interchange.</li> </ul>

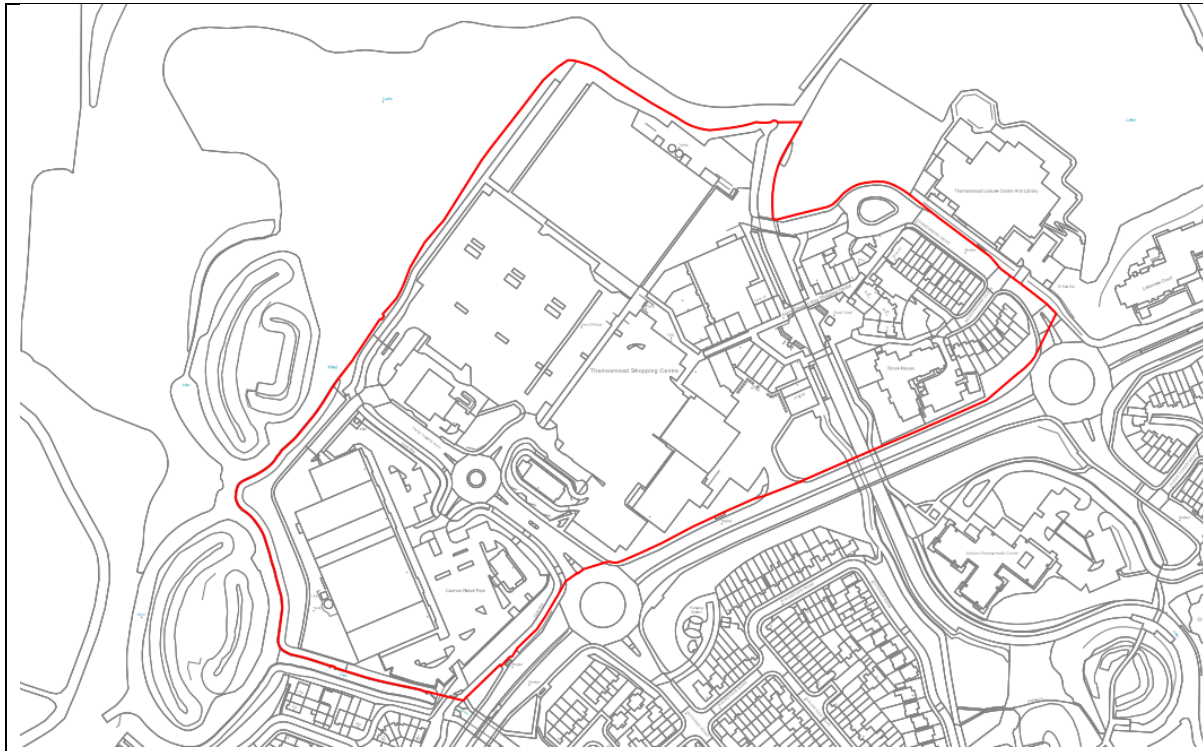
<p><b>Development Guidelines</b></p>	<p>The residential capacity of the site is dependent upon significant public transport improvements, including the extension of the DLR from Beckton and the introduction of Bus Rapid Transit. Proposals must support the delivery of new public transport, walking and cycling infrastructure throughout the site.</p> <p>Residential development must also be supported by appropriate social infrastructure, incorporating a new all-through school as minimum. Additional primary school provision may also be required, depending on the identified need at the time of proposals coming forward. Education provision should be located on the parts of the site outside of Flood Zone 3. It is expected that the schools will provide for shared use of their facilities, including sports halls and playing fields, to contribute to community and recreational provision in the area. Guidance concerning the appropriate location and future management of the school playing fields should be sought from Sport England.</p> <p>Gallions Reach Health Centre currently forms the central hub for the local care network in the area. As the new residential population increases, a contribution to expansion of existing healthcare facilities will be required to support the delivery of the primary care and community health services need by the new population.</p> <p>While the scale of development will justify the provision of some local services, it must be recognised that the site is adjacent to the Town Centre. Walking and cycling links to Thamesmead town centre, stops on the BRT route and any proposed DLR station must be incorporated into the development. Proposals must protect and improve the green edge to the adjacent lake and consider making better use of the water body as an amenity space. Appropriate leisure/evening uses would help to activate the frontage of the lake, including provision for water-based activities.</p> <p>New development must have a relationship with the River Thames and the adjacent MOL which must be retained in the form of a District Park, opening up public access via walking and cycling connections to both. The delivery of multifunctional green infrastructure and high quality landscaping across the site is expected in both the public and private realm. Provision of communal gardens, green streets, courtyards, shared amenity space and play space for occupants of new development is required in addition to new Public Open Space provision. Opportunities to provide meanwhile and pop up spaces for sports facilities and events to encourage healthy lifestyles and participation in support should be maximised due to the long phasing plan for the development.</p> <p>To support the creation of mixed and inclusive communities, it is critical that within neighbourhoods and across the site as a whole a balanced mix of unit sizes is delivered across all tenures, having</p>
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	<p>regard to both the existing composition/need in the borough and projections of future need. Detailed proposals that would result in large areas of the site skewed towards a particular tenure/type of units will not be supported as this would lead to social polarisation.</p> <p>While there will be some variation between neighbourhoods due to varying characteristics (for example, proximity to the town centre) every neighbourhood must provide a mix of types and tenures that has a relationship with the projected needs of the borough/sub-region/London. Family sized units should be provided throughout the site, with consideration giving to providing a higher proportion of family sized units where these would benefit from proximity to parks/natural spaces or social infrastructure.</p> <p>Residential development should be provided in predominately mid-rise perimeter blocks of 4-8 storeys with any proposed taller elements at appropriate locations. Development along the River Thames must have regular gaps to ensure a visual and physical connection to the river. Residential capacity of the site is dependent upon the delivery of the DLR extension to Thamesmead. Within these general parameters, it is critical that proposals for the site create neighbourhoods within their own distinct characters. The mix and intensity of development should vary both between neighbourhoods and within neighbourhoods to avoid a monotonous and repetitive form of development.</p> <p>Development on this site must preserve or enhance the heritage significance of the ‘danger buildings’ and the Tripcock Ness lighthouse which have been recently added to the local heritage list. The site has a unique history, and opportunities should be explored as to how to better reveal this. Development must ensure that the PLAs access requirements to the lighthouse are maintained or if possible enhanced.</p> <p>Studies will need to be undertaken to understand potential contamination on this site prior to any development taking place. The site is partly in flood zone 3 and within the footprint of the Tripcock hazardous waste landfill site. Though the site is nearing closure the nature of the wastes disposed here, and the containment systems that surround them, will inevitably restrict the range of uses that this land may be employed for in the medium to long term.</p> <p>In particular the residential and associated amenity uses planned will need to account for the fact that the landfill will need to be accessible by the current site permit holder for many years to come to allow them to carry out the necessary aftercare and monitoring works to demonstrate the site is not a risk to the wider environment.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to</p>
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	<p>support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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**T4 Thamesmead Town Centre**



<b>Site Area:</b> 10.51ha		<b>PTAL:</b> 3
<b>Site Source:</b> Area OA1 Thamesmead and Abbey Wood SPD (2009)		<b>Ownership:</b> Peabody
<b>Current Use:</b> Large food and non-food retail units, fast food outlets, extensive surface level car parking		
<b>Planning Designations:</b> Thamesmead and Abbey Wood SDL; District Town Centre; local heritage asset Clocktower; adjacent to Thames Policy Area; Community Open Space; adjacent to SINC (Borough Grade I nc22); Flood Zone 3		
<b>Relevant Planning Applications:</b> none		
<b>Indicative Delivery Timescale:</b> medium - long term		
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including retention of comparison and convenience retail floorspace, cultural/leisure uses and significant residential development.	
<b>Justification</b>	While the town centre functions relatively successfully, its offer and character is more akin to an out-of-centre shopping park with limited walk-in trade. The land is underutilised and wholesale redevelopment and reconfiguration is required to improve its offer and create a sense of place and a more typical town centre destination. Significant residential development can be accommodated within the improved	

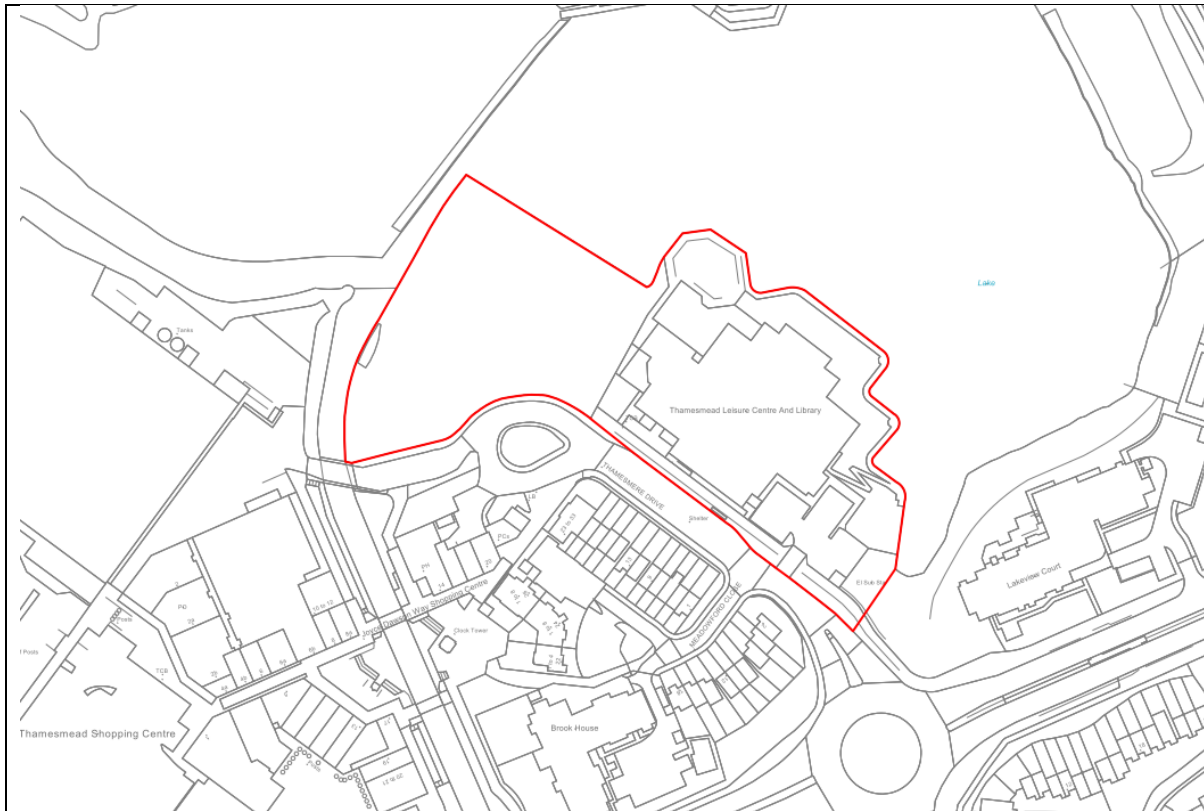
	town centre, particularly in proximity to any new public transport hub.
<b>Site Context</b>	<p>The district centre is dominated by a large Morrison’s superstore and the Cannon Retail Park, (occupied by multiple retailers including Next, Wilko and Pets at Home), comprising warehouse style retail units and surface level car parking.</p> <p>To the east of this, on Joyce Dawson Way is a small pedestrianised shopping parade with smaller retail units hosting a number of services such as hairdressers, cafés and estate agents. This area includes an attractive canal and a clock tower, (the latter having been recently added to the local heritage list), which contribute positively to the shopping environment. There are a number of existing</p> <p>There are primary schools close to the Town Centre to the east and west. On the opposite side of Central Way is the Gallions Reach Health Centre which has been identified for improvements to enhance its function as the main health provision for the wider Thamesmead and Abbey Wood area.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• New transport interchange. Thamesmead Town Centre is the preferred location for a DLR station, should the line from Beckton Riverside be extended.</li> <li>• Delivery of a significant quantum of residential development. The capacity of the site is dependent on public transport improvements, including the extension of DLR and Bus Rapid Transit.</li> <li>• Retention and enhancement the current retail offer, to provide street-based town centre retail and diversification of the wider offer of the town centre.</li> <li>• Improved public realm and access to the River Thames and the Thamesmead Canals.</li> </ul>
<b>Development Guidelines</b>	<p>The optimal capacity of the site is most likely to be achieved through a comprehensive approach. Any proposals brought forward must be based on a masterplan for the town centre as a whole that addresses the requirements/guidelines of this allocation and realises the full potential of the town centre. While change on this site is most likely to be achieved through incremental development, it must be demonstrated that proposals do not compromise the realisation of the full potential of the site.</p> <p>Proposals should focus on redevelopment and reconfiguration to provide a more typical town centre with a renewed sense of place. Routing of the potential DLR extension, location of station and transition from underground to above ground/interchange with Bus</p>

	<p>Rapid Transit will need to be considered. Public open space should be provided for an arrival square/focal point around the station.</p> <p>Appropriate Town Centre uses to be provided at ground floor, including incorporation of comparison and convenience retail units, services and food/drink uses. The current quantum of primary retail frontage to be retained, with the dominance of surface level car parking substantially reduced.</p> <p>Strong pedestrian and visual links to be provided to key spaces such as the clock tower (recently added to the local heritage list), Leisure Centre/Library, Gallions Reach Health Centre and local schools. Pedestrian crossings of main roads to be at surface level. Proposals should support new and/or improved facilities for pedestrians and cycles to cross Central Way will help to reduce severance.</p> <p>The presence of water within the Town Centre should be celebrated; this includes the River Thames, lakes and canals. Standing water should be made into a feature with activated frontages. A footbridge to connect the Town Centre to the River Thames should be provided. Consideration should be given to the potential provision of a future river-bus terminal, providing services to central London and/or a shuttle service to Barking Riverside.</p> <p>Existing residential in the town centre to be retained. There is scope for significant new residential development; however the capacity of the site is dependent upon public transport improvements to Thamesmead Town Centre. Principally residential development should be at 4-8 storeys mid-rise scale with higher blocks at key nodes of activity such as the DLR station.</p> <p>Residential units should be dual aspect and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units. Balconies are encouraged to be generously sized and exceed the minimum requirements of the Mayor's Housing SPG. Communal amenity space may be provided above ground level in the form of roof gardens. The location of amenity space, particularly playspace, will need to avoid areas of the site with high levels of noise and/or air pollution.</p> <p>Dependent upon the residential capacity of the site, there may be a requirement for an additional primary school (minimum two form entry) within the Town Centre. This will need to be considered as part of developing a masterplan for the site.</p> <p>Proposals are encouraged to minimise car parking provision. With improvements to public transport, the site is considered suitable for car free development.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to</p>
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	<p>support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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**T5 Thamesmere Civic Site**

**Thamesmere Drive, Thamesmead**



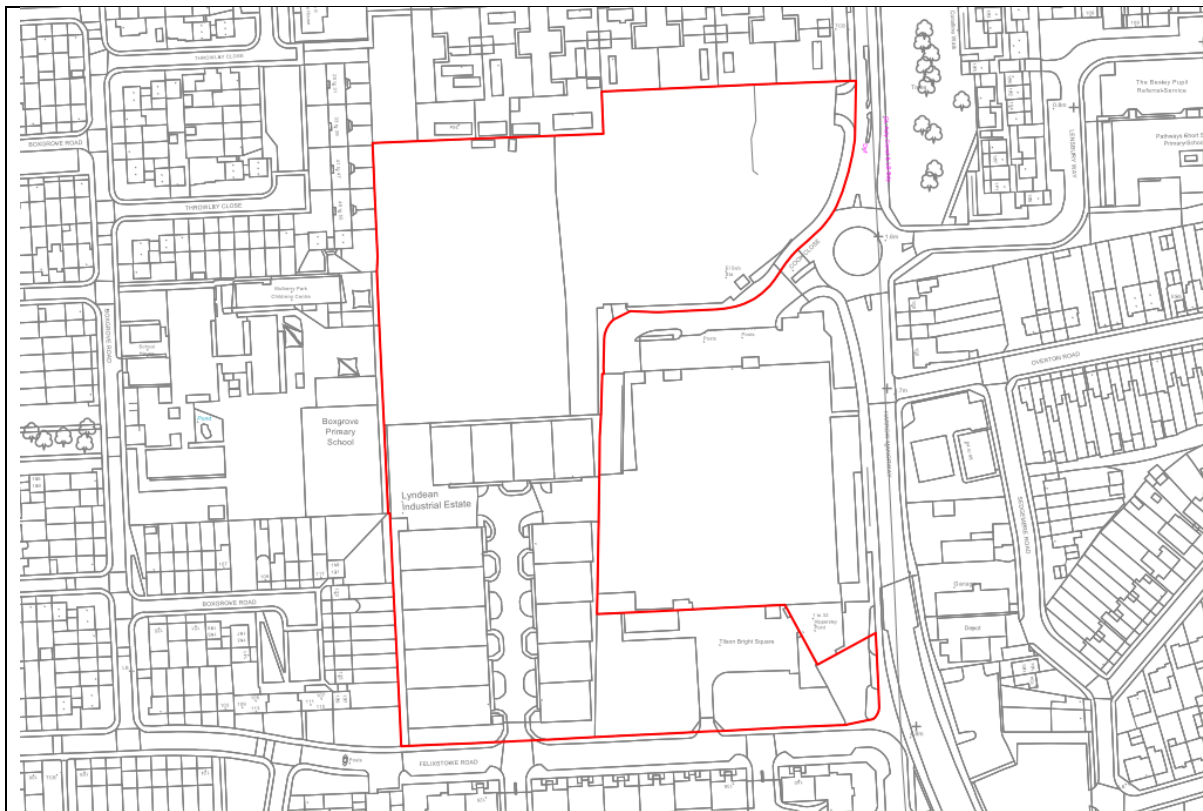
<b>Site Area:</b> 1.47ha	<b>PTAL:</b> 3
<b>Site Source:</b> Saved UDP site cb3	
<b>Current Use:</b> Leisure Centre, library and vacant land <b>Ownership:</b> RBG	
<b>Planning Designations:</b> Thamesmead and Abbey Wood SDL; District Town Centre; Thames Policy Area; adjacent to Community Open Space; adjacent to SINC (Borough Grade I nc22); Flood Zone 3	
<b>Relevant Planning Applications:</b> None	
<b>Indicative Delivery Timescale:</b> medium-long term	
<b>Proposed Allocation</b>	Mixed-use development appropriate to the town centre, including expansion/ reconfiguration of leisure centre and library and residential at upper floors.
<b>Justification</b>	The existing leisure centre is identified in the Sports Facilities Strategy (2015) as in need of refurbishment. With the proposed level of development in the area over the plan period and beyond, the need for additional and improved social infrastructure will become more apparent. The site adjacent to the leisure centre has been



	allocated historically for community uses. The location at the edge of the town centre is suitable for such uses.
<b>Site Context</b>	The existing library and leisure centre are a part single storey/part 2 storey building set below the street level. Comprises gym studio, 25m fitness pool and teaching pool. To the north west of the site is vacant scrubland, currently fenced off and inaccessible. The site is bounded on two sides by the lake and canal, and Thamesmere Drive forms the south-west boundary to the site, beyond which are servicing areas for retail units in Thamesmead Town Centre.
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>Enhanced library and leisure centre provision to serve the existing and additional population of the area</li> </ul>
<b>Development Guidelines</b>	<p>Proposals should provide a modern community hub for Thamesmead, and improve the relationship of these important community facilities with the town centre. Links to Thamesmead town centre, any proposed DLR station and new bus stops along any proposed BRT route should be improved.</p> <p>Development on this site must not have a detrimental impact on the biodiversity value of the lake. The green edge to the adjacent lake should be protected and improved, and consideration given making better use of the water body as an amenity space.</p> <p>There is potential for residential development to be provided above and/or adjacent to an enhanced library/leisure centre. Residential capacity of the site is dependent upon improvements to public transport infrastructure. Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. Both balconies and communal amenity space will be expected for residential units. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>There is an opportunity to provide an improved, safer environment by considering the reconfiguration of the adjacent bust stand and terminus to create an interchange with any future DLR station. Proposals are encouraged to minimise car parking provision. With improvements to public transport, the site is considered suitable for car free development.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>

**T6 Cross Quarter and Lyndean Industrial Estate**

**Harrow Manorway/Felixstowe Road**



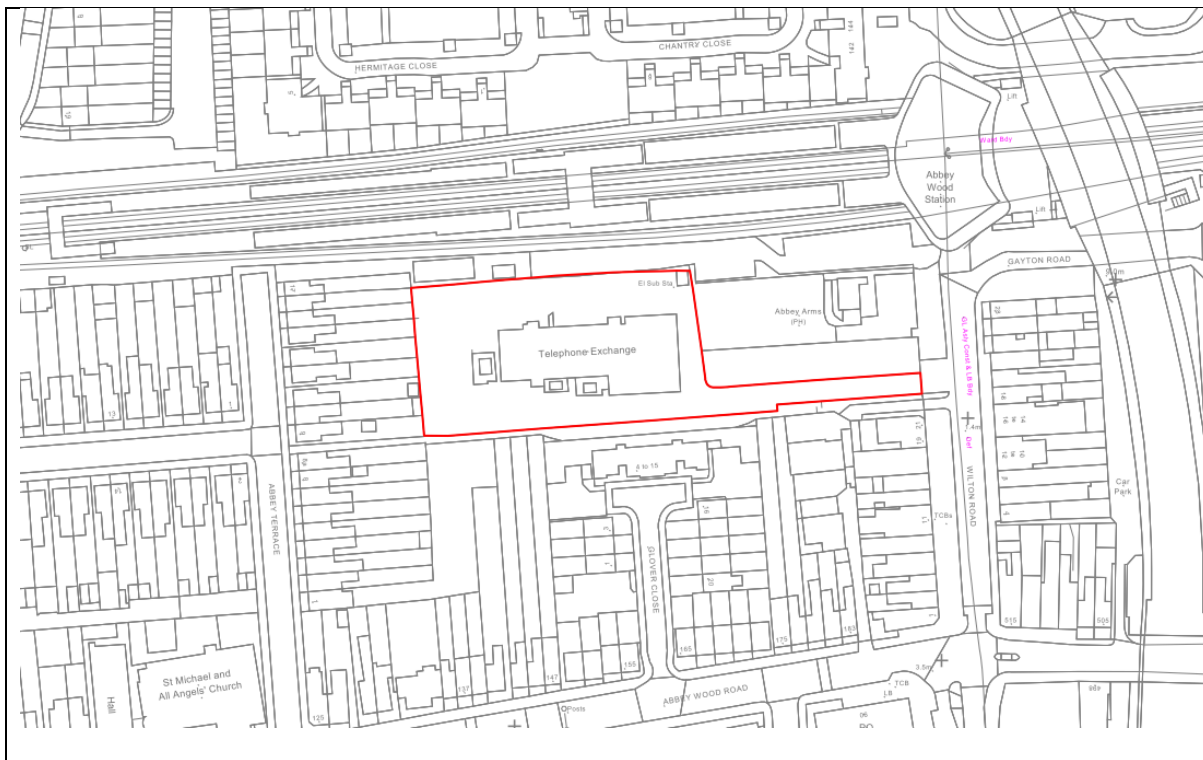
<b>Site Area:</b> 3.53ha		<b>PTAL:</b> 4-5	
<b>Site Source:</b> Planning pipeline; Area OA2 Thamesmead and Abbey Wood SPD (2009); saved UDP site h1 (part)		<b>Ownership:</b> Part Peabody, part private	
<b>Current Use:</b> Industrial sheds, part cleared site of former Housing Office, part open land.			
<b>Planning Designations:</b> Thamesmead and Abbey Wood SDL; Flood zone 3			
<b>Relevant Planning Applications:</b> 12/3058/F for up to 185 residential units, up to 430sqm BI space and nursery (outline); 16/2878/F for 245 residential units and 882sqm of flexible commercial space (A1-A5/BI/D1) in two buildings of 13 and 21 storeys.			
<b>Indicative Delivery Timescale:</b> short-medium term			
<b>Proposed Allocation</b>	Mixed used development including retention and intensification of B-use workspace suitable for SMEs, commercial, community use and residential.		

<p><b>Justification</b></p>	<p>Coordinated redevelopment provides the opportunity to maximise the site’s contribution to employment and also introduce residential and supporting uses in this highly accessible location.</p>
<p><b>Site Context</b></p>	<p>Partially cleared site adjacent to Harrow Manor Way and just north of Abbey Wood Crossrail Station. The open land to the rear has outline permission for residential-led mixed use development and high-density residential development has recently been permitted on the southern corner of the site. Lydean Industrial Estate comprises purpose built small industrial units, which are in poor condition, accessed from Felixstowe Road at the south of the site.</p> <p>Immediately to the north of the site is the safeguarded Thistlebrook Gypsy and Travellers Site and to the east the recently Cross Quarter Development comprising a large Sainsbury’s superstore and residential block of nine storeys in height. To the west is Boxgrove Primary School and traditional two storey terraced housing. The approved Peabody Masterplan on the east side of Harrow Manorway (within London Borough of Bexley) will introduced heights of up to 20 storeys.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Reprovision of the existing quantum of industrial floorspace on Lydean Industrial Estate in a form suitable for SMEs</li> <li>• Active frontages delivered by appropriate non-residential uses at ground floors fronting Harrow Manorway and Felixstowe Road</li> <li>• Building heights must step down from east to west to appropriately transition to the low-rise context to the north, west and south of the site.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The existing planning permissions have established the acceptable mix of uses and general principles regarding layout and built form on much of the site. However, outline permission for the northern part of the site was granted prior to the adoption of the Core Strategy. Applicants are encouraged to revisit the proposals for this part of the site with a view to optimising the capacity of the site as a whole through a holistic approach to redevelopment that includes Lydean Industrial Estate. Any proposals brought forward must satisfy the objectives set out in this allocation and demonstrably support realisation of the full potential of the site. This includes not prejudicing the current operation of existing uses in line with the Agent of Change principle, and/or its future development.</p> <p>Proposals for the Lydean Industrial Estate will need to respond to and integrate with the approved full planning permission for the southern part of the and the surrounding context. The layout and arrangement of uses across the site should create a logical progression of uses/spaces that minimises the current dominance of the Sainsbury’s servicing route. Non-residential uses should be</p>

	<p>concentrated along Harrow Manorway and Felixstowe Road to provide active frontages to these main routes.</p> <p>As a minimum, the existing quantum of floorspace on Lydean Industrial Estate will need to be reprovided in the form of flexible space suitable for SMEs, including industrial floorspace. Landowners should work together to explore phasing of development that would allow relocation of existing occupiers at Lydean Industrial Estate within other parts of the site allocation. The boundary with the adjacent Thistlebrook site requires careful consideration.</p> <p>This is an area identified in the Core Strategy as potentially suitable for tall buildings, and a building of 21 residential storeys has been permitted on the southwestern corner of the site. Heights on the remainder of the site will need to step down significantly from this height due to the surrounding low-rise context. A predominately mid-rise (4-8 storeys) form would be generally appropriate, with low-rise elements adjoining existing residential areas.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. Both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens. Sufficient private defensible space for residential units at ground floor will also be required. Private gardens should generally be adjacent to existing amenity space to minimize the potential for overlooking and loss of privacy.</p> <p>This site is considered suitable for car free development and proposals should minimise parking provision.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## T7 Abbey Wood Telephone Exchange

Wilton Road, Abbey Wood, SE2



<b>Site Area:</b> 0.40ha	<b>PTAL:</b> 4
<b>Site Source:</b> Area OA2 Thamesmead and Abbey Wood SPD (2009)	<b>Ownership:</b> Crossrail
<b>Current Use:</b> Former telephone exchange and surrounding car park. Currently used in association with Crossrail works.	
<b>Planning Designations:</b> Thamesmead and Abbey Wood SDL; Flood risk zone 3	
<b>Relevant Planning Applications:</b> none	
<b>Indicative Delivery Timescale:</b> short term	
<b>Proposed Allocation</b>	Residential
<b>Justification</b>	The building is surplus to requirements as a telephone exchange. The site is currently in use in association with Crossrail works; this use is expected to cease by the end of 2019.
<b>Site Context</b>	The site is bounded to the north by the North Kent railway line and is in close proximity to Abbey Wood Station. Access is via Wilton Lane alongside the Abbey Arms Pub. The existing telephone

	exchange building is 4-5 storeys. Residential development in the vicinity of the site is 2-3 storeys.
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>Consider access requirements to Abbey Wood station and the footbridge over the railway line.</li> </ul>
<b>Development Guidelines</b>	<p>Residential development will need to incorporate sufficient mitigation measures to ensure that noise impacts from the North Kent Railway Line does not have a negative impact on future occupiers. Outlook over the railway line will also need to be considered.</p> <p>This is an area identified in the Core Strategy as potentially suitable for tall buildings, however, the impact on low-rise traditional residential development in the vicinity of the site must be considered. Mid-rise development of 4-8 residential storeys would generally be appropriate.</p> <p>Any residential units proposed should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and/or communal amenity space. Communal amenity space may be provided above ground level in the form of roof gardens. If communal amenity space is not provided for flats, balconies are encouraged to be generously sized and exceed the minimum requirements of the Mayor's Housing SPG.</p> <p>This site is considered suitable for car free development and proposals should minimise parking provision.</p>

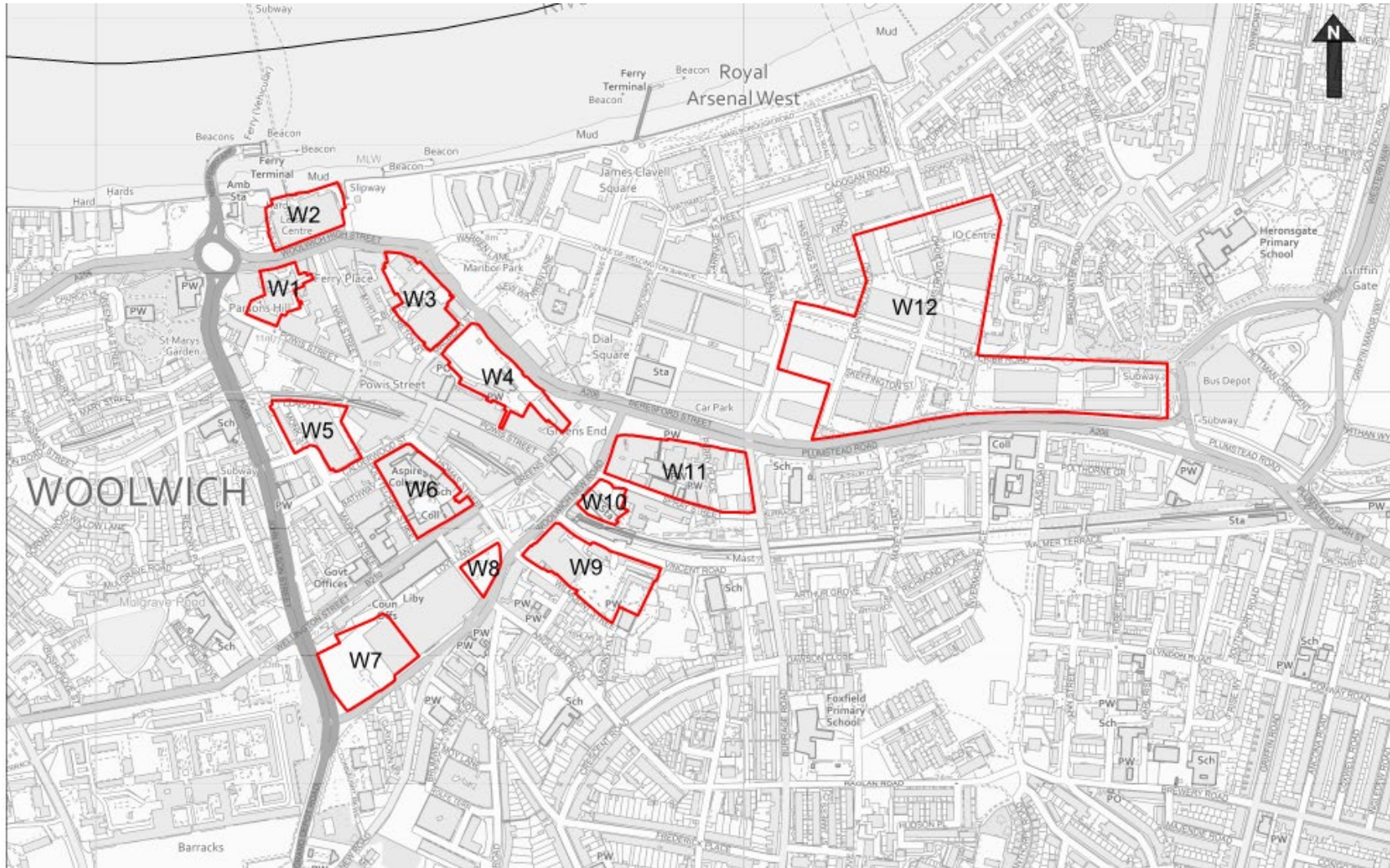


## 10 Woolwich

### Indicative area wide residential capacity 2,665 dwellings

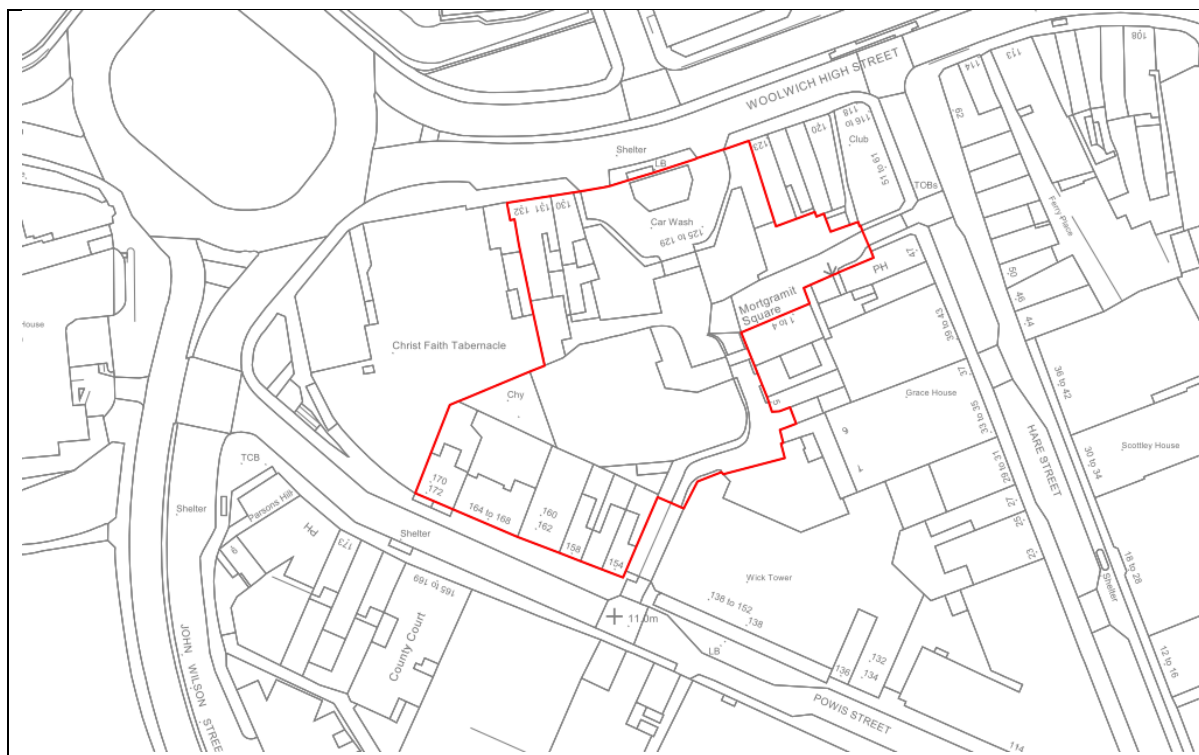
- 10.1 Woolwich Town Centre sits on the Thames, midway between the eastern and western edges of the borough. It is a Major Centre and is the largest town centre in Royal Greenwich, and it acts as a public transport hub for a wide area of Southeast London.
- 10.2 The town centre is composed of several different character areas. The civic core of the town centre includes several prominent historic landmarks arranged around Beresford and General Gordon Squares. The historic retail area spans Powis Street, with its consistent character and uses, and the diverse side streets. The recently designated (May 2019) Woolwich Conservation Area reflects the special architectural and historic interest of these areas.
- 10.3 The Royal Arsenal preserves historic industrial buildings that have played a key role in national history, and includes an emerging creative district and several new residential neighbourhoods. Along Beresford Street, expanding towards the river, is a new residential district characterised by tall buildings. Finally, the residential fringe of the town centre includes a diverse range of housing types and connects the town centre to its hinterland.
- 10.4 The site allocations reinforce these existing character areas and build upon the Woolwich Town Centre SPD (2012) and the policies within the Core Strategy. They will support the diversification of Woolwich's commercial offer, including increasing the food and drink provision and expanding the evening economy. The allocations will also deliver improved workspace for SMEs, including flexible spaces to support expanding businesses.
- 10.5 All of the sites within the town centre are expected to deliver mixed-use development, which includes a significant proportion of housing. Family housing, and ground residential floor units have been allocated towards the edges of the town centre to benefit from greater access to green space and family services.
- 10.6 Sites have been allocated to include public open space where site constraints allow and community infrastructure has been allocated to address the uplift in population from the additional housing.
- 10.7 The allocations are largely car-free in recognition of the excellent public transport links in the town centre and the ability to access most day-to-day services on foot. Where car parking has been retained, the allocations seek to reduce its volume in recognition of the increased residential densities in the town centre.
- 10.8 The site allocations present opportunities to improve the connection between the town centre core and the Royal Arsenal and riverside areas. Enhancements to the public realm along the A206 corridor, particularly improved pedestrian crossings, are already being implemented. These should be delivered in concert with new development that responds to the scale of the street and creates a comfortable pedestrian environment.

Figure 10 Woolwich area site allocations



## WI Mortgramit Square

### 154-172 Powis Street and 125-129 Woolwich High Street



<b>Site Area:</b> 0.53ha	<b>PTAL:</b> 6a
<b>Site Source:</b> Woolwich Town Centre SPD (2012); saved UDP saved mu10	<b>Ownership:</b> Private
<b>Current Use:</b> Garage and motor services centre (sui generis), shops on Powis Street and Woolwich High Street.	
<b>Planning Designations:</b> Woolwich SDL; Woolwich Major Town Centre; within Woolwich Conservation Area; setting of Grade II* listed former Granada Cinema, Grade II listed Royal Arsenal Cooperative Society Headquarters (Travelodge) and former Odeon Cinema; setting of local heritage assets RACS New Building (Wick Tower), 132-134 Powis Street, 136 Powis Street, 165-167 Powis Street (former Woolwich County Court), 169-173 Powis Street, 179 Powis Street (Castle Tavern), 47-49 Hare Street and 51-61 Hare Street; Secondary Shopping Frontage (154-172 Powis Street).	
<b>Relevant Planning Applications:</b> 18/3068/F for 296 residential units and 1158sqm of retail, co-working and community floorspace (under consideration)	
<b>Indicative Delivery Timescale:</b> short term	
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses on ground floor along Powis Street and Woolwich High Street, workspace suitable for SMEs and residential on upper floors.

<b>Justification</b>	The site presents an opportunity to connect the lower end of Powis Street with the riverfront, and to extend the vibrancy of the upper end of Powis Street further. The site also offers the opportunity to introduce residential uses within the town centre.
<b>Site Context</b>	<p>The site is roughly crescent shaped, extending from Powis Street to Woolwich High Street around the Grade II* listed former Granada Cinema. This cinema building, and the locally listed former Royal Arsenal Co-operative Department Store (Wick Tower) contribute to the strong heritage character of the area.</p> <p>Both buildings include art deco features with strong vertical elements designed to act as landmarks. The Edwardian Neo-classical Grade II listed Royal Arsenal Co-operative Headquarters building (Travelodge) also contributes to the character of the area, with a clock tower that acts as a key landmark connecting the upper and lower parts of Powis Street.</p> <p>The west end of Powis Street, adjacent to the site, includes a small group of shops, a public house and the former Woolwich County and Family Court, in addition to a large car park. The car park and the quality of some of the shopfronts, within the site itself and on the opposite side of Powis Street, detract from the historic character of the area and the quality of the townscape.</p> <p>The Woolwich High Street frontage faces a busy dual-carriageway and the large leisure centre across the street. Both of these elements detract from the character of this part of Woolwich and act as a severance between the core of the town centre and the riverfront; however, some of the remaining shop buildings along Woolwich High Street have heritage significance. Numbers 121-123, immediately to the east of the site, date from the 1740s, making them among the oldest buildings in the retail core of the town centre, and they retain distinctive steeply sloping mansard roofs.</p> <p>The Furlong's Garage building at the centre of the site, while unlisted, contributes to the character of the site by defining the curving route through. It also contributes to the art deco character of the area through the shape of the windows and its use of curves at the corners.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Ground floor frontages along Powis Street should incorporate uses that generate significant activity (A1-A3) in order to increase the vibrancy of this part of the street.</li> <li>• Proposals must either introduce a new public, open air pedestrian route between Powis Street and Hare Street or improve the public realm of the existing Mortgramit Square alley by</li> </ul>



	<p>introducing active frontages at ground level and overlooking at upper levels.</p> <ul style="list-style-type: none"> <li>• Preservation and enhancement of the Woolwich Conservation Area, including retaining the prominence of the strong vertical elements of the art deco buildings and the clock tower of the RACS Headquarters and reinforcing the existing character of this end of Powis Street.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The provision of a large retail unit that meets the needs of large multiple retailers on this site, with a frontage on Powis Street, has the potential to support the maintenance of Woolwich as a Major Centre while anchoring the lower end of Powis Street and drawing the vibrancy of the upper end of Powis Street further west. The feasibility of this should be considered, and if a large unit is provided this should be capable of future subdivision into smaller units.</p> <p>The Woolwich High Street frontage also has the potential to support the existing cluster of food and drink uses along Hare Street and its continuation onto the Waterfront Leisure Centre site. Businesses should complement the existing food and drink offer in the area.</p> <p>Consideration should be given to the provision of workspace suitable for SMEs. This would be most appropriate at first floor level along the Powis Street frontage, where it can benefit from prominence within the town centre core; and at ground floor level along the pedestrian route through the site, where it can provide active frontages.</p> <p>The nature of the site, and its location in the core of the town centre, means that it is unlikely to be suitable for ground floor residential units. Residential units facing Woolwich High Street may need to include noise and air pollution mitigation to mitigate the impact of the busy road. It might be appropriate to set the residential storeys back behind a podium garden.</p> <p>The development of this site presents opportunities to make improvements to the existing public realm, particularly on the Woolwich High Street frontage where the pedestrian environment is poor. The street is out of scale with most of the existing buildings, which date from before it was widened. The scale of proposals should match the scale of the street, while providing a high quality pedestrian environment. Reference should be made to the adjacent former Granada Cinema, which is of a scale that matches that of the street and rises to the equivalent of roughly six storeys.</p> <p>The layout of the development should provide for a primarily pedestrian route through the site, connecting Powis Street to Hare Street and Woolwich High Street. This route could follow the route of the existing Mortgramit Square or be an entirely new route. In either case, the route should be a minimum of four metres wide for</p>

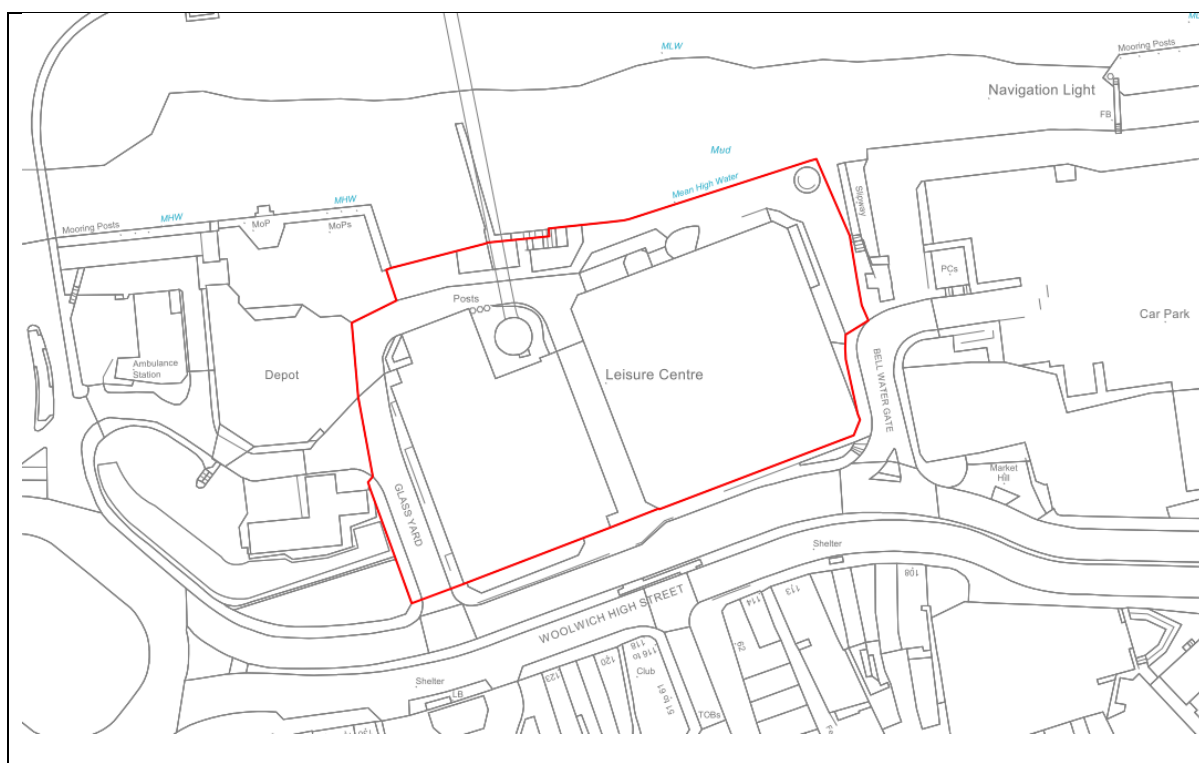
	<p>most of its length and open to the sky except where there is an existing archway in order to ensure that the route provides a comfortable pedestrian environment and appears welcoming and public. It should also be designed to take advantage of direct sunlight where possible.</p> <p>The scale of the enclosing buildings along this route should provide for adequate sun and sky views. There is a significant change in level within the site descending from Powis Street to Woolwich High Street, which the route will need to address without the use of steps. It should connect directly and at grade with public footways at either end.</p> <p>The pedestrian route may include wider sections, but should be primarily designed as a movement space, providing access into the site and between the adjacent streets. A larger public square could undermine the existing and projected public space network within the town centre and impact the amenity of residents on upper levels of the development.</p> <p>While this route should be primarily for pedestrians, it should provide access to servicing for the residential and non-residential uses within the development and existing servicing for the surrounding buildings.</p> <p>Reference should be made to the site allocation proposed for the Leisure Centre site which sits across the street. Any development on the Mortgramit Square Site should ensure that it does not prejudice the development of that site and that it contributes to the creation of a coherent character area that opens towards the river.</p> <p>On the interior of the site there is the potential to match the height of the adjacent RACS department store building. However, any development will need to ensure that it does not result in a significant reduction in sunlight, daylight, privacy or outlook for the occupiers of the RACS department store building and the other, smaller-scale buildings surrounding the site.</p> <p>Residential units at upper floors should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space should be designed to take advantage of direct sunlight and may be provided above ground level in the form of roof gardens.</p> <p>This site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p>
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	<p>Thames Water has indicated that upgrades to the water supply are likely to be required to support the demand anticipated from the site. Early liaison with Thames Water on these issues is required.</p>
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## W2 Waterfront Leisure Centre

### Woolwich High Street & Glass Yard



<b>Site Area:</b> 0.84ha		<b>PTAL:</b> 6a
<b>Site Source:</b> Woolwich Town Centre SPD (2012)		<b>Ownership:</b> RBG
<b>Current Use:</b> Leisure Centre (D2)		
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; Grade II listed foot tunnel portal; setting of Woolwich Conservation Area; setting of Grade II* listed former Granada Cinema and Grade II listed former Odeon Cinema and RACS Headquarters (Travelodge); setting of local heritage assets 47-49 Hare Street and 51-61 Hare Street; adjacent to SINC (Metropolitan nc1); Flood zone 3		
<b>Relevant Planning Applications:</b> none		
<b>Indicative Delivery Timescale:</b> medium term		
<b>Proposed Allocation</b>	Mixed used development appropriate to the town centre, including food and drink and cultural uses, residential at upper floors, new Public Open Space adjacent to the river and improvements to the Thames Path.	
<b>Justification</b>	The Woolwich Town Centre SPD (2012) identified the possibility of moving the leisure centre to another site within the town centre, freeing this site for redevelopment. The site presents an opportunity	

	<p>to connect the core of the town centre to the river both physically through the introduction of a new public space and visually by opening views down the Hare Street corridor; and to improve the character and connectivity of the Thames Path.</p>
<p><b>Site Context</b></p>	<p>The site is currently occupied by the Waterfront Leisure Centre which has a detrimental impact on the surrounding area by creating poor-quality public realm along Woolwich High Street, creating a visual separation between the commercial core of the town centre and the river, surrounding and overwhelming the Grade II listed foot-tunnel portal and creating a confusing and illegible route for the Thames Path.</p> <p>To the east, on the site of the leisure centre's former car park, the Royal Arsenal Riverside development is under construction, with apartment towers up to 21 storeys. This development retains the Thames Path and introduces a new park leading from the centre of the Royal Arsenal to the riverfront.</p> <p>To the west, the site faces the Woolwich Ambulance Station and the Woolwich Free Ferry maintenance dock. While delivering essential services, these uses do not support a high-quality public realm and, along with the large roundabout and the ferry pier itself, act as a significant barrier between the site and the neighbourhoods to the west and southwest.</p> <p>Woolwich High Street separates the site from the commercial core of the town centre, focused on Hare Street and Powis Street. The buildings along these two streets have a strong character, being predominantly 2-3 storey Victorian and Edwardian shopfronts. The buildings facing onto Woolwich High Street are of a similar character, and they have heritage value, but their character is undermined by poor maintenance, low-quality signage and, most significantly, the scale of the street.</p> <p>The site is within the setting of the Grade II* listed former Granada Cinema, the Grade II listed former Odeon Cinema and former Royal Arsenal Cooperative Society Headquarters (now Travelodge) and the locally listed former RACS department store (Wick Tower). All of these buildings include significant vertical elements and contribute to a strong character at the western end of Powis Street.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Proposals should seek to expand the cluster of food and drink uses in the area and draw visitors towards the riverfront through the placement of commercial units.</li> <li>• Improvements to the public realm along the riverfront by increasing the accessibility, quality and legibility of the Thames Path.</li> <li>• Delivery of a new public open space leading from the junction of Woolwich High Street and Hare Street to the riverfront.</li> </ul>

	<ul style="list-style-type: none"> <li>• Proposals must significantly enhance the setting of the Grade II-listed foot tunnel portal, including opening up views to all sides of the structure.</li> <li>• Scale and massing to support a transition in built form from the larger-scale, taller buildings of the Waterfront Living character area to the small-scale, lower buildings of the Historic Town Centre Core.</li> <li>• Maintenance and improvement of flood defences, in accordance with the requirements of the Environment Agency and its TE2100 Plan, and ensuring that no uses on the site are at significant risk of flooding.</li> <li>• Development must ensure that it does not impact the use of the foot tunnel, the operations of the ferry, its maintenance or the adjacent ambulance station.</li> <li>• Applicants should engage with the Environment Agency, the Port of London Authority and the Marine Management Organisation at an early stage.</li> <li>• Adequate facilities to replace the Waterfront Leisure Centre should be available in the area prior to the commencement of redevelopment.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>A new leisure centre to replace the Waterfront Leisure Centre is proposed as part of the allocation for Site W9; that facility should be complete and operational, or an alternative facility provided, prior to the commencement of redevelopment on this site.</p> <p>This site has the potential to expand the food and drink offer provided by the cluster on Hare Street. Ground floors across the site should provide for a mix of units sizes with the objective of delivering a lively public realm with a variety of food and drink use. Units should be included that are a sufficient size and an appropriate layout and quality for national chain restaurant operators.</p> <p>Redevelopment of this site presents an opportunity to improve access from the town centre to the riverfront, and a better entrance for users of the foot tunnel by opening up the site. Proposals should take advantage of this opportunity by creating a new public space fronting onto the river that links to the Thames Path. It should investigate opportunities to incorporate the flood defences into the design of the public realm in such a way that the river is visible and appears accessible; for example, by terracing down to the level of the river and introducing tidal planting, in consultation with the Environment Agency, the Port of London Authority and the Marine Management Organisation.</p> <p>This public space should be designed to allow it to host events and activities, particularly those that relate to the river. Opportunities for this space to include an area for children’s play, with a play structure, should be investigated to increase the liveliness and attraction of the</p>

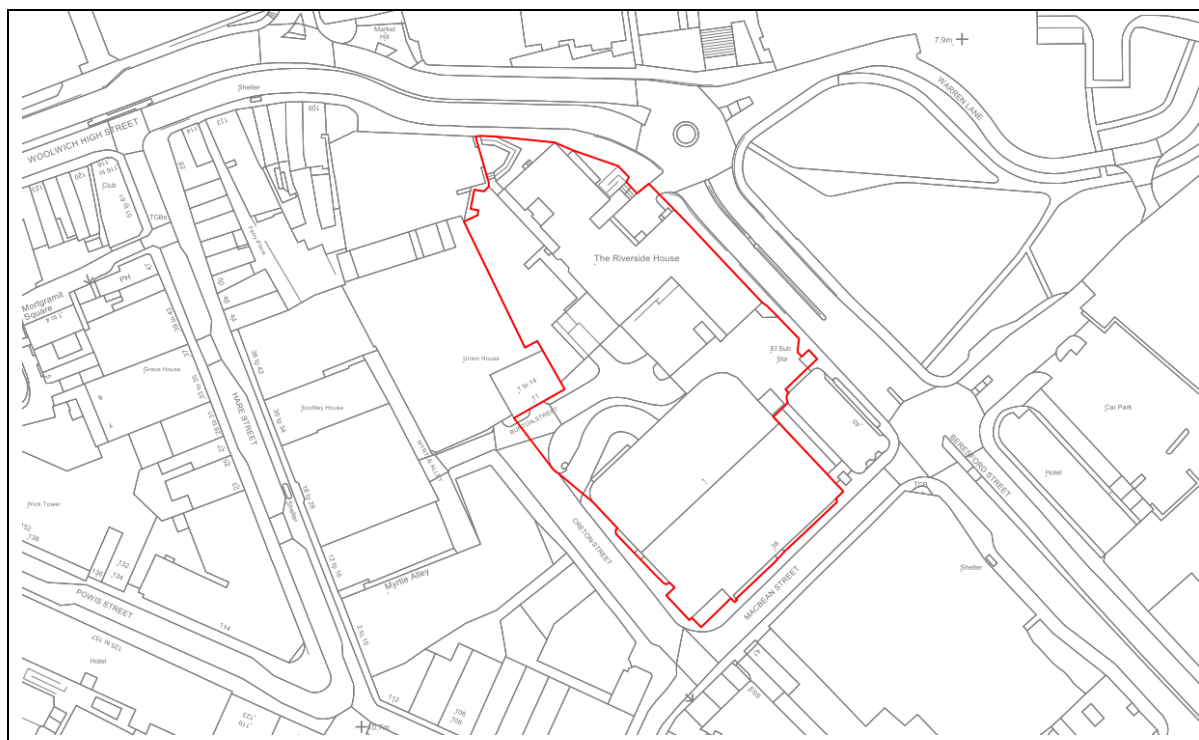
	<p>space. While the space should be mostly hard-landscaped to allow for a range of uses, there should be elements of soft landscaping and there is an opportunity to introduce planting that relates to the river; including, for example, a reed bed.</p> <p>Development should include broader public realm improvements to the Thames Path. This will be particularly important at the eastern and western edges of the site where the legibility is poor. Proposals should investigate whether there is a continuing need for the draw dock at the eastern edge of the site and, if it can be released, the development should realign the path at this point to create a direct route with clear sightlines. Legibility should also be improved by introducing signage and consistent paving.</p> <p>The public realm along Woolwich High Street should also be improved, particularly the area surrounding the pedestrian crossing, and the area adjacent to the junction with Bell Water Gate, which are especially poor and provide insufficient space for pedestrians. The building line should be set back from the edge of the site to allow for a wider pedestrian footway.</p> <p>The site terminates an important townscape view along Hare Street from its junction with Powis Street. Proposals should ensure that this vista is opened up to allow views along Hare Street to the river and the foot-tunnel portal.</p> <p>Proposals will also need to respond sensitively to the cluster of listed buildings at the western end of Powis Street, by ensuring that building heights on the western half of the site retain or enhance the prominence of these elements within the townscape. The scale of buildings fronting onto Woolwich High Street should make reference to the scale of the Grade II* listed former Granada Cinema across the street, which rises to the equivalent of 6 storeys.</p> <p>On the eastern half of the site there is the potential for heights to step up towards those of Callis Yard and the Royal Arsenal riverside development and for the site to provide a transition between the larger-scale and taller buildings of the Royal Arsenal waterfront development and the smaller-scale, lower buildings of the commercial core of the town centre.</p> <p>Residential use on the ground floor is not acceptable. Residential units at upper floors should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>The site is adjacent to the maintenance dock and pier serving the Woolwich Free Ferry. The impact of noise from these operations will</p>
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	<p>need to be investigated and mitigation measures may be necessary. Mitigation of the noise and air pollution from Woolwich High Street might also be necessary for residential dwellings.</p> <p>In order to mitigate these impacts, winter gardens may be appropriate for the dwellings on the southern and western frontages of the site and it may be necessary to set back residential levels of buildings facing Woolwich High Street. Building setbacks could provide space for podium gardens to provide private communal amenity space for residents. This would provide planting that would improve the biodiversity of the area.</p> <p>This site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p> <p>Thames Water has indicated that upgrades to the water supply network infrastructure are likely to be required to support the demand anticipated from the site. Early liaison with Thames Water on these issues is required.</p>
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**W3 Bunton Street**

**38 Macbean Street; Riverside House, Beresford Street**



<b>Site Area:</b> 0.96ha		<b>PTAL:</b> 6a	
<b>Site Source:</b> Woolwich Town Centre SPD (2012); saved UDP site mu9 (part)		<b>Ownership:</b> Multiple private	
<b>Current Use:</b> Supermarket, gym and offices			
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; Secondary Shopping Frontage (38 Macbean Street & 1 Creton Street); setting of Woolwich Conservation Area; setting of Royal Arsenal Conservation Area; setting of Grade I listed Royal Brass Foundry; setting of Grade II* listed Royal Arsenal Board Room; setting of local heritage asset 41-44 Macbean Street.			
<b>Relevant Planning Applications:</b> 18/4120/PN2 prior notification for change of use from office to 199 residential units.			
<b>Indicative Delivery Timescale:</b> medium-long term			
<b>Proposed Allocation</b>	Mixed use development appropriate to a town centre, including retail/leisure/cultural uses and workspace suitable for SMEs, and residential at upper floors		
<b>Justification</b>	The single storey Lidl makes inefficient use this accessible town centre site. It also presents large inactive frontages. Riverside House is a largely vacant dated office building and its redevelopment offers the		

	<p>opportunity to provide housing alongside modern workspace that better responds to the needs of occupiers.</p>
<b>Site Context</b>	<p>The existing site is composed of two parts: Lidl, which is a single storey post-war building with inactive frontages along the majority of its façade; and Riverside House, a 14-storey post-war office block with a 6-storey L-shaped wing to the south.</p> <p>Riverside House is within an emerging cluster of tall buildings, with the riverfront element of the Royal Arsenal (rising up to 21 storeys) to the north and east of the site, and Callis Yard (18 storeys) to the north and west. Royal Sovereign House to the east that is undergoing conversion to residential use, and will be seven storeys when complete.</p> <p>Overall, the Beresford Street/Woolwich High Street corridor in this vicinity of the site has a varying character largely composed of tall buildings, but stepping down towards Beresford Square and the Grade II* listed former Granada Cinema at either end. The west side of the site borders the Woolwich Conservation Area, with its largely uniform building heights of 3 storeys and the fine-grained rhythm of shops and detailing.</p> <p>To the south the site is adjacent to the Macbean Street site, which has been allocated as site W4. That site is expected to contribute to the stepping up of building heights from Beresford Square towards the river and to provide active frontages along Macbean Street and within the site.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Active frontages delivered by appropriate town centre uses at ground floor along all public routes, including reprovision of the existing supermarket.</li> <li>• Provision of a significant quantum of flexible workspace.</li> <li>• Residential use at upper floors only.</li> <li>• Provision of a pedestrian connection between the dead end of Bunton Street, behind Riverside House, and Beresford Street.</li> <li>• Proposals should preserve or enhance the setting of the Woolwich Conservation Area.</li> </ul>
<b>Development Guidelines</b>	<p>Proposals should reprovide the existing supermarket floorspace to ensure that the convenience retail needs of the town centre continue to be met. Redevelopment of the supermarket should also take the opportunity to provide a ground floor frontage along Macbean Street that maintains the rhythm of shopfronts in the town centre, either by wrapping the larger supermarket space with smaller shopfront units or by creating a supermarket frontage treatment that provides a smaller-scale rhythm.</p>

	<p>Any redevelopment or renovation of Riverside House should ensure that it continues to provide a significant proportion of workspace provision suitable for SMEs. This would be most appropriate at ground and first floor levels, creating active frontages onto the new through-route, the existing Bunton Street and Beresford Street, and helping to preserve the privacy and amenity of residents on the upper storeys.</p> <p>Proposals should improve the permeability of this area by introducing a route through the site from Creton Street to Beresford Street that provides a direct, at-grade connection to the public footway at either end. This route should have active frontages and be pedestrian only. It should be a minimum of four metres wide and predominantly open to the sky, though the Beresford Street entrance could be a covered archway similar to the entrance to Myrtle Lane from Powis Street.</p> <p>There is potential for a redevelopment of Riverside House to rise to the height of the existing building, provided it supports a high-quality living environment and does not result in a reduction in the amenity of the occupants of the adjacent buildings.</p> <p>The development of the Lidl building should contribute to the stepped vision for the Beresford Street corridor, with taller elements potentially appropriate at the northeast corner. Any taller elements proposed will need to ensure that they preserve or enhance the character of the Woolwich Conservation Area and the quality of the microclimate along Macbean Street. Taller elements should be set back above podiums that rise to a height that responds to the width of the street.</p> <p>Residential use on the ground floor is not acceptable. Residential units at upper floors should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens and should be designed to take advantage of direct sunlight.</p> <p>Redevelopment of the supermarket should seek to reduce the amount of parking for customers based on an assessment of its need in the context of increasing residential densities within the town centre; but it should retain the spaces for loading. Otherwise, the site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p> <p>Thames Water has indicated that upgrades to the water supply network infrastructure are likely to be required to support the demand anticipated from the site. Early liaison with Thames Water on these issues is required.</p>
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## W4 Macbean Street

### Vacant Lot on Macbean Street, Market Pound, 1-4 Beresford Street and 1-3 Beresford Square



<b>Site Area:</b> 1.22ha		<b>PTAL:</b> 6b	
<b>Site Source:</b> Woolwich Town Centre SPD (2012); saved UDP site mu9 (part)		<b>Ownership:</b> Legal & General, Powis Street Estates, RBG	
<b>Current Use:</b> Storage for Beresford Square market traders, retail, place of worship, educational facility and vacant land			
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; setting of Grade I listed Royal Brass Foundry, Grade II* listed Royal Arsenal Boardroom and Grade II listed Arsenal Gateway, Elephant & Castle Public House, Guardhouse, Verbruggens House and Arsenal Laboratory West Pavilion; setting of local heritage assets 41-44 Macbean Street, 22-28 Powis Street, 32, 34-38, 40-42 Powis Street, 44-48 Powis Street (former Electric House), and 5 Beresford Square; setting of Royal Arsenal Conservation Area and part within Woolwich Conservation Area.			
<b>Relevant Planning Applications:</b> 19/2498/F for 642 residential units across five buildings of 6, 12, 19, 20 and 22 storeys and 2,944sqm of flexible use commercial floorspace (A1-A4/B1/D1/D2 and Sui Generis) (under consideration).			
<b>Indicative Delivery Timescale:</b> short-medium term			
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including reprovision or satisfactory relocation of market storage area, workspace suitable for SMEs, residential at upper floors and new		

	Public Open Space at Murray's Yard with a public pedestrian route between Powis Street and Beresford Street.
<b>Justification</b>	The site includes a large vacant lot and an underused servicing yard, thereby making inefficient use of a large area of land within a town centre and with good public transport connectivity. The introduction of public open space in this development would improve public access to open space and improve permeability by introducing a new route between Powis Street and Beresford Street.
<b>Site Context</b>	<p>The site is adjacent to Beresford Square at its southeastern end which has benefited from a reconfiguration and repaving to improve its appearance. This square hosts Woolwich's primary market and is a major node of activity and pedestrian route through the town centre. It also houses several Grade II listed buildings.</p> <p>To the east the site is adjacent to Beresford Street, which is a busy main road. On the other side of the street, it faces the Royal Arsenal, which includes the Grade I listed Royal Brass Foundry and several Grade II listed buildings and is covered by the Royal Arsenal Conservation Area.</p> <p>To the west, the site borders the Woolwich Conservation Area which draws its heritage significance, in part, from its consistent roof lines and well-preserved Victorian and Edwardian shop buildings at a consistent height of 3 storeys.</p> <p>To the north the site faces the Bunton Street site, which has been allocated as site W3. This site is expected to undergo redevelopment that is in keeping with the overall vision for the Beresford Street corridor and which preserves and enhances the Woolwich Conservation Area.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Active frontages delivered by appropriate town centre uses at ground floors.</li> <li>• Provision of a significant quantum of workspace and reprovision of the existing educational facility.</li> <li>• Retention and enhancement of storage for market traders and servicing for the shops on Powis Street.</li> <li>• Residential use at upper floors only.</li> <li>• Provision of new, high quality public open space and open a new pedestrian route between Powis Street and Beresford Street</li> <li>• Proposals must preserve or enhance the settings of the Grade I listed Royal Brass Foundry, the Grade II listed buildings at the Royal Arsenal and around Beresford Square, the numerous</li> </ul>

	locally listed buildings in the vicinity and the Woolwich and Royal Arsenal Conservation Areas.
<b>Development Guidelines</b>	<p>The Beresford Square frontage of the site is in a prominent location in the town centre. It should include active frontages that turn the corner onto Beresford Street to support the activation of that route. Uses that generate significant activity should be located on the ground floor in this space to contribute to the liveliness of the square. These could include retail or food and drink uses.</p> <p>Further active uses should be provided at the ground floor along all other frontages of the development. The uses at ground level should complement the businesses on Powis Street and support its role as the retail core of the town centre, while activating the through routes and Macbean Street. Workspace could be appropriate along the Beresford Street frontage where footfall might be too low to support retail and food and drink uses.</p> <p>Residential use on the ground floor is not acceptable. Residential units at the first floor along Beresford Street may be appropriate if it can be demonstrated that the frequent buses along this route would not compromise privacy.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>Developments should incorporate Murray's Yard (an alley leading off Powis Street) as part of a new pedestrian route connecting Powis Street with Beresford Street. Food and drink uses around this space would support the objective of increasing Woolwich's leisure and evening offer. The ground-level spaces facing onto Murray's Yard should provide a high degree of transparency and support activity. However, it will be important to ensure that the quality of the residential amenity does not suffer as a result of the inclusion of food and drink uses.</p> <p>A new public space should be provided along this new pedestrian connection, with at least two points of entry from the public realm. It should be well-proportioned and large enough to provide flexible programming and be located and oriented to take advantage of direct sunlight.</p> <p>The design of the entrances to the space must be clearly identifiable as public to promote public use and it should provide direct visual and physical links to the adjacent streets. The space should also include a balance of soft and hard landscaping to support its use as a social space and a spill-out space for adjacent food and drink uses. It</p>

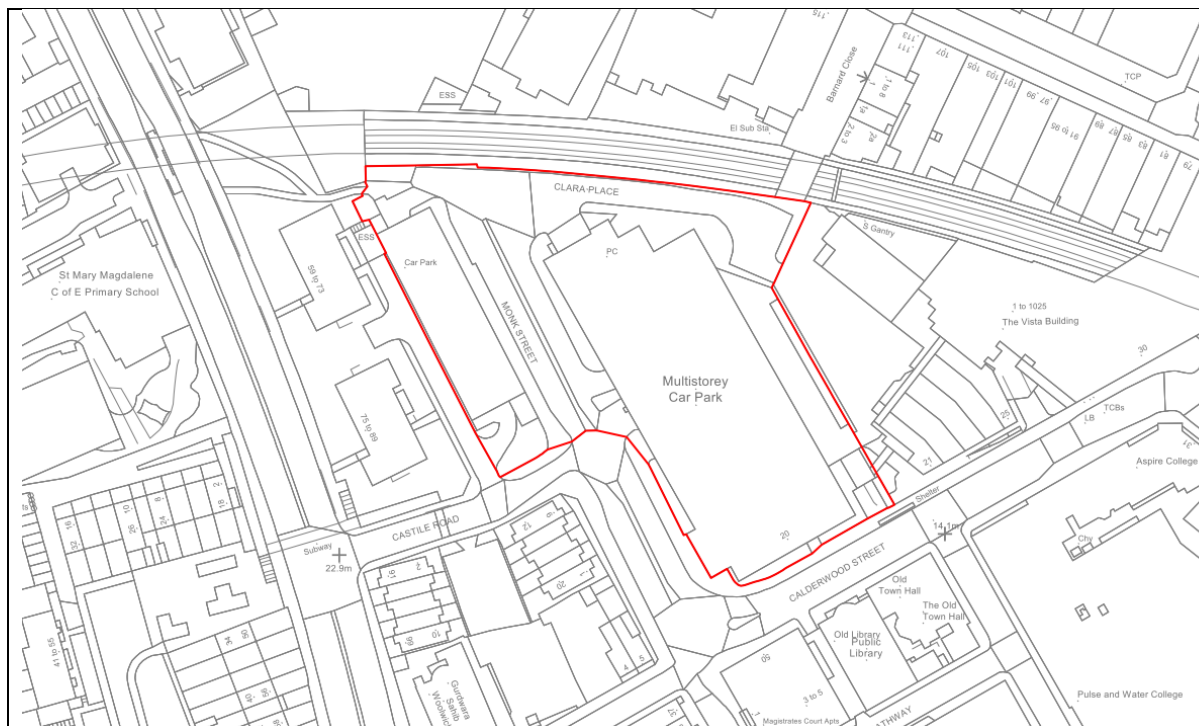


	<p>should have ample public seating, in addition to spill-out seating for commercial uses.</p> <p>The pedestrian through-route should be open to the sky throughout and the scale of the enclosing walls should provide for adequate sunlight and sky views. It should be located at the same grade as the adjacent public footways and connect directly to the public footway at either end. It should be a minimum of four metres wide to make the route appear welcoming, and it should be designed to address the buildings flanking the walkway.</p> <p>Proposals will also be expected to contribute to an improved environment around the bus stop (Stop U, at the junction of Beresford Street and Beresford Square) by providing active uses fronting onto the large open area, with uses that spill out onto the street.</p> <p>The proximity of the Grade I listed Royal Brass Foundry and numerous Grade II listed buildings within the Royal Arsenal and in Beresford Square makes the site particularly sensitive in terms of its impact on heritage assets. Development should preserve or enhance the settings of these assets, as well as the Royal Arsenal Conservation Area and the Woolwich Conservation Area.</p> <p>Tall buildings would likely be inappropriate for the southern part of the site due to the impact on the setting of the Royal Brass Foundry and the relationship between the site and the townscape and heritage of Beresford Square.</p> <p>The scale of development along Beresford Street should rise up gradually, stepping up from the predominant heights around Beresford Square to meet the height of Royal Sovereign House on the opposite side of Macbean Street. The stepping up of heights from the Beresford Square end to Macbean Street supports the transition between the historic core of the town centre and the larger-scale emerging Waterfront Living character area.</p> <p>Taller elements may be acceptable where these are set back behind the street frontage, particularly at the Macbean Street end of the site where there would be less impact on the settings of heritage assets.</p> <p>The design and materiality of any development on this site should respond to the surrounding character areas, including the Royal Arsenal and Woolwich Conservation Areas. The design of buildings on the site has the potential to provide a link between the character and appearance of the Royal Arsenal and that of Beresford Square and Powis Street.</p> <p>This site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p>
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	<p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## W5 Calderwood Street and Monk Street Car Parks

### 25 Calderwood Street, Calderwood Street Car Park, Monk Street & Monk Street Car Park, Monk Street



<p><b>Site Area:</b> 0.89ha</p>	<p><b>PTAL:</b> 6b</p>
<p><b>Site Source:</b> Woolwich Town Centre SPD (2012).</p>	<p><b>Ownership:</b> RBG (top two floors of Calderwood Street Car Park on long lease to Vista House)</p>
<p><b>Current Use:</b> Multi-storey car parks, and supermarket</p>	
<p><b>Planning Designations:</b> Woolwich SDL; Major Town Centre; Primary Shopping Frontage (25 Calderwood Street); setting of Grade II* listed Town Hall; setting of Grade II listed Former Town Hall, Former Library, Former Magistrate’s Court, Former Police Station, Former Methodist Church (Gurdwara Sahib), Former Royal Arsenal Cooperative Society (Travelodge); setting of local heritage asset Polytechnic Hall; setting of Woolwich Conservation Area.</p>	
<p><b>Relevant Planning Applications:</b> none</p>	
<p><b>Indicative Delivery Timescale:</b> long term</p>	
<p><b>Proposed Allocation</b></p>	<p>Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, appropriate community uses and residential.</p> <p>There is also the potential for temporary/meanwhile uses of parts of the car parks prior to redevelopment, including food and drink, workspace and/or community/cultural uses.</p>

<b>Justification</b>	Although well-used, the existing multi-storey car parks are a source of public safety and security concerns and the Monk Street Car Park is in a poor state of repair. The redevelopment of these two car parks would allow for the improvement in the quality of public parking in the town centre. The site also offers the opportunity to increase the amount of housing within the town centre and increase the retail and leisure offer in the Powis Street area.
<b>Site Context</b>	<p>The existing site includes two car parks which are detrimental to the character and cohesiveness of the town centre. While the adjacent Vista Building is, at 12 storeys, out of character for the area, it includes a row of shops fronting directly onto Calderwood Street that provide active frontages and contribute to the vibrancy of the area. There is a bridge connecting the top level of the Calderwood Street Car Park to the Vista Building and the car park provides residents' parking for the building.</p> <p>The opposite side of Calderwood Street from the site includes a group of Victorian and Edwardian civic buildings, known as the Bathway Quarter, that have a strong historic character and are part of the Woolwich Conservation Area. Most of the neighbourhood to the west of the site is of a poor character and includes many breaks in the urban form, but includes the Grade II listed Gurdwara Sahib Woolwich and associated Langar.</p> <p>To the north, the site is bordered by the railway line. Beyond this, the western end of Powis Street has a strong character defined by heritage assets with decorative vertical elements. There is a pedestrian bridge over the railway line that connects the junction of Powis Street and Barnard Close to the pedestrian route along the east side of the site. This route is underused and the public realm is of a poor quality, with inconsistent paving and an overlarge area for vehicular access and servicing.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Reprovision and enhancement of existing supermarket and introduction of new complementary uses to provide active frontages along Monk Street and the pedestrian route separating the site from the Vista Building.</li> <li>• Proposals must significantly improve the quality of the public realm on all sides of the site, particularly along the pedestrian route between Clara Place and Calderwood Street, along Monk Street and in Clara Place and its connection to John Wilson Street.</li> <li>• Proposals should preserve or enhance the settings of the cluster of heritage assets on the opposite side of Calderwood Street known as the Bathway Quarter and the cluster of listed buildings at the western end of Powis Street, both of which are part of the Woolwich Conservation Area.</li> </ul>

<p><b>Development Guidelines</b></p>	<p>While the site is projected to be redeveloped in the long term, there is the opportunity to introduce temporary meanwhile uses in the short term in parts of the existing structure. These uses could include food and drink in order to support the expansion of Woolwich's night-time economy; low-cost workspace suitable for SMES; and/or community/cultural uses. Any temporary food and drink use would need to ensure that it did not have a negative impact on the amenity of surrounding residents.</p> <p>Proposals should take the opportunity to reconfigure the ground floor of the Calderwood Street site by wrapping the reprovided supermarket floorspace with smaller commercial or workspace units that would contribute to the vibrancy of the surrounding streets. Consideration should also be given to providing workspace suitable for SMEs and further education uses at ground and first floor levels across the site.</p> <p>Residential use on the ground floor facing Calderwood Street and its junction with Monk Street is not acceptable. Ground floor dwellings may be appropriate on the quieter northern part of Monk Street provided sufficient defensible space is included between the front of the dwelling and the public realm and the impact of buses on residential amenity is appropriately mitigated.</p> <p>The Monk Street Car Park part of the site sits adjacent to an established residential neighbourhood in the residential fringe of the town centre and is therefore best suited to a fully residential development or a combination of residential and community uses. This part of the site would be appropriate for larger, family-sized dwellings and may be best suited to townhouses rather than flatted development.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided for flats. Communal space should be fully accessible and be designed to take advantage of direct sunlight. Communal amenity space may be provided above ground level in the form of roof gardens.</p> <p>The pedestrian route that runs along the eastern edge of the site should see public realm improvements. The paving and soft landscaping should be improved, ensuring that it includes at least four metres of clear paving for pedestrian comfort. It should remain open to the sky and include public seating where appropriate.</p> <p>Proposals will also need to consider how to better manage Clara Place, which provides a key link to Powis Street and the entrance to the car park for the Vista Building. This could be achieved by increasing the size of the pedestrian only area and including soft</p>
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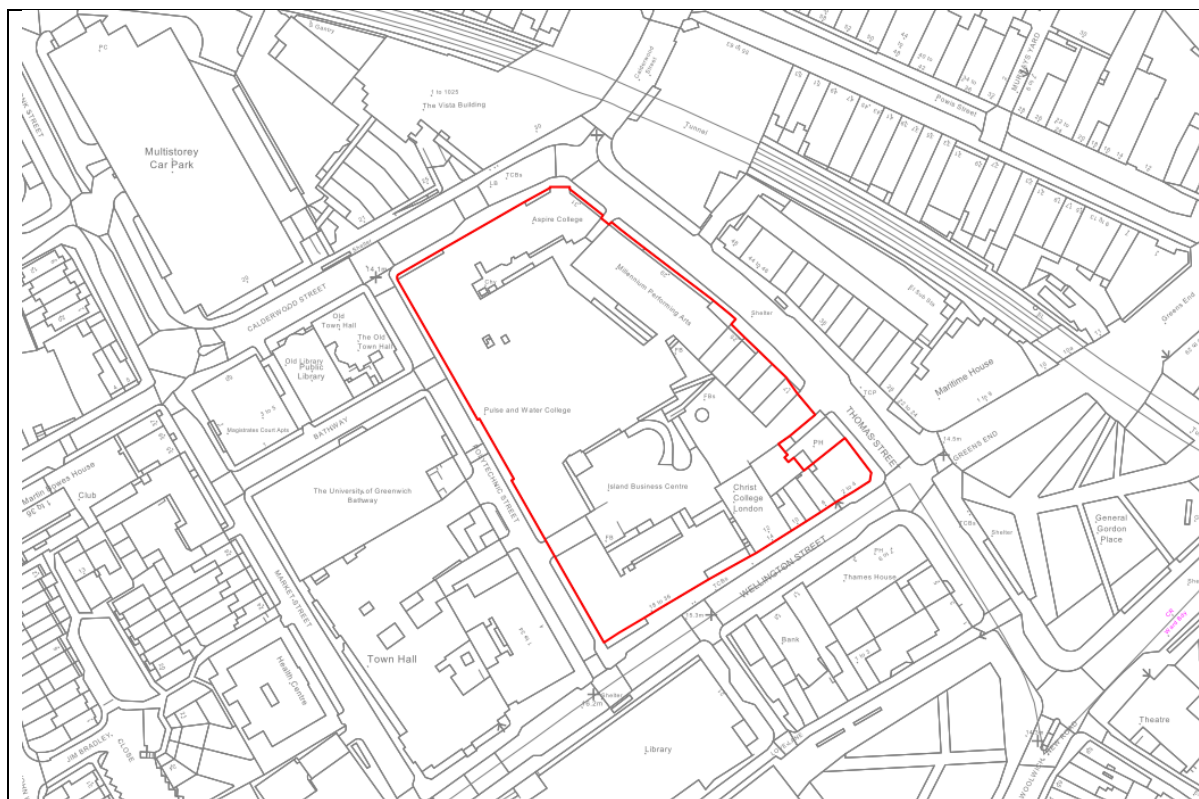
	<p>landscaping and seating. There is also an opportunity to include an element of public art at this point to reinforce the visual connection between the pedestrian route and Powis Street.</p> <p>The reconfiguration of bus routes through Woolwich Town Centre might provide an opportunity to improve the public realm along Monk Street. Development should support the wider vision of narrowing the roadway along Monk Street and removing the roundabouts to create a more pleasant pedestrian environment.</p> <p>The pedestrian path between Monk Street and John Wilson Street is extremely poor and development of the Monk Street Car Park should take the opportunity to make improvements to this route. Paving should be improved and lighting introduced to make the route safe after dark, ensuring that the lighting does not have an impact on adjacent residents. The vehicular route through this corner of the site could be removed and a larger pedestrian space provided. Development at the north end of the Monk Street car park has the potential to introduce an active frontage on this side and add overlooking to the route.</p> <p>In order to respond to the adjacent heritage assets, development should seek to reduce the perceived bulk and scale of buildings on the site. Setbacks should be used to reduce the perceived impact of higher elements, particularly along Calderwood Street. The massing should be arranged to reduce the perceived bulk of the buildings, breaking up blocks to create smaller elements. The articulation should be designed to respond to the rhythm of the surrounding streets, creating a fine-grained appearance.</p> <p>A comprehensive redevelopment of the site could involve development backing directly onto the railway trench. In this case, a new route would need to be provided, both to maintain servicing and parking access to the Vista Building and to ensure that a pedestrian route is retained between John Wilson Street and Powis Street. This new route should take the opportunity to provide active frontages on both sides and should be pedestrian-priority.</p> <p>Redevelopment of the site should seek to reduce the amount of car parking for supermarket customers and the general public based on an assessment of its need in the context of increasing residential densities within the town centre. Required parking should be provided in a safe and secure location and in as unobtrusive a manner as possible.</p> <p>Otherwise, the site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p> <p>Thames Water has indicated that upgrades to the water supply network infrastructure are likely to be required to support the</p>
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	demand anticipated from the site. Early liaison with Thames Water on these issues is required.
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**W6 Island Site**

**18-36 Wellington Street, 19-29 Thomas Street**



<b>Site Area:</b> 1.11ha		<b>PTAL:</b> 6b	
<b>Site Source:</b> Saved Woolwich Town Centre SPD (2012); saved UDP Site mu27		<b>Ownership:</b> Powis Street Estates, other private.	
<b>Current Use:</b> Island Business Centre (BI), Millennium Performing Arts College, hot food takeaway, betting shop and vacant buildings			
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; within Woolwich Conservation Area; Grade II listed Woolwich Polytechnic, Rotunda and Gymnasium; local heritage assets Thames Polytechnic, 3-5 Thomas Street, Polytechnic Hall, 2/4 Wellington Street, 6-10 Wellington Street and 12-14 Wellington Street; setting of Grade II* listed Woolwich Town Hall and Grade II listed former Town Hall, former Library and former Magistrates Court; setting of local heritage assets 11 Wellington Street, 17-19 Wellington Street and 55-63 Powis Street (former Marks and Spencer); Primary Shopping Frontage (2-10 Wellington Street & 15-25 Thomas Street).			
<b>Relevant Planning Applications:</b> 16/2480/F for 310 residential units, BI workspace, retail/café uses, cinema and provision for Millennium Performing Arts College (DI).			
<b>Indicative Delivery Timescale:</b> short term			
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, reprovision of educational facilities and residential.		

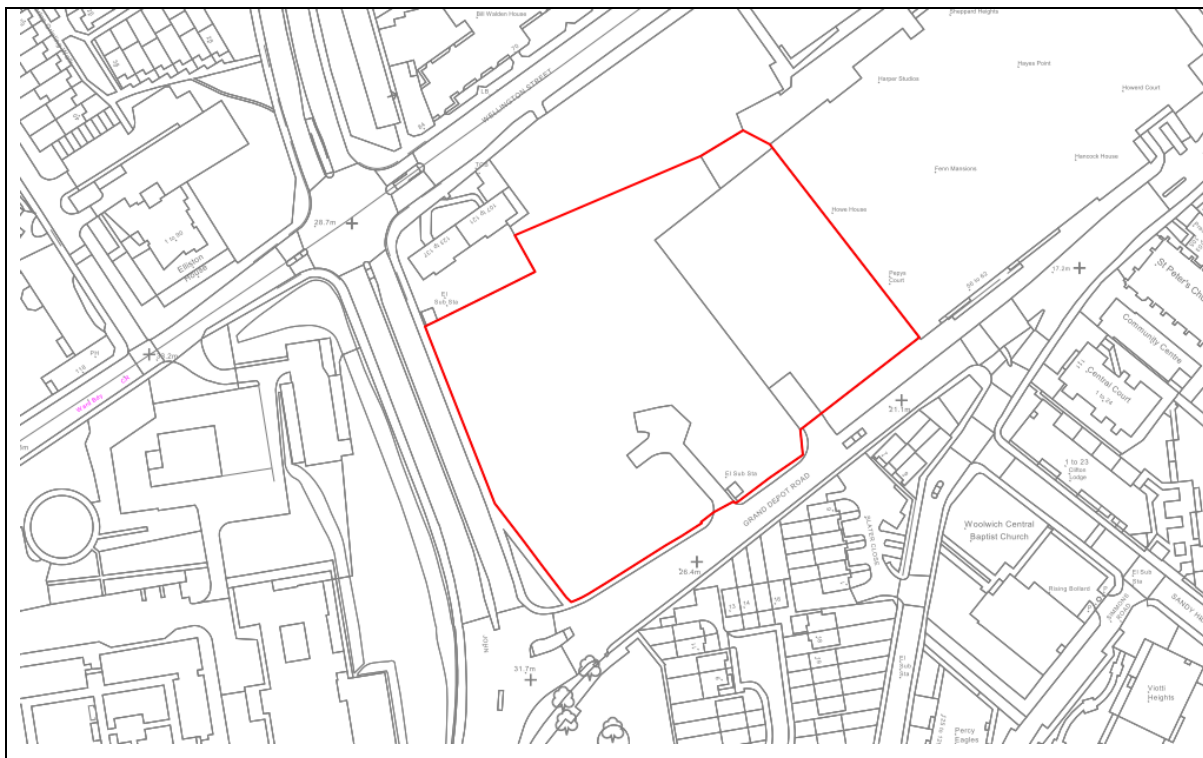
<b>Justification</b>	<p>The site includes a number of underused listed buildings and local heritage assets alongside dated office space. Redevelopment offers the opportunity to provide housing and updated workspace and educational facilities that better respond to the needs of occupiers as well as bringing the numerous heritage assets on the site into active use.</p>
<b>Site Context</b>	<p>The existing site is characterised by a variety of building types and eras. It is composed of 3-4 storey blocks surrounding a central courtyard, which includes a 5 storey office/education block at the centre.</p> <p>The neighbourhood to the west is known as the Bathway Quarter and includes a cluster of historic civic buildings, including the Grade II* listed Woolwich Town Hall, the Grade II listed former town hall, former library and former magistrate's court, and the locally listed Woolwich Public Baths. These buildings form a strong, consistent character area with significant cumulative heritage value, which is highlighted in the Woolwich Conservation Area.</p> <p>To the east, the Thomas Street frontage of the site faces a post-war linear block that detracts from the character of the area. The locally-listed part of the site at the junction of Thomas and Wellington Streets faces General Gordon Square diagonally across the street, and this part of the site contributes to the quality and character of the square.</p> <p>To the northeast the site faces Calderwood Street, and the site's northeastern corner forms the termination of the view from the junction of Powis Street and Calderwood Street. Across Calderwood Street, it faces the Vista Building, which is at a scale and height that is out of character with its surroundings. To the south the site faces a row of small-scale shops and the Royal Borough's office building, which is at a large scale that contrasts with the surrounding smaller scale buildings.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Active frontages delivered by an appropriate mix of town centres uses at ground floor, including flexible workspace, retail/services/food and drink uses and residential.</li> <li>• Provision of an appropriate quantum and improved quality of floorspace for Millennium Performing Arts College.</li> <li>• Inclusion of public open space in the centre of the block to provide external space for residents, workers, students and visitors.</li> <li>• Introduction of mid-block pedestrian connections through the site</li> <li>• Retention and enhancement of statutorily listed buildings and local heritage assets within the site.</li> </ul>

	<ul style="list-style-type: none"> <li>• Preservation or enhancement of the settings of listed buildings and local heritage assets in the adjacent blocks, including the Grade II* listed town hall, and the Woolwich Conservation Area.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The site currently includes the Millennium Performing Arts College, which plays a valuable role in Woolwich Town Centre, and development will be expected to deliver improved facilities for the college as well as enabling it to remain operational during development of the site.</p> <p>The site also currently includes a large amount of workspace, the majority of which is low-cost office space. Proposals should include BI workspace in a flexible format that can continue to serve SMEs.</p> <p>The scale and quantum of retail and food and drink uses should complement the existing and proposed clusters of retail and food and drink uses within the town centre. A cluster of food and drink uses is proposed in the Spray Street Quarter and is emerging along Hare Street and along Woolwich New Road.</p> <p>Residential uses are unlikely to be acceptable at ground floor level on most of the site due to the busyness of the adjacent streets and the other proposed ground floor uses. Ground floor residential units may be acceptable on quieter internal routes and spaces where they include sufficient defensible space (minimum 1.5m) and suitable planting. A more flexible approach may be taken where ground floor residential uses are in heritage assets. As a town centre site, the development should include both private and communal amenity space. Given the constraints of the site, communal space may be provided in the form of roof gardens and should be designed to take advantage of direct sunlight.</p> <p>Development of the site should introduce through routes to improve permeability. These routes should be a minimum of four metres wide to ensure that they provide a sense of openness, be predominantly open to the sky and meet the public footway at grade at either end. Where routes incorporate historic buildings, or pass through historic openings, they may be less than four metres, but no narrower than two metres at their narrowest point.</p> <p>The site includes a slope downwards from Wellington Street to Calderwood Street and from Polytechnic Street to Thomas Street. These slopes should be accommodated in the through-routes without steps to ensure that they are fully accessible. Routes should include active frontages.</p> <p>The site should also provide an area of public open space to act as shared external amenity space for the educational facility, workspace occupiers and for food/drink uses. The space should be clearly visible from the surrounding streets, ideally from at least two points, should</p>

	<p>include a mixture of hard and soft landscaping, and should be designed to take advantage of direct sunlight. It could also include playable space and an element of public art to contribute to the sense of place.</p> <p>The site includes several statutorily listed buildings and local heritage assets as well as several buildings on the site that are undesignated, but make a positive contribution to the area, including the Former Polytechnic Hall, the group of Victorian shops on Wellington Street and the four bay archway building on Thomas Street. Development will be expected to retain these buildings and incorporate them sensitively into the development.</p> <p>The development of the site should maintain clear sight lines between General Gordon Square and the Town Hall, the relationship between which sets the civic context of the town centre. The scale of buildings along Wellington and Polytechnic Streets should complement the predominant scale provided by the existing historic buildings.</p> <p>Some taller elements may be appropriate on the interior of the site and set back from the street frontages. The heights of any taller elements should be informed by their relationship with the heritage assets within and around the site. They should retain and enhance the prominence of existing landmarks and the character of the area.</p> <p>The site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p> <p>Thames Water has indicated that upgrades to the water supply network infrastructure are likely to be required to support the demand anticipated from the site. Early liaison with Thames Water on these issues is required.</p>
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**W7 Love Lane**

**Grand Depot Road, 125 Wellington Street**



<b>Site Area:</b> 1.31ha		<b>PTAL:</b> 6a
<b>Site Source:</b> Woolwich Town Centre SPD (2012); saved UDP site mu35 (part)		<b>Ownership:</b> Meyer Homes, RBG
<b>Current Use:</b> Vacant awaiting redevelopment		
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; setting of Grade II* listed Royal Artillery Barracks, Grade II listed Connaught Barracks and St George’s Church, local heritage asset 84 Wellington Street, and Woolwich Common Conservation Area.		
<b>Relevant Planning Applications:</b> 17/2812/F for construction of 3 buildings between 9 and 16 storeys with 1,793sqm of commercial floorspace (A1/A3/B1) and 598 residential units (appeal dismissed at public inquiry – application also included site W8)		
<b>Indicative Delivery Timescale:</b> short term		
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, appropriate community uses, residential and new Public Open Space.	
<b>Justification</b>	The Woolwich Town Centre SPD (2012) included this site within a larger site described as suitable for a large mixed-use development. Site has been cleared in anticipation of redevelopment.	



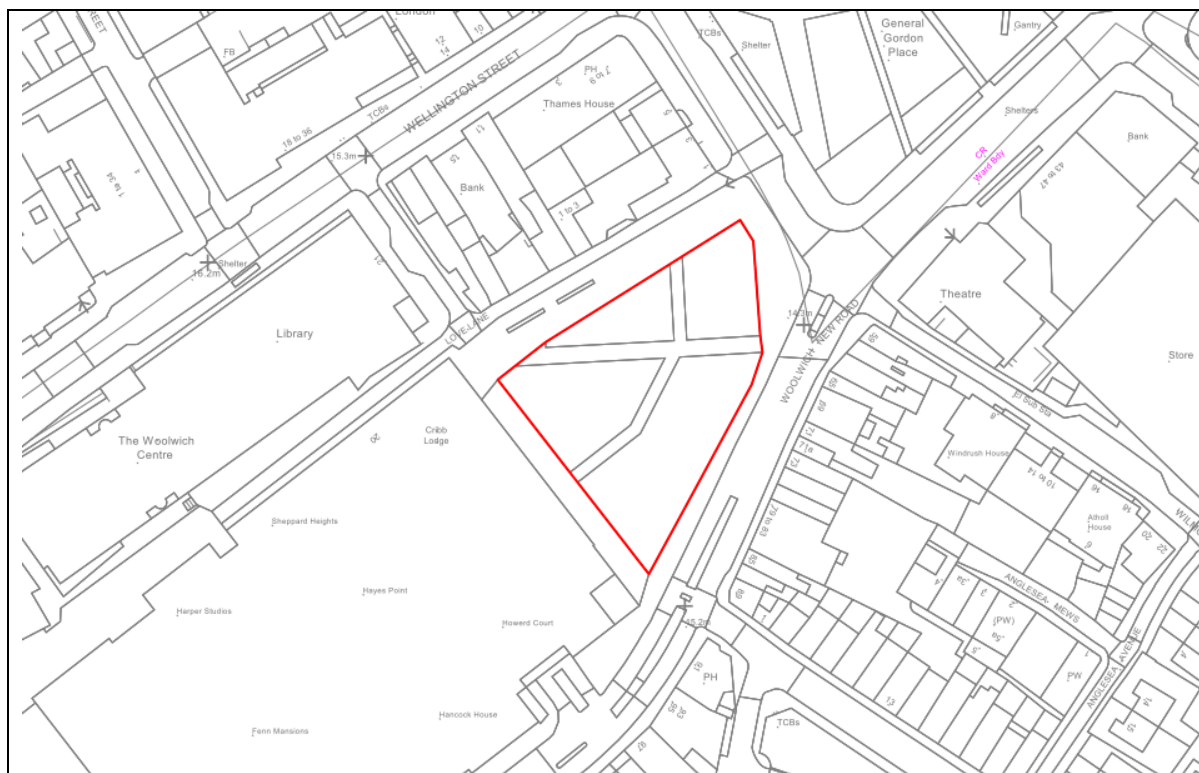
<p><b>Site Context</b></p>	<p>The site has been cleared and is awaiting development. The existing character along John Wilson Street (South Circular Road) is poor. On the side of the road opposite the site is the back of the Royal Artillery Barracks, which is an inactive frontage fenced off from the road. The wider area includes many breaks in the built form and most of the adjacent buildings and developments do not contribute to the overall character of the area.</p> <p>The front building of the Royal Artillery Barracks is Grade II* listed and its value lies in the consistency and uniformity of its Georgian façade. Other heritage assets are distributed around the area, and the neighbourhood immediately to the south of the site forms part of the Woolwich Common Conservation Area, which is significant in part for its low-density, leafy character.</p>
<p><b>Site Requirements</b></p>	<ul style="list-style-type: none"> <li>• Active frontages provided by appropriate commercial and/or community uses at ground floor along public routes, including workspace and nursery provision.</li> <li>• Residential dwellings provided throughout the site at upper levels and at ground level where appropriate.</li> <li>• Scale and massing to support the transition between the core of the town centre and the surrounding lower rise residential areas.</li> <li>• Reinstatement of the historic route of Love Lane, creation of a new north/south route between Wellington Street and Grand Depot Road, and inclusion of new public open space.</li> <li>• Proposals must preserve or enhance the setting of the Grade II* listed Royal Artillery Barracks and the settings of the surrounding Grade II listed buildings and Woolwich Common Conservation Area.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>The proximity of the site to the existing Tesco supermarket and its location away from the main shopping area of the town centre mean that convenience or comparison retail is unlikely to be suitable for the site. However, a food and drink use, especially a café, would likely be suitable facing onto the new public space where Love Lane meets Wellington Street.</p> <p>A community use should also be included in the development of this site to support the uplift in residents. The proximity of the site to existing residential neighbourhoods and its development with a high proportion of family-sized units suggest that a nursery, located where it can benefit from external garden space, is likely to be the most appropriate community use on the site.</p> <p>Residential dwellings should be provided on the upper floors of the buildings around the perimeter of the site and might be acceptable on the ground floors facing internal routes, provided they include sufficient defensible space and privacy planting. The development of this site should include a high proportion of family-sized dwellings to</p>

	<p>support the principle of this site as one of transition from the higher-density, larger-scaled town centre core, to the lower-density residential neighbourhoods to the west and south.</p> <p>The level of traffic on John Wilson Street means that measures would likely be required to mitigate the impact of air and noise pollution on future residents of the site. This mitigation could take the form of a strip of dense planting separating the road from the nearest buildings.</p> <p>Development should include a new north-south route, connecting Grand Depot Road to Wellington Street via Love Lane. This route should be primarily residential in character, providing entrances to residential dwellings and connecting to areas of communal amenity space. This route must be publicly accessible and meet the public footway at grade at both ends. It must accommodate the change in level across the site through an accessibly-graded slope and be finished to a high quality.</p> <p>The historic route of Love Lane should be continued through the site, terminating where it meets the new north-south route. Both Love Lane and the new north-south route should have a minimum of four meters of paved footway in order to ensure that they appear public and should include planting.</p> <p>A new public open space should be introduced at the junction of the new north-south route and Love Lane. It should include a mixture of hard and soft landscaping and have the character of a local, predominantly residential, square and should be designed to take advantage of direct sunlight. It could include children's play space and should be lined by active frontages, including residential entrances and a commercial unit.</p> <p>In addition to the public open space, a private communal amenity space should be provided and must include a sufficient area of children's play space to provide for the needs of future residents. This space should be provided at the centre of the site, away from the roads, to maximise its amenity value and should be designed to take advantage of direct sunlight. It could be provided at podium level atop the Tesco servicing shed as long as it is fully accessible from Engineer's Row and the new north-south route.</p> <p>The width of the pavement along Grand Depot Road and some parts of John Wilson Street will need to be widened to accommodate increased pedestrian traffic resulting from the development. This should be accommodated by setting the buildings back from the site boundary and increasing the pedestrian footway.</p> <p>The Grade II* listed front buildings of the Royal Artillery Barracks draw significance in part from the uniformity of their appearance when viewed from the parade grounds and Woolwich Common. The</p>
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	<p>scale, bulk and massing of proposals must ensure that this view is preserved or enhanced.</p> <p>In order to address the adjacent heritage assets, development on this site should step down from its eastern boundary, where it is adjacent to the large-scale Tesco development, to the southwest corner, where it borders low-rise, low-density historic neighbourhoods. Development will be expected to preserve or enhance the low-density, leafy character of the adjacent Woolwich Common Conservation Area, particularly in views towards and from within the conservation area and of listed buildings.</p> <p>Subject to detailed testing, a single tall element could rise to 12 storeys near the corner of John Wilson Street and Grand Depot Road. The tall element should be set within a 5-6 storey urban block, set back from the street and slender. If a tall element is proposed, it will need to preserve or enhance the setting of the Royal Artillery Barracks, the Woolwich Common Conservation Area and the Grade II listed Connaught Mews and Garrison Church.</p> <p>The development should be car-free to take advantage of the high level of public transport accessibility and the location within the town centre. Parking for disabled residents should ideally be provided on-street on the internal routes, provided the routes can retain their primarily pedestrian character.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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**W8 Former Post Office Site**

**I-5 Thomas Street, 7-19 Wellington Street, Land in front of Tesco, Love Lane**



<b>Site Area:</b> 0.27ha		<b>PTAL:</b> 6b	
<b>Site Source:</b> Woolwich Town Centre SPD (2012); saved UDP site mu35 (part)		<b>Ownership:</b> Meyer Homes	
<b>Current Use:</b> Publicly accessible landscaped area			
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; setting of Grade II* listed Town Hall, Grade II listed Equitable Building, local heritage assets 3-5 Thomas Street, 11 Wellington Street, 17-19 Wellington Street, Tramshed Theatre, and 61, 63, 71, 89, 91 and 97 Woolwich New Road and Woolwich Conservation Area; Primary Shopping Frontage (1-13 Old Stable Row).			
<b>Relevant Planning Applications:</b> 17/2812/F for 1,056sqm commercial floorspace (A1/A2/A3/B1/D1) at ground and first floor and 206 residential units at upper floors (appeal dismissed at public inquiry – application also included site W7)			
<b>Indicative Delivery Timescale:</b> Medium term			
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including retail/leisure/cultural uses, workspace suitable for SMEs, and residential.		

<b>Justification</b>	The Woolwich Town Centre SPD (2012) included this site within a larger site described as suitable for a large mixed-use development. Site has been cleared in anticipation of redevelopment
<b>Site Context</b>	<p>The site is across the street from General Gordon Square, which is Woolwich's primary civic square and which provides a foreground to the front façade of the Grade II listed Equitable building. To the north, across Love Lane, the site faces the back of a row of Victorian and later low-rise shop buildings that front onto Wellington and Thomas Streets with parking and servicing in their rear yards facing Love Lane. Several of the shop buildings fronting onto Thomas Street are locally listed for their well-preserved early Victorian appearance.</p> <p>The west side of the site is dominated by the façade of the Tesco supermarket, which relates poorly to the surrounding public realm and built form. The opposite side of Woolwich New Road is lined with shops, restaurants and hot food take-away businesses similar in scale and use to those on Wellington Street.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Active frontages delivered by appropriate town centre uses at ground floor on all sides of the site.</li> <li>• Mix of uses at first and potentially second floor level appropriate to the prominent location, including flexible workspace, with residential at upper floors.</li> <li>• Improvements to public realm surrounding the site, including retention and enhancement of the Love Lane and Old Stable Row pedestrian routes to the north and west, and improvements to the pedestrian environment to Thomas Street and Woolwich New Road.</li> <li>• Proposals should preserve or enhance the heritage significance of the Grade II* listed Town Hall, the Grade II listed Equitable Building and the adjacent locally listed buildings.</li> <li>• Proposals must enhance the townscape in this part of the town centre and preserve the quality and amenity of General Gordon Square, particularly in terms of sunlight and microclimate.</li> </ul>
<b>Development Guidelines</b>	<p>There is an emerging cluster of food and drink uses along Woolwich New Road and Anglesea Road, with a large number of restaurants. Development should contribute to the expansion of this cluster by introducing new food and drink uses along the Woolwich New Road frontage of the site and improving the public realm by setting development back from the site boundary and allowing space for outdoor seating.</p> <p>The scale of the retail units to be delivered should reflect the surrounding character, with smaller units contributing to the vibrancy of the surrounding streets. Development must introduce uses that</p>

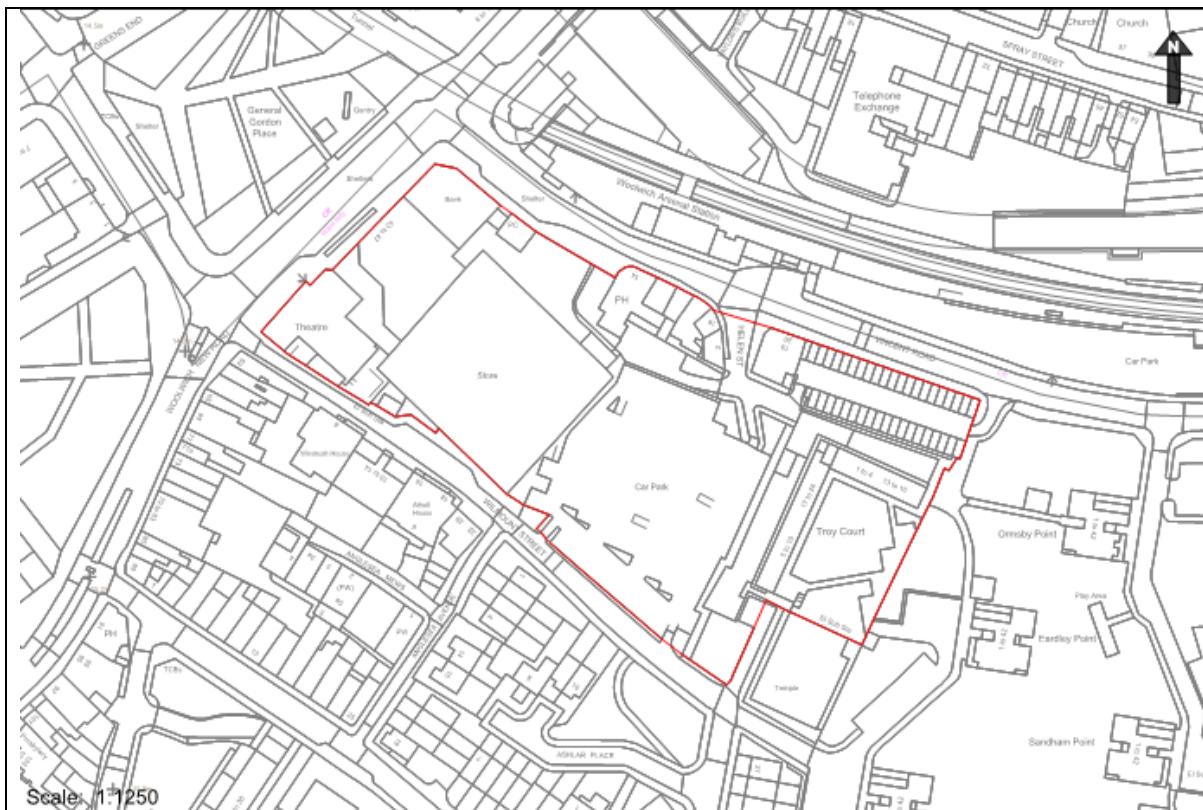
	<p>provide active frontages on all sides of the site. These must be uses that engage with the public, including a high proportion of food and drink floorspace.</p> <p>The first and second floors may be unsuitable for residential use due to the impact of the busy surrounding routes on residential amenity. These storeys should include a mix of uses appropriate to a town centre, including flexible workspace. The first floor might also be appropriate for food and drink operators that require an amount of floorspace that would be detrimental to the rhythm of the street at ground level.</p> <p>Development should improve the public realm on the adjacent routes by introducing active uses at ground and first floors and by improving the quality of the environment. Love Lane could be retained as space shared between vehicles and pedestrians to maintain servicing into the Wellington and Thomas Street shops; however, due to the volume of pedestrian traffic here, development must ensure that it maintains a minimum four metre wide pedestrian-only space. Both this route and the route in front of Tesco should be designed to take advantage of direct sunlight and provide a mix of soft and hard landscaping. Public seating might be appropriate on both routes.</p> <p>The public realm along Thomas Street and Woolwich New Road should be improved. Woolwich New Road, in particular, has an insufficiently wide pedestrian footway on the opposite side of the street and development on this side of the site should ensure that sufficient space is provided for both pedestrians and users of the businesses adjacent, including space for outdoor seating.</p> <p>Proposals should provide a continuous building line with a mid-rise scale of three to six stories onto all edges of the site to ensure that the surrounding streets and routes maintain a human scale and that the prominence of the Equitable Building is retained and enhanced. There is an opportunity to include a taller element within the block, provided it is sufficiently set back from the street frontage so as to retain the human scale of the surrounding streets and spaces.</p> <p>Development should investigate the provision of a publicly accessible green space. This could be included at podium level, provided it is easily accessible from the public realm. Development should also incorporate tree planting at ground level along Woolwich New Road to lessen the impact of the road on the public realm and to soften the streetscape.</p> <p>Residential use on the ground floor is not acceptable. Residential units at upper floors should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided.</p>
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	<p>Communal amenity space will need to be located sensitively and might be most appropriate at a second or third floor podium level where it can achieve a good level of privacy and contribute to the amenity of upper floor residents by screening noise and pollution from the streets. It should be designed to take advantage of direct sunlight.</p> <p>The site is located opposite the Tramshed Theatre; the orientation and layout of the residential units should ensure that the theatre's operations do not have a negative impact on their amenity in line with the Agent of Change principle.</p> <p>All sides of the site are expected to contribute active frontages, therefore servicing and plant space will need to be integrated sensitively. The site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p> <p>Thames Water has indicated that upgrades to the water supply network infrastructure are likely to be required to support the demand anticipated from the site. Early liaison with Thames Water on these issues is required.</p>
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## W9 Viscount House & Tramshed

43-53 Woolwich New Road, 14-18 Vincent Road, 2a Helen Street



<b>Site Area:</b> 1.53ha		<b>PTAL:</b> 6b	
<b>Site Source:</b> Woolwich Town Centre SPD (2012)		<b>Ownership:</b> RBG, private	
<b>Current Use:</b> Retail, public house, hot food takeaways, theatre (Sui Generis), community uses, residential and multi-storey car garage.			
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; local heritage assets Tramshed Theatre and 14 Vincent Road (the Bull Tavern), setting of Woolwich Conservation Area; setting of Grade II listed Equitable Building and local heritage assets 61 and 63 Woolwich New Road; Primary Shopping Frontage (43-47 Woolwich New Road).			
<b>Relevant Planning Applications:</b> 18/2163/F for redevelopment of 19-20 Vincent Road to provide 269sqm office floorspace and eight residential units. 19/3882/F for the construction of a 5 storey (plus basement) hotel (Class C1) comprising 40 rooms.			
<b>Indicative Delivery Timescale:</b> short term			
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including new public leisure centre with swimming pool and multifunctional		

	spaces for community use, theatre (Sui Generis)/cultural uses, commercial and residential.
<b>Justification</b>	The site has been identified for the delivery of a new public leisure centre to replace the aging Waterfront Leisure Centre. It is adjacent to a major transport hub and includes low-rise buildings with a large surface level car park, making inefficient use of the site. The provision of a leisure centre in this location helps to consolidate the importance of Woolwich Town Centre as a “major centre”.
<b>Site Context</b>	<p>The site is opposite General Gordon Square, the primary civic space in Woolwich. The Grade II listed Equitable Building gives the square a strong character and acts as the main landmark building in this part of the town centre. To the north, the area around and above the DLR and railway station has been identified as suitable for intensification and has been allocated as site W10.</p> <p>To the west, Woolwich New Road has a consistent character formed of small shop-fronts in narrow Victorian buildings, while Wilmount Street has a more varied character composed of residential developments, many of which do not contribute positively to the character of the area. Currently, the Wilco store presents a blank façade to Wilmount Street.</p> <p>To the east, the site adjoins the council-owned Armstrong Estate, composed of blocks of flats set in a large green space, and the Ramgarhia Sikh Temple, which contributes significantly to the character of the area. The new Plumcroft Primary School has been constructed on Vincent Road on the opposite side of the Armstrong Estate. The new school building is modern in appearance and generally contributes positively to the character of the area.</p> <p>The site includes a row of Victorian shops along Vincent Road. 14 Vincent Road, which is a public house with an interesting curving façade that is visible from the square, is locally listed. The other buildings within the terrace, while contributing to a fine urban grain, do not have any identified heritage value.</p> <p>The site also includes an unused three-storey car park building that is in a poor state of repair. The railway station and its associated car parking front the opposite side of Vincent Road. The station building fronting General Gordon Square is of a scale and design that does not detract from the character of the area and acts as a major pedestrian node, but the Vincent Road frontage creates a poor pedestrian environment, with blank side facades and the station car park.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Delivery of a new public leisure centre to replace the existing Waterfront Leisure Centre</li> </ul>

	<ul style="list-style-type: none"> <li>• Social housing units to replace those lost through the redevelopment of Troy Court.</li> <li>• Active frontages at the ground floor facing Woolwich New Road.</li> <li>• Reprovision or satisfactory relocation of the Point Youth Services Centre.</li> <li>• Reprovision of public toilets.</li> <li>• Reintroduction of public pedestrian routes between Vincent Road and Wilmount Street.</li> <li>• Improvements to the public realm surrounding the site, including the addition of active frontages to all surrounding streets and accommodation for the taxi rank on Vincent Road.</li> <li>• Woolwich New Road frontage should preserve or enhance the setting of the Woolwich Conservation Area and the Grade II listed Equitable Building and allow it to remain the most prominent building on the square.</li> </ul>
<p><b>Development Guidelines</b></p>	<p>Due to the variable local context and sensitive heritage assets within/in proximity to the site, piecemeal development based on land ownerships will not be acceptable. The optimal capacity of the site will only be achieved through an integrated, coordinated and comprehensive approach to site planning. Any proposals brought forward must satisfy the objectives set out in this allocation and demonstrably support realisation of the full potential of the site.</p> <p>The construction of a new leisure centre will introduce a flagship public facility onto the primary civic space in Woolwich. The leisure centre should appear welcoming and public, with significant natural light, to reduce psychological barriers to accessing physical activity. It should have a main entrance fronting onto Woolwich New Road. The elevation along Woolwich New Road should support the rhythm of the street and make reference to the scale of the plot widths adjacent to the site. To support the expanding health needs of the local community, the new leisure centre should include bookable rooms to ensure a holistic approach to health services.</p> <p>The need to provide a new leisure centre and retain the Tramshed would make it difficult to provide housing on the western part of the site. Further, the need for noise mitigation to Woolwich New Road frontages and to ensure that the scale of the building preserves or enhances the setting of the Equitable Building mean that this part of the site might not be appropriate for housing.</p> <p>Proposals should introduce active frontages to Wilmount Street. These can be in the form of residential entrances, but they must ensure that they include sufficient defensible space to clearly demarcate the private areas of the site from the public realm. Development should take the opportunity to open up the Wilmount Street side of the Tramshed, potentially with small-scale buildings in</p>

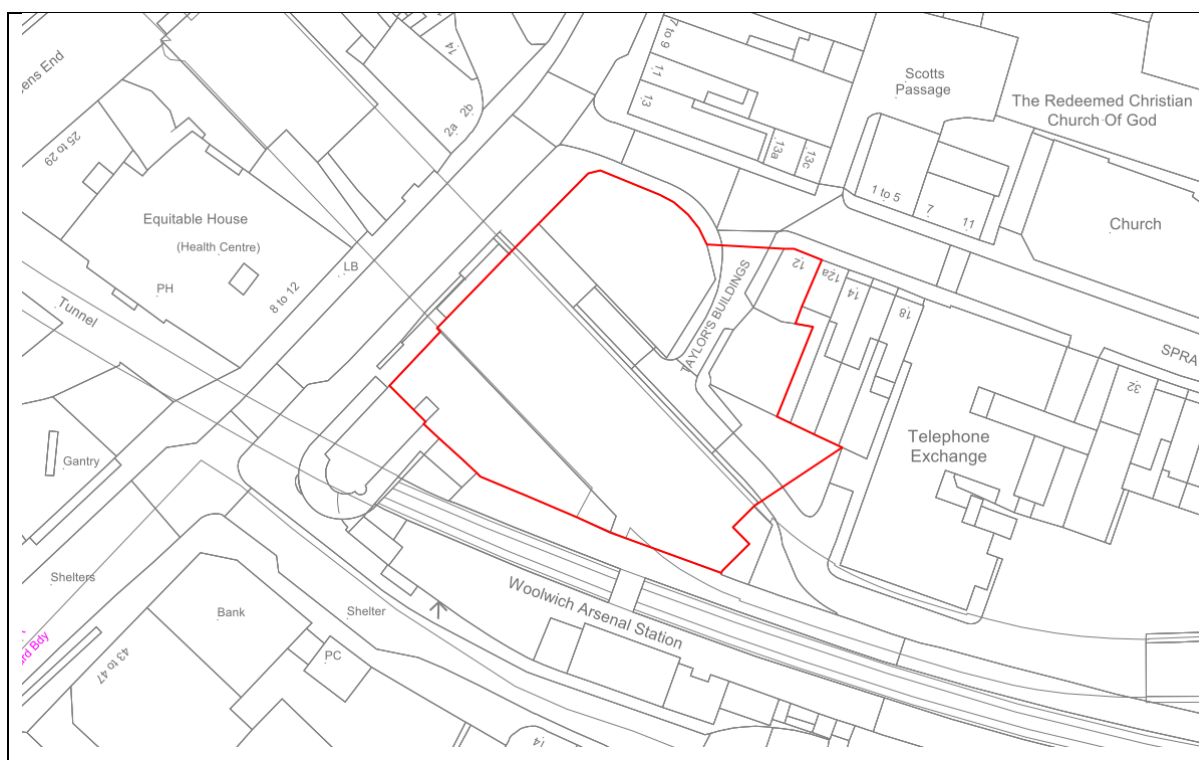
	<p>the theatre's yards to provide public uses ancillary to the theatre, such as a café.</p> <p>There is an existing row of small businesses along Vincent Road that forms part of this site, and proposals should consider the retention of these uses. The public house at 14 Vincent Road has an interesting curving façade and well-preserved Victorian detailing. The opportunity to retain this building and incorporate it within a comprehensive development should be considered.</p> <p>Vincent Road also includes the taxi rank serving the railway station, which should be retained. Proposals will be expected to widen the pedestrian footway adjacent to the taxi rank and provide facilities for drivers, including reprovision of the public toilets, and an improved waiting environment, potentially including a shelter.</p> <p>Helen Street and Anglesea Avenue were truncated by the development of the Wilko store. Proposals should reintroduce one or both of these streets, possibly as pedestrian-only routes, to increase permeability in this part of the town centre. These streets could be provided as green routes or play streets to provide communal amenity space for future residents.</p> <p>The streets should include a minimum of four metres of paved width to maintain the feel and appearance of a public route, be open to the sky and include a mixture of hard and soft landscaping. They must meet the public footway at grade at either end and must be fully accessible..</p> <p>The public realm surrounding much of the site is quite poor, with some excessively narrow pedestrian footways. Schemes should improve the pedestrian environment, particularly along Woolwich New Road to accommodate both the existing busy bus stop and the increased footfall towards the entrance to the new leisure centre.</p> <p>The Ramgarhia Sikh Temple, while not an identified heritage asset, contributes positively to the character of the town centre and acts as a landmark in views down Wilmount Street. Where possible, proposals should maintain these views, respect the character of the building and allow it to continue to make a positive contribution to the character of the area.</p> <p>Ground floor residential dwellings may be appropriate on Vincent Road to the east of the existing public house, where there is less activity along the street. These dwellings must include sufficient defensible space to clearly demarcate the private areas of the site from the public realm.</p> <p>The reintroduction of Helen Street and/or Anglesea Avenue would support ground floor residential units in this part of the site, subject to provision of sufficient defensible space. A layout based on</p>
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	<p>perimeter blocks, with the potential for podium blocks that include taller elements, is likely to be appropriate for this part of the site. There is potential for greater height towards the rear of the site given the setback away from General Gordon Square and the context of Hermitage Estate to the rear.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens and it should be designed to take advantage of direct sunlight.</p> <p>Residential development should be oriented to reduce the potential for conflicts between residential amenity and the operations of the Tramshed Theatre.</p> <p>All sides of the site are expected to contribute active frontages, therefore servicing and plant space will need to be integrated sensitively. The site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p> <p>Thames Water has indicated that upgrades to the water supply network infrastructure are likely to be required to support the demand anticipated from the site. Early liaison with Thames Water on these issues is required.</p>
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**W10 DLR Station**

**Woolwich New Road**



<b>Site Area:</b> 0.33ha		<b>PTAL:</b> 6b	
<b>Site Source:</b> Woolwich Town Centre SPD (2012); saved UDP site mu14 (part)		<b>Ownership:</b> Transport for London, private	
<b>Current Use:</b> DLR Station (Sui Generis), retail/café, residential and vacant land			
<b>Planning Designations:</b> Woolwich SDL; Major Town Centre; setting of Grade II listed Equitable building, Gateway Arch, Elephant & Castle Public House, local heritage assets Ordnance Arms block, 1a-1c and 3 Woolwich New Road, 13-14 and 15-19 Beresford Square, 28 Spray Street (Telephone Exchange), and 14 Vincent Road (the Bull Tavern) and Woolwich Conservation Area; Secondary Shopping Frontage (Woolwich New Road).			
<b>Relevant Planning Applications:</b> 10/2612/F for 364sqm flexible A1-15, 96 room hotel and 51 residential units (expired)			
<b>Indicative Delivery Timescale:</b> Medium term			
<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre with office, hotel and/or residential on upper floors.		
<b>Justification</b>	The majority of the site is currently vacant and the DLR station was constructed to accommodate over-station development. The site is		

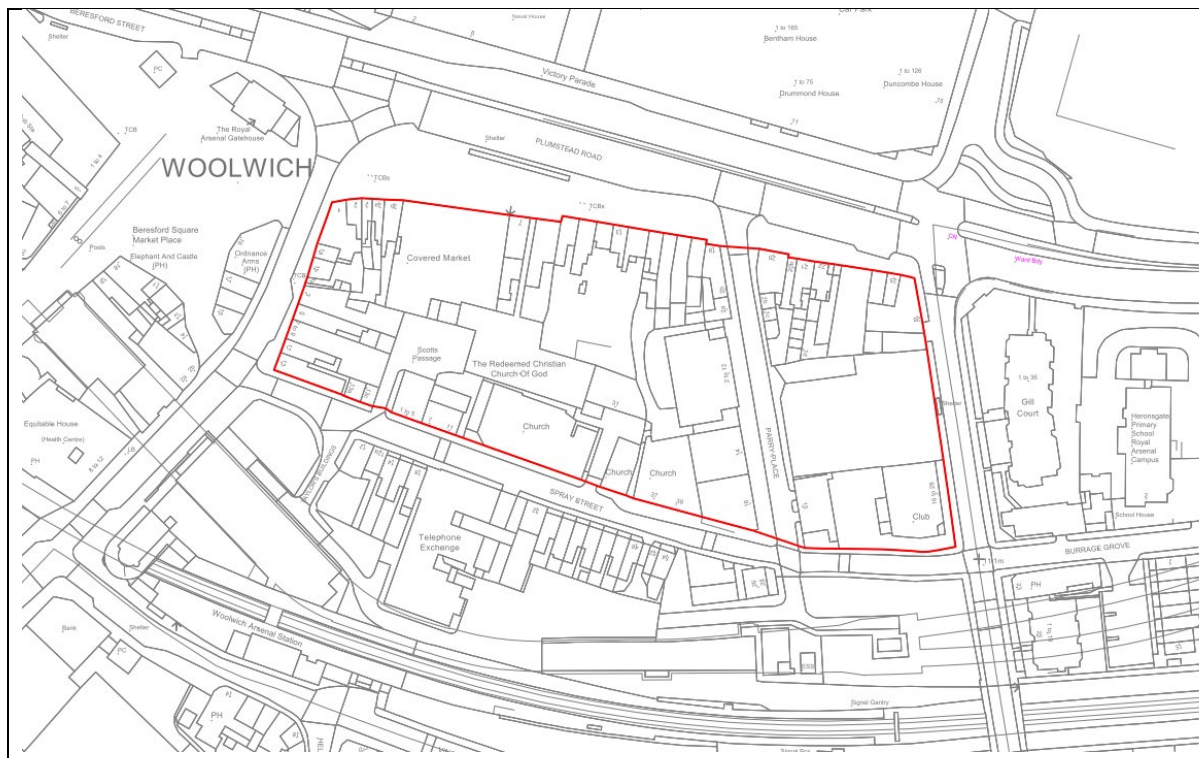
	at a major public transport hub with a high PTAL, and the low-rise/vacant nature of the site is out of character with its surroundings.
<b>Site Context</b>	<p>The site is composed of two vacant sites on either side of the Woolwich Arsenal DLR station, as well as the space above the station itself. The neighbourhood to the north, known as Spray Street Quarter, is expected to undergo comprehensive redevelopment and has been allocated as Site W11. The area behind the site, along the south side of Spray Street, is composed of a uniform terrace of Victorian Houses punctuated by the telephone exchange which contributes positively to the character of the street.</p> <p>On the other side of Woolwich New Road, the site faces the Grade II listed Equitable building to the west and the locally listed Ordnance Arms block. The Ordnance Arms block and the block to its west form a strong entrance into Beresford Square, with Victorian detailing and the curve of the two blocks creating a pleasant and interesting townscape.</p> <p>The block to the southwest of the site, known as Viscount House, and the adjacent buildings and car park is also expected undergo comprehensive redevelopment and has been allocated as site W7.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Active frontages provided by appropriate town centre uses at ground floor, with residential and/or hotel at upper floors.</li> <li>• Proposals should preserve or enhance the settings of the Grade II listed Equitable building and the locally listed Ordnance Arms block and the Woolwich Conservation Area.</li> </ul>
<b>Development Guidelines</b>	<p>Given the location of the site atop the DLR station and in close proximity to the future Crossrail Station, a hotel may constitute an appropriate use. If a hotel is proposed, it should be located in the part of the site facing Woolwich New Road, which is less appropriate for residential dwellings. Proposals should also consider the provision of serviced offices or co-working space at upper levels along Woolwich New Road to take advantage of the prominence of this frontage.</p> <p>Uses at ground floor along the Woolwich New Road frontage should take advantage of the prominence of this route and its location on the interchange route between the future Crossrail station and the existing DLR station. There are established and emerging clusters of food and drink uses along Woolwich New Road, across the street in Beresford Square and in the future Spray Street development. The ground floor units on Woolwich New Road should support this cluster by introducing food and drink uses in units that are flexible and suitable for multiple operators.</p>

	<p>Proposals should seek to activate Spray Street, as well as Woolwich New Road, and could place the residential lobby on Spray Street to support this goal. Proposals should also contribute to the improvement of the public realm along Spray Street, in particular taking the opportunity to reduce the curve at the junction with Taylor's Buildings (a vehicle route that provides access to the rear of Spray Street), increasing the size of the pedestrian footway and reducing the crossing distance.</p> <p>The existing pavement along Woolwich New Road is sufficiently wide to serve the level of pedestrian traffic along the street. New development on the site should ensure that this width is maintained as pedestrian clearway and that any uses that spill out onto the street are accommodated within a setback. This is to ensure that the pedestrian clearway can accommodate the increased pedestrian traffic following the opening of the Crossrail station.</p> <p>Building heights generally should be in keeping with the predominant mid-rise character of the wider context. In particular, the frontage along Woolwich New Road should preserve or enhance the setting of the Grade II listed Equitable building and retain its prominence in the town centre in terms of height and scale. Some taller elements may be appropriate on the interior of the site and set back from the street frontages, subject to detailed testing.</p> <p>The heights of any taller elements should be informed by their relationship with the heritage assets around the site and should preserve or enhance townscape views from Beresford Square. They should also preserve the prominence of the Equitable Building in views from General Gordon Square.</p> <p>The development should also respond to the materials and detailing of the surrounding buildings. This will be particularly important at the northeast corner of the site, where it terminates the view through the gateway to Beresford Square. The predominant material here is brick, with decorative detailing in white stone or render. The locally listed Ordnance Arms block, in particular, includes distinctive turrets at either corner. Development on this site should respond to those design elements, using brick as the predominant material and including a strong cornice line.</p> <p>Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens and should be oriented to receive direct sunlight on the equinox.</p>
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	<p>Taylor's Buildings (the alley at the rear of the site) should be used for servicing to ensure that servicing does not reduce the active frontages to Woolwich New Road and Spray Street. Development must also ensure that access to the rear of the telephone exchange is retained. The site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary.</p>
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## W11 Spray Street

Land bounded by Plumstead Road, Burrage Road, Spray Street and Woolwich New Road



<p><b>Site Area:</b> 1.86ha</p>	<p><b>PTAL:</b> 6b</p>
<p><b>Site Source:</b> Spray Street SPD (2015); Woolwich Town Centre SPD (2012)</p>	<p><b>Ownership:</b> RBG, private</p>
<p><b>Current Use:</b> Retail, commercial services, restaurant, hot food take-away, offices, private educational facility and place of worship (D1) former public market (Sui Generis) and residential.</p>	
<p><b>Planning Designations:</b> Woolwich SDL; Major Town Centre; Grade II listed Public Market; local heritage assets 1a-1c and 3 Woolwich New Road and 2 Plumstead Road; partially within Woolwich Conservation Area; setting of Grade I listed Royal Brass Foundry, Grade II listed Royal Arsenal Gateway, Guardhouse, Verbruggen’s House, Dial Arch building and Elephant &amp; Castle public house, local heritage assets 13-14 and 15-19 Beresford Square and 28 Spray Street (Telephone Exchange) and Royal Arsenal Conservation Area; Secondary Shopping Frontage (1-13 Woolwich New Road &amp; 1-19 Plumstead Road).</p>	
<p><b>Relevant Planning Applications:</b> 18/0126/F for demolition of existing buildings and construction of a comprehensive mixed use development comprising 742 residential units, 6,000sqm of A1/A2/A3 floorspace, a cinema, nursery and 1,650sqm of B1 floorspace (under consideration).</p>	
<p><b>Indicative Delivery Timescale:</b> Medium term</p>	

<b>Proposed Allocation</b>	Mixed use development appropriate to the town centre, including a cinema and complementary retail/leisure/cultural uses, workspace suitable for SMEs, appropriate community uses and residential.
<b>Justification</b>	The site is between the current DLR and railway station and the future Crossrail station and, as such, will be at the centre of a major transport hub as well as being adjacent to Beresford Square. The site includes several areas of vacant land and is, in general, an inefficient use of the land.
<b>Site Context</b>	<p>The site is across Plumstead Road from the Royal Arsenal redevelopment area and conservation area, which includes several Grade II listed buildings and the Grade I listed Royal Brass Foundry, whose setting this site is in. The Arsenal has a strong and evolving character that responds to its historic elements and generally contributes positively to the broader character of the town centre.</p> <p>The site is also across Woolwich New Road from Beresford Square, which includes the Grade II listed Gateway Arch and the locally listed Ordnance Arms block. Beresford Square has a strong Victorian character made up of three- to four-storey buildings with a fine grain and oriented around the Gateway Arch as a landmark building.</p> <p>The opposite side of Spray Street from the site includes a uniform terrace of Victorian houses punctuated by the telephone exchange building which contributes to the character of the street. There is also a vacant site at the eastern end of Spray Street which includes a vent for the DLR tunnel. The neighbourhood to the east of the site has a more fragmented character, the majority of the buildings being post-war housing estates with some remaining Victorian buildings.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>• Mixed use development, including a cinema with surrounding retail and food and drink uses that support the cinema and the emerging food and drink cluster in this part of the town centre.</li> <li>• Flexible workspace and community uses at ground and potentially first floor to support introduction of residential uses at upper floors.</li> <li>• Provision of a new public open space within the site and a public route between Spray Street/Woolwich New Road and Plumstead Road to improve the permeability of the area.</li> <li>• Proposals should preserve or enhance the Grade II listed Public Market building and its setting and the locally-listed buildings at 1a-1c and 3 Woolwich New Road and 2 Plumstead Road and should preserve or enhance the settings of the Grade I listed Royal Brass Foundry, the surrounding Grade II listed buildings and the Woolwich and Royal Arsenal Conservation Areas.</li> </ul>



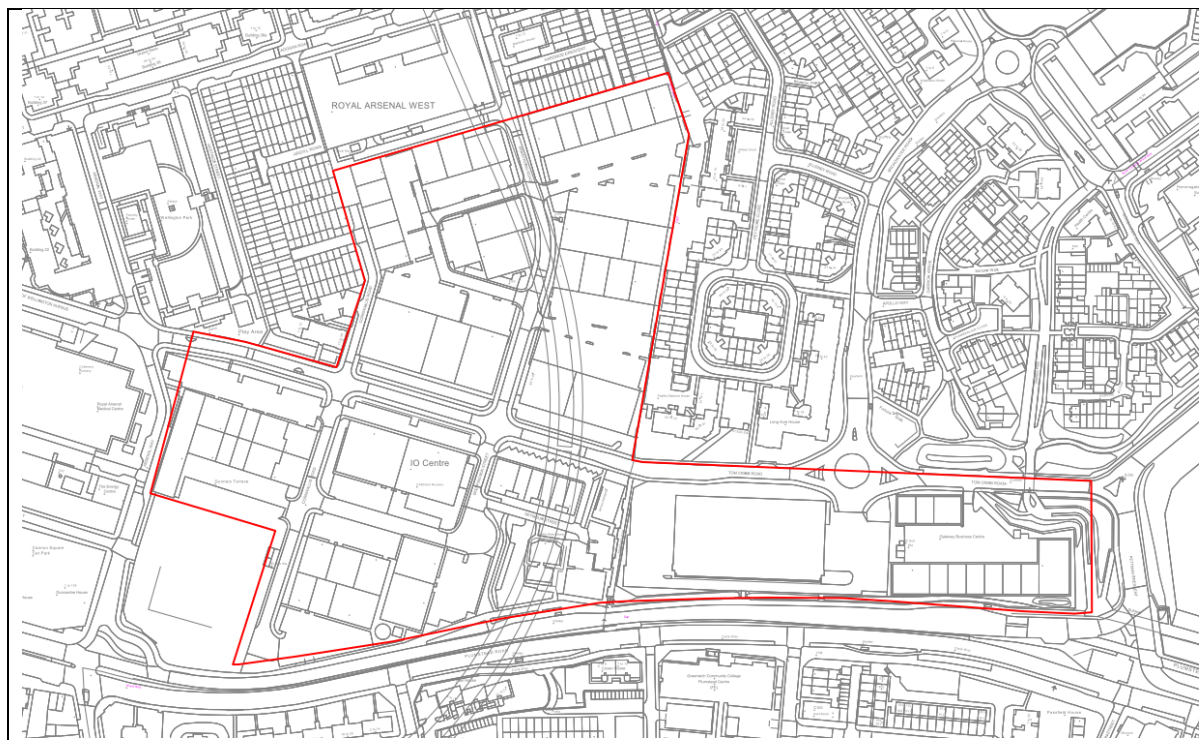
<p><b>Development Guidelines</b></p>	<p>Due to the variable local context and sensitive heritage assets within/in proximity to the site, piecemeal development based on land ownerships will not be acceptable. The optimal capacity of the site will only be achieved through an integrated, coordinated and comprehensive approach to site planning. Any proposals brought forward must satisfy the objectives set out in this allocation and demonstrably support realisation of the full potential of the site.</p> <p>The site should support the expansion of Woolwich’s evening economy given its location between the existing railway and DLR station and the future Crossrail station, as well as its adjacency to Beresford Square and the Royal Arsenal redevelopment with the future Woolwich Creative Quarter. The site has been allocated for a cinema in order to establish an anchor use to attract visitors to the area in the evenings. This should be supplemented by related uses, such as food and drink (A3-A4), in the area surrounding the cinema.</p> <p>Flexible workspace suitable for SMEs should be provided on the site at ground and/or first floor level. Workspace at first floor level would be particularly suitable on Plumstead Road, where first floor dwellings might be inappropriate due to the impacts on privacy from the frequent buses, and around the new public open space, where evening uses could impact the amenity of residents living above. Workspace could also be provided at ground level on parts of the site where low footfall would not support retail/food and drink uses and where residential dwellings would be inappropriate.</p> <p>Community uses would be expected on the eastern part of the site to serve the future residents of the site and the residents of the neighbourhood to the east. This area would be suitable for a nursery and/or other community uses.</p> <p>The development should preserve or enhance the Grade II listed existing covered market and should take the opportunity to integrate it into a comprehensive development. The through route between Plumstead Road and Spray Street should be a minimum of four metres in width in order to appear welcoming and public, open to the sky outside of the market and include a mixture of hard and soft landscaping. It must meet the public footway at grade at either end and should be fully accessible.</p> <p>A new public open space must also be provided. This space should be located on the public through route and should have visual and physical connections to the public realm outside the site including, potentially, a connection to Beresford Square. This space should be integrated with the market building and cinema to create a hub for the evening economy uses. In order to accommodate these types of uses, the space should be predominantly hard-landscaped, but should</p>
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	<p>include some soft landscaping features. It should be designed to take advantage of direct sunlight.</p> <p>The site sits within the setting of the Grade I listed Royal Brass Foundry and several Grade II listed buildings. The need to ensure that the settings of these buildings are preserved or enhanced should guide the design and layout of the development. The shop buildings on either side of Woolwich New Road have a consistent character formed of predominantly three-storey Victorian buildings, and 1a-1c and 3 Woolwich New Road are local heritage assets. Development on this part of the site should retain these buildings and maintain the grain and massing of the existing blocks in order to contribute to the character formed by the blocks enclosing Beresford Square, including the Grade II listed Gateway Arch and the locally-listed Ordnance Arms block.</p> <p>The frontage along Plumstead Road provides an opportunity to improve the urban fabric. It is a very wide street and the site opposite has been developed with buildings up to 21 storeys, setting a context that a development on this site could respond to, provided the height of the buildings maintains sunlight and daylight to surrounding residents and occupiers and supports a high level of amenity for future occupiers of the site.</p> <p>Towards the southeast, the development should step down in both height and density to provide a transition towards the neighbourhood to the east where the predominant built form is blocks and houses of 3-4 storeys. There is potential for development in the south-eastern part of the site to exceed these heights due to the width of Burrage Road and the separation distance between the edge of the site and the nearest adjacent buildings; however buildings on this part of the site should still respond to the adjacent neighbourhood in terms of scale, allowing for heights up to 6 storeys at the street frontage. This part of the site might be appropriate for ground floor residential units provided a sufficient defensible space is provided to clearly demarcate the private areas of the site from the public realm.</p> <p>Residential use on the ground floor elsewhere on the site is unlikely to be acceptable. Residential units should be dual aspect (north facing single aspect units are not acceptable) and provide access to suitable private and communal amenity space. As a town centre site, both balconies and communal amenity space should be provided. Communal amenity space may be provided above ground level in the form of roof gardens and should be designed to receive direct sunlight.</p> <p>Where residential units are to be located above evening uses, the layout should be designed to ensure that the uses do not have a negative impact on residents in terms of noise. Where there is a high concentration of evening uses, for example around the market and</p>
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	<p>cinema, residential blocks could be set back behind a second- or third-floor podium garden, providing communal amenity space and mitigating noise pollution.</p> <p>As with most of the town centre, the predominant material in the existing buildings on-site and in the surrounding neighbourhoods is brick. The detailing and materiality of any development will be particularly important at the western end of the site where it will be within the setting of the Grade I listed Royal Brass Foundry and the settings of several Grade II listed buildings, and should contribute to the townscape of Beresford Square.</p> <p>The site is considered suitable for car free development and proposals should provide the minimum level of car parking necessary. Space for servicing should be unobtrusive and not disrupt any active frontages.</p> <p>Thames Water has indicated that upgrades to the water supply and wastewater network infrastructure are likely to be required to support the demand anticipated from the site. Strategic drainage infrastructure is likely to be required. Early liaison with Thames Water on these issues is required.</p>
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## W12 Arsenal Way Industrial Estate

The IO Centre, Armstrong Road; Gunnery Terrace; Middlegate House, Duke of Wellington Avenue



<b>Site Area:</b> 10.44ha		<b>PTAL:</b> 4-6a	
<b>Site Source:</b> Woolwich Town Centre SPD (2012)		<b>Ownership:</b> Private	
<b>Current Use:</b> Industrial (B1c, B2, B8) with ancillary uses			
<b>Planning Designations:</b> Major Town Centre; within and adjacent to Royal Arsenal Conservation Area; local heritage asset Royal Arsenal Gunnery House; in setting of local heritage asset Royal Arsenal Steam-hammer Anvils; Flood Zone 3 (part)			
<b>Relevant Planning Applications:</b> none			
<b>Indicative Delivery Timescale:</b> short-medium-long term			
<b>Proposed Allocation</b>	Protection of existing industrial estate as a Locally Significant Industrial Site providing light industrial, B2 and B8 uses.		
<b>Justification</b>	The Arsenal Way Industrial Estate includes a range of purpose built industrial units, the majority of which are modern construction, and is served by an important trunk road. The B8 uses on this site support logistics in central London. Intensification of industrial uses will allow the retention of the locally important industrial uses and		

	offers the opportunity for improved provision for business uses with a variety of unit sizes to support a vibrant activity mix.
<b>Site Context</b>	<p>The site itself includes several large industrial buildings, divided into smaller units. The site is adjacent to the Royal Arsenal Conservation Area to the west, and the transition between the two is handled sensitively, with renovated historic buildings transitioning to more contemporary shed-style buildings. Plumstead Road forms a significant barrier between this site and the residential neighbourhoods to the south, with high planting screening the site from view.</p> <p>The public realm within the site is mostly of a high quality, but there are some opportunities for improvement, particularly the pedestrian connections to Plumstead Road. To the north, the site borders Thamesmead West, which is a recent development of single-family homes and low-rise apartment buildings extending to the riverfront.</p>
<b>Site Requirements</b>	<ul style="list-style-type: none"> <li>Proposals for modification and/or redevelopment of existing units will be expected to contribute to improved site operation.</li> <li>Where relevant, proposals should also seek to moderate potential environmental impacts of industrial activities on surrounding residential areas.</li> </ul>
<b>Development Guidelines</b>	<p>There is an opportunity to improve permeability into the site, particularly for pedestrians coming into the site from Plumstead Road. The existing Marshgate Path is unsafe and unwelcoming. Opportunities should be sought to improve this route and/or introduce new routes to improve access for public transport users from the bus stops on Plumstead Road.</p>

## Appendix A Sites not carried forward from Issues and Options and Preferred Approach

Preferred Approach Reference	Preferred Approach Name	Justification
E1	Mecca Bingo	Existing policies provide sufficient guidance regarding development of the site.
K5	Homebase	Site has been purchased and refurbished as supermarket. Unlikely to come forward in plan period.
Issues & Options Reference	Issues & Options Name	Justification
<b>Charlton</b>		
C1	Charlton Riverside North West Industrial	Site is within Strategic Industrial Location (SIL) and identified on the Policies Map as a Preferred Industrial Location. Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs. Included in Issues and Options consultation as having potential for waste facility; waste facilities are compatible with SIL designation.
C2	Charlton Riverside West	Site boundary in Issues and Options consultation largely aligns with Phase 2 of the Charlton Riverside SPD, which indicates delivery beyond the current Local Plan period as retail development is relatively recent. This area of Charlton Riverside is therefore better considered as part of the upcoming Local Plan review.
C3	Land to the south of Thames Barrier	Site was included as safeguarding for flood defences. EA has since confirmed that the site is for storage of flood equipment as well as flood defences, but a smaller area than proposed boundary. Part of the site is designated as SIL and Community Open Space. Land is within EA ownership and no change proposed from existing use. Majority of land required for flood use by EA is within SIL.
C4	Thames Barrier approach and Eastmoor Street	Site boundary in Issues and Options included the Thames Barrier Park (designated as Metropolitan Open Land and Green Chain), Eastmoor Street, and an area of undesignated land currently in various industrial uses. The area of the site that is not currently open space and public highway has been merged with the Charlton Riverside Central site allocation to reflect the comprehensive approach needed to deliver this strategic site.



C8	Harrington Way	Site is within Strategic Industrial Location (SIL) and identified on the Policies Map as an Industrial Business Park. Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
C9	Charlton Education	Included in Issues and Options for potential expansion of secondary education provision at Royal Greenwich Trust School. Planning permission 17/2594/F was granted in November 2017 for expansion and the development in underway.
C10	40 Victoria Way	Included in Issues and Options with potential for housing or local employment use. Planning permission 17/1795/F granted in March 2018 for redevelopment of the site to provide 330 residential units, a nursery and 999sqm B1 workspace. Site is under construction.
<b>Eltham</b>		
E1	Green Chain Walk, Footscray Road to Court Road	Included in Issues and Options with potential to provide for a 'missing link' in the Green Chain Walk. The Royal Blackheath Golf Course is already designated as part of the Green Chain on the Policies Map. There are no current proposals that would enable a public route through the golf course, and therefore no evidence proposing revisions to Green Chain Walk on the Policies Map.
E3	Reservoir	Thames Water has confirmed that the reservoir is operational and they have no current plans to decommission.
<b>Greenwich Town Centre</b>		
G1	Site on the corner of Horseferry Place and Thames Street	Included in Issues and Options to safeguard current use as an adventure playground. Core Strategy Policy H(e) safeguards existing play areas.
G2	Creek Road, south side, west of Deptford Creek (Meridian Gateway)	Site has been redeveloped for residential use (Essential Living purpose built private rented accommodation).
G3	Royal Hill Court, off Greenwich High Road	Included in Issues and Options with same site boundary as saved UDP site mu25. Site is within multiple ownership, including residential and commercial. Despite being allocated for mixed use development for over

		ten years, there have been no proposals brought forward regarding the site. Site is considered unlikely to be comprehensively redeveloped within the current Local Plan period.
G4	Davy's site, 161-171 Greenwich High Road	Included in Issues and Options with same site boundary as saved UDP site mu34. Site includes both statutory and locally listed buildings and is within the West Greenwich Conservation Area. There is limited scope for change on this site.
G5	25-81 Greenwich High Road	Planning permission 16/1792/F granted in March 2017 for redevelopment of the site to provide 125 residents units and 513sqm of flexible commercial floorspace. Site is under construction.
G6	Greenwich Police Station, Burney Street	Small site of 0.15ha. Existing policies provide sufficient guidance regarding development of the site.
G8	55-71 Norman Road & railway arches	Included in Issues and Options for continued employment use. Operational skip hire and waste transfer site between the railway and light industrial units. Existing policies provide sufficient guidance regarding the development of local employment sites.
G9	Greenwich High Road backland	Included in Issues and Options with potential for residential use. Relatively small site (0.29ha) owned by DLR with no known development interest. Site is constrained by railway and existing residential properties, as well as being within the West Greenwich Conservation Area. There is limited scope for change on this site, and existing policies provide sufficient guidance should proposals be forthcoming.
G10	Greenwich Park Street telephone exchange	Site boundary in Issues and Options included telephone exchange and the former sorting office. The former sorting office has been redeveloped for residential, the telephone exchange is operational and part of the exchange is being considered for include on the Local Heritage List. Relatively small site with limited scope for change, and existing policies provide sufficient guidance should proposals be forthcoming.
<b>Greenwich Peninsula</b>		
GPI	Lovell's Wharf	Development is completed.
GP7	O2 arena, Sports arena, conference, event and leisure	Included in Issues and Options to safeguard current use. This is no longer considered necessary.

	centre with retail uses included	
GP8	O2 arena open space	Included in Issues and Options with potential to be designated Community Open Space. However it is no longer intended that Site Allocations Local Plan will take forward changes to open space designation as this is most appropriately considered as part of the upcoming Local Plan review. The <i>Towards a Greener Royal Greenwich: Green Infrastructure Study (May 2017)</i> did not assess the sites included in the Issues and Options that were identified either wholly or partly as having the potential to include open space.
GP11	Heart of East Greenwich	Development has full planning permission and is majority completed.
GP13	Enderby Wharf/Enderby Place	Development has planning permission and is largely completed.
<b>Kidbrooke</b>		
K7	Sutcliffe Park extension	The reconfigured Sutcliffe Park is already designated on the Policies Map as Metropolitan Open Land and Green Chain.
<b>Plumstead</b>		
P1	Abery Street Car Park	Included in Issues and Options as identified in the Plumstead Urban Framework (2016). Temporary car park currently being used for temporary library provision while Plumstead Library is being refurbished/redeveloped. Small site of 0.09ha. Existing policies provide sufficient guidance regarding development of the site.
P2	Plumstead Library	Planning permission 17/2879/F granted in December 2017 for refurbishment and partial redevelopment of the library to include new library space, sports hall, amenities and gym. Site is under construction.
P5	Plumstead Fire Station	Included in Issues and Options as identified in the Plumstead Urban Framework (2016). Fire station within statutory listed building. While the fire service have indicated they are looking for a new site in the Plumstead area, no site has been confirmed. Small site of 0.14ha. Existing policies provide sufficient guidance regarding development of the site.
<b>Thamesmead &amp; Abbey Wood</b>		

T1	Site North of White Hart Avenue	Site is within Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
T4	Site fronting Nathan Way	Site is within Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
T7	Titmuss Avenue	Included in Issues and Options as part of Thamesmead Housing Zone. Site contains housing office, playspace, allotments and a wooded area. The playspace and allotments are well-used and would need to be reprovided as part of any redevelopment. Existing policies provide sufficient guidance regarding development of the site.
T8	Battery Road Thames Reach	Planning permission 16/2163/F granted in May 2017 for 66 residential units and flexible commercial/community floorspace. Site is under construction.
T9	Pettman Crescent, Griffin Manor Way	Included in Issues and Options as part of the Thamesmead Housing Zone. Part of site to the east of eastern arm of Pettman Crescent gyratory is within Strategic Industrial Land (SIL). The draft London Plan and associated evidence base (London Industrial Land demand Study, 2017) identifies Greenwich as a 'retain capacity' borough for the purposes of industrial land management. While the Issues and Options consultation suggested that the site could be considered for release from its SIL designated, this is not supported by the most up-to-date evidence. The 2012 Employment Land Review that informed the SIL release taken forward through the Core Strategy with Detailed Policies did not recommend revisions to SIL boundaries in the Thamesmead area, and the Inspector's report on the Core Strategy with Detailed Policies did not recommend that SIL boundaries be reviewed during the preparation of the Site Allocations Local Plan.
<b>Woolwich</b>		
W1	Lower Spray Street	Small site of 0.20ha. Existing policies provide sufficient guidance regarding development of the site.
W6	Crossrail	Included in Issues and Options for Crossrail safeguarding, with same boundary as saved UDP site m5. This is no longer necessary.
W8	Former public baths building, Bathway	Included in Issues and Options with the potential for appropriate town centre uses, with same boundary as saved UDP site mu28. Small site of 0.20ha, and the building is locally listed. Existing policies provide sufficient guidance regarding development of the site.

W10	Warren Lane teardrop site	Site has outline planning permission for mixed use development including reconfiguration of Royal Arsenal Gardens, and significant portion of the site is under construction.
W14	Dial Arch Square	Included in Issues and Options with potential to be designated Community Open Space. However it is no longer intended that Site Allocations Local Plan will take forward changes to open space designation as this is most appropriately considered as part of the upcoming Local Plan review. The Towards a Greener Royal Greenwich: Green Infrastructure Study (May 2017) did not assess the sites included in the Issues and Options that were identified either wholly or partly as having the potential to include open space.
W16	Maryon Estate	Planning permission 14/0117/O granted April 2015 for redevelopment of up to 165 residential units. Council owned estate regeneration scheme with parameter plans identifying density ranges, mix of housing, maximum heights, maximum block widths and depths, access, parking numbers, and amount of open space and playspace.
W17	Connaught Estate	Planning permission 14/0086/O (hybrid) granted April 2015 for redevelopment of up to 684 residential units. Site is under construction.
W18	Morris Walk and Marion Grove Estate	Planning permission 14/0126/O and 14/0127/O granted April 2015 for redevelopment of up to 462 residential units and 304 units respectively. Council owned estate regeneration with parameter plans identifying density ranges, mix of housing, maximum heights, maximum block widths and depths, access, parking numbers, and amount of open space and playspace.

### Appendix B Sites put forward during Call for Sites and Preferred Approach consultation not carried forward

Map Number	Name/Location	Proposed By	Proposed Use	Reason for Exclusion
IO1	Co-op, 112 -116 McLeod Road, Abbey Wood SE2 0BS	Local Resident	Retail space at ground floor with residential above	Small site of 0.04ha. Within the McLeod Road designated neighbourhood parade. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies/designations provide necessary guidance should redevelopment proposals be forthcoming.
IO2	Grassed area Blithdale Road Rd/Bostall Manorway (opposite St Nick convenience store)	Local Resident	Residential	Small site of 0.10ha. Grassed areas are amenity spaces associated with adjacent residential development. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO3	Post Office and Community Centre, 90 Abbey Wood Road SE2 9NN	Local Resident	Retail at ground floor with residential above; new community centre	The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO4	Parade of shops, McLeod Road (between Openshaw Road and Dahlia Road) SE2 0BS	Local Resident	Retail at ground floor with residential above	Small site of 0.09ha. Within the McLeod Road designated neighbourhood parade. Multiple independent shops with residential above. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies/designations provide necessary guidance should redevelopment proposals be forthcoming.
IO5	Waste land, Knee Hill (demolished pub and shops, grassed area)	Local Resident	Retail at ground floor with residential above	This site is within London Borough of Bexley.



IO6	Wilton Road shops, Wilton Road, Abbey Wood SE2	Local Resident	Improved retail space with residential above.	Small site of 0.13ha. Within Abbey Wood Local Centre designated shopping frontage. Mix of independent and branded shops and services, some with residential above. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO7	Rochester Way Social Club, 366 Rochester Way, Eltham SE9 6LH	Local Resident	Residential and pub or shop at ground floor	Planning Permission 16/1579/F granted October 2016 for development of 29 residential units and community use building.
IO8	Four green spaces along Rochester Way, Eltham SE9 6LQ	Local Resident	Residential and small local businesses	Proposed site is formed of various small green spaces around Rochester Way, one of which accommodates playspace. Individual spaces are small sites and provide playspace and amenity open space for the local area. Core Strategy Policy H(e) safeguards existing play areas. The size of the other individual sites is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO9	St Richard's Church Centre, Swallowfield Road, Charlton SE7 7NR	Community Group	Residential or mixed use residential and community	Small site of 0.06ha currently in use as church hall and chapel. Core Strategy Policy CH(a) protects existing social and community facilities. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO10	Eynsham Drive, Abbey Wood SE2 9RQ	Local Resident	Residential and commercial	Proposed site includes car wash, PDSA, Lidl and Thistlebrook Industrial Estate with a total site area of 2.73ha. Planning application 17/4080/F for redevelopment of the PDSA and car wash for 272 residential units, pet hospital and flexible commercial space granted permission by Mayor of London in

				December 2018. Thistlebrook Industrial State offers 8 purpose built industrial units suitable for SMEs and there is no known redevelopment interest regarding Lidl.
IO11	Former M&S Outlet Store, 55 Powis Street, Woolwich	Site owner	No use proposed by respondent	Small site of 0.22ha within designated primary shopping frontage and currently occupied by Poundland. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies/designations provide necessary guidance should redevelopment proposals be forthcoming.
IO12	Anstridge Community Hall, Anstridge Road, SE9 2LL	Community Group	Continued community use	Small site of 0.13ha currently in use as community centre. Core Strategy Policy CH(a) protects existing social and community facilities.
IO13	Flintmill Community Hall, Flintmill Crescent, Kidbrooke, SE3 8LU	Community Group	Continued community use	Small site of 0.03ha currently in use as community centre. Core Strategy Policy CH(a) protects existing social and community facilities.
IO14	Lionel Road Community Hall	Community Group	Continued community use	Small site of 0.09ha currently in use as community centre. Core Strategy Policy CH(a) protects existing social and community facilities.
IO15	Progress Community Hall, next to 12 Admiral Seymour Road, SE9 1SL	Community Group	Continued community use	Small site of 0.08ha currently in use as community centre. Core Strategy Policy CH(a) protects existing social and community facilities.
IO16	St Mary's Community Centre, 180 Eltham High Street, SE9 1BJ	Community Group	Continued community use	Small site of 0.02ha currently in use as community centre. Core Strategy Policy CH(a) protects existing social and community facilities.

IO17	Sports Ground, Footscray Road	Site owner	Residential	1.61 ha site designated as Metropolitan Open Land (MOL), Green Chain, and an Area of Special Character. Formerly used as tennis courts and bowling green. The proposed use is contrary to the Core Strategy and London Plan.
IO18	Clancy's Public House, 1 Warspite Road, Woolwich SE18 5PG	Agent	Residential-led mixed use	Small site of 0.11 ha within Strategic Industrial Location (SIL). The proposed use is contrary to the Core Strategy and London Plan.
IO19	Old Tesco building/ Stacks, Pound Place/Messeter Place, Eltham	Community Group	Residential	Small site of 0.1 ha within Eltham Major Town Centre. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO20	Peacocks, Carpetright, Sports Direct, 145-159 Eltham High Street, Eltham SE9 1TW	Community Group	Retail	Small site of 0.16 ha within Eltham Major Town Centre and designated primary shopping frontage. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies/designations provide necessary guidance should redevelopment proposals be forthcoming.
IO21	Mansion Site, University of Greenwich Avery Hill Campus	Community Groups and Landowner	Education (proposed by community group  Residential (proposed by landowner and Avery Hill Park Friends)	Designated as Metropolitan Open Land (MOL), Green Chain, and an Area of Special Character. Includes Grade II listed and curtilage listed buildings/structures. The site is currently in education use, therefore the acceptability of an education use on the site is established. Allocating the site for residential use would be contrary to the Core Strategy and the London Plan.
IO22	Sidcup Day Nursery, 88 Southwood Road	Community Group	Education	Small site of 0.05 ha situated within Metropolitan Open Land (MOL) and green chain. Currently in use as a nursery. Existing policies provide necessary guidance should redevelopment proposals be forthcoming.

**Appendix B**

IO23	BT Building, Merlewood House, Well Hall Road, Eltham	Community Group	No use proposed by respondent	Site is in operational use (BT). Within Eltham Major Town Centre. Existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO24	Police Station, Well Hall Road, Eltham	Community Group	No use proposed by respondent	Small site of 0.17ha. Within Eltham Major Town Centre. Core Strategy Policy CH(a) protects existing social and community facilities.
IO25	The Greenwich Hotel and Magistrates Court	Site owner (partial)	Mixed use	The Magistrates Court is Grade II Listed Building and change on this site is most appropriately brought forward through the planning application process.
IO26	Land at and to the Rear of 132 and 134 Avery Hill Road, New Eltham	Developer	Residential	Planning permission 14/3551/F was granted at appeal (APP/E5330/W/15/3129768) in May 2016 for 135 residential units. The site will remain designated as community open space until open space designations are considered as part of the Local Plan review.
IO27	Well Hall Sports Ground, Kidbrooke Lane, Eltham □ SE9 6TE	Landowner	Redevelopment of site for housing and retail development alongside retained sports facilities	Site designated as Community Open Space and used as sports ground. Core Strategy Policies OS(b) Community Open Space and OS(d) Sportsgrounds and Playing Fields protect the existing use. Allocating the site for residential use would be contrary to the Core Strategy and the London Plan.
IO28	Units 2-4, Commonwealth Buildings, Woolwich Church Street SE18 5NS	Landowner	Education (primary)	Small site of 0.15ha. Building is statutory listed and within Strategic Industrial Location (SIL). The proposed use is contrary to the Core Strategy and London Plan.
IO29	Former Bowring Sports Ground, Eltham Road, Lee SE12 8ES	Landowner	Education (secondary)	Site designated as Metropolitan Open Land (MOL). The proposed use is contrary to the Core Strategy and London Plan.

## Appendix B

				Plan. The site will remain designated as MOL until open space designations are considered as part of the Local Plan review.
IO30	Land to the east of Oaks Care Home, 904 Sidcup Road SE9 3PW	Landowner	Residential	Site designated as Green Belt.
IO31	Eltham Town Sports Club, 176 Footscray Road SE9 2TD	Landowner	Residential	Site is designated as Metropolitan Open Land (MOL), Green Chain, Area of Special Character and within Eltham Palace Conservation Area. The proposed use in contrary to Core Strategy and London Plan. Policy OS(d) Sportsgrounds and Playing Fields protect the existing use.
IO32	Norman House, 110-114 Norman Road, Greenwich SE10 9QJ	Agent	Residential-led mixed use	Small site of 0.16ha. Planning permission 16/2783/F for 63 residential units and 395sqm commercial floorspace.
IO33	28 Courtyard, Eltham SE9	Landowner	Residential	Small site of 0.09ha. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO34	NHS Ambulance station, Glass Yard, Woolwich	Local resident	Redevelopment for more intensive uses	Small site of 0.12ha. Core Strategy Policy CH(a) protects existing social and community facilities.
IO35	Grassed area, corner of John Wilson Street and Powis Street, Woolwich	Local resident	Residential	Small site of 0.03ha The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies/designations provide necessary guidance should redevelopment proposals be forthcoming.
IO36	St Mary's and Mastpond Wharves,	Local resident	Residential	Site has been partially constructed. See Appendix C UDP saved sites not carried forward into Site Allocations Local Plan, site mu6.

	Woolwich Church Street			
IO37	Sovereign House and South London Aquatic Centre, Europe Road, Woolwich SE18	Local resident	Mixed use	Planning permission I1/1584/F granted May 2012 for 100 residential units and angling club. Sovereign House is a block of residential flats with no plans for redevelopment.
IO38	Woolwich Dockyard Industrial Estate	Local resident	No use proposed	Site is within Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
IO39	Powis Street Car Park	Local resident	No use proposed	Majority of the site is in use as Travelodge car park. Remaining car parking is managed by Royal Greenwich, with no current plans to close. Travelodge is statutory listed.
IO40	Borgard Road Car Parking	Local resident	No use proposed	Small site of 0.09ha. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO41	Belmarsh Prison	Local resident	Residential in a new urban quarter.	The prison is operational with no plans for relocation.
IO42	Charlton Station and surrounds	Local resident	Residential over station	There is no known development interest in over station development at Charlton Station.
IO43	Sainsburys and Marks and Spencer, Charlton	Local resident	Residential led mixed-use	Recently constructed retail development. This area of Charlton Riverside is therefore better considered as part of the upcoming Local Plan review.
IO44	Cory's and Anchor and Hope Pub,	Local resident	Residential, retained pub	Site is within Strategic Industrial Location (SIL). The proposed use is contrary to the Core Strategy and London Plan.



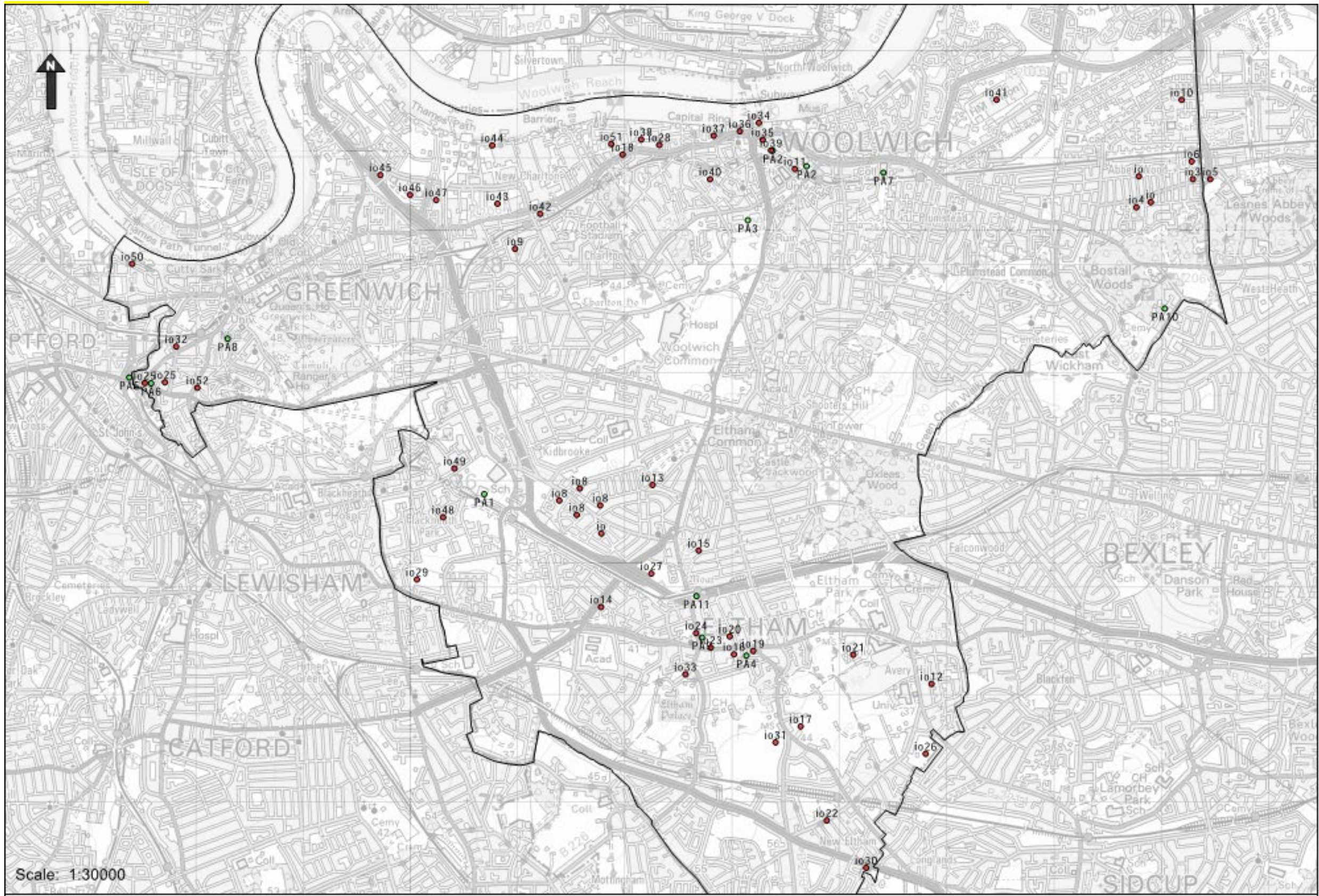
IO45	Menzies, Distribution Bugsby's Way SE10 0GD	Local resident	No use proposed	Currently in use as distribution centre and no known development interest in site. Current use is appropriate to location/context.
IO46	Millennium Retail Park	Local resident	Residential	Recently completed retail development, IKEA opening early 2019.
IO47	Royal Mail Delivery Office, 25 Horn Lane, London SE10 0DP and Angerstein Sites	Local resident	No use proposed	Majority of site is within Strategic Industrial Location. Royal Mail site is operational. Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within/adjacent to SILs.
IO48	Blackheath and Greenwich Bowling Green, Brooklands Park SE3 9BL	Landowner	Residential	Site is designated Community Open Space. Core Strategy Policies OS(b) Community Open Space and OS(d) Sportsgrounds and Playing Fields protect the existing use.
IO49	Tennis Courts, Blackheath Park SE3 0HB	Landowner	Bowling Green	Former tennis courts, site is designated Metropolitan Open Land (MOL). The proposed use is generally appropriate within MOL.
IO50	The AHOY Centre, Borthwick Street, Deptford SE8 3JY	Landowner	Mixed use development with sailing centre and residential above.	Small site of 0.19ha. AHOY Centre are a water sports-based charity that provides opportunities for people with disabilities, as well as disadvantaged and at-risk youths, to participate in activities and courses related to sailing, rowing, and other water-based activities. Core Strategy Policy CH(a) protects existing social and community facilities. Existing policies provide necessary guidance should redevelopment proposals be forthcoming.
IO51	Westminster Industrial Estate (South East), Charlton Riverside	Landowner	Mixed use including residential	Site is within Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within to SILs. Allocating the

				site for residential use would be contrary to the Core Strategy and the London Plan.
IO52	123 Greenwich South Street SE10 8NX	Landowner	Retail at ground floor with residential above	Small site of 0.06ha. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.
PA1	Old Post Office Lane, Kidbrooke	Landowner	Residential-led mixed use	The site is currently occupied by B8 industrial use and the existing buildings are in good condition and provide modern industrial space with dedicated service yards. Allocating the site for residential use with significantly reduced industrial capacity would be contrary to the new London Plan as the existing industrial use is protected and there is an evident market demand for B8 space in Greenwich.
PA2	Sites at junction of Powis Street/Hare Street and Powis Street/Beresford Square	Landowner	Mixed-use redevelopment	The proposed sites are currently fully occupied and within Woolwich Town Centre/Woolwich Conservation Area where existing policies provide necessary guidance should redevelopment be forthcoming.
PA3	Woolwich Barracks	Landowner	Residential-led, mixed-use development	Site is designated MOL and an Area of Special Character as well as within the Woolwich Conservation Area and having numerous designated heritage assets. There is insufficient evidence to allocate the site for the proposed uses at this stage, however the LDS commits to preparing an SPD to guide disposal of the site.
PA4	Building in Messeter Place between Pound Place and Elm Terrace	Community Group	BI on ground floor and residential above	Small site. The size of the site is insufficient to make a significant contribution to the delivery of the Core Strategy, and existing policies provide necessary guidance should redevelopment proposals be forthcoming.

PA5	Lewisham College – Deptford Campus	Landowner	Mixed-used including education, residential, student housing, commercial	No detailed information has been provided, such as LeSoCo's Estates Strategy, as to why the site, which is in existing further education use, should be allocated for mixed use development or how allocating the site would clearly link to the delivery of Core Strategy objectives/policies.
PA6	Former Greenwich Magistrates Court	Landowner	Hotel and ancillary uses	The site is not within Greenwich Town Centre, and allocation for hotel use would not be in accordance with the criteria for site selection as the proposed use is contrary to the town centres first approach for hotels in the NPPF, London Plan and Local Plan.
PA7	London South East Colleges – Greenwich Campus, 95 Plumstead Road	Landowner	Education and residential use	Existing policies provide sufficient guidance regarding development of the site. A planning application has been submitted.
PA8	Former Greenwich Police Station	Landowner	Residential and D1/D2 use	The site is 0.15ha in size and does not meet the size threshold for inclusion in the Site Allocations document. Existing policies provide sufficient guidance regarding development of the site.
PA9	Eltham Police Station	Community Group	n/a	Small site. Existing policies provide sufficient guidance regarding development of the site.
PA10	Goldie Leigh Hospital	Landowner	Expansion of existing, supported living, extra care, residential	Site in a conservation area and designated MOL and an extension to existing facilities has already taken place. Existing policies provide sufficient guidance should proposals for the identified uses be forthcoming.
PA11	Eltham Bus Station	Landowner	Residential, retail, commercial	Constrained site due to location above A2. Existing policies provide sufficient guidance regarding development of the site.



Location of Call for Sites responses (IO reference) and Preferred Approach responses (PA reference)





## Appendix C UDP saved sites not carried forward into Preferred Approach

UDP Saved Site Proposals Schedule Ref	Name	Justification
<b>Community Needs and Services</b>		
cb1	Site on the corner of Horseferry Place and Thames Street	Included in Issues and Options as site G1 to safeguard current use as an adventure playground. Core Strategy Policy H(e) safeguards existing play areas. See Appendix A Sites not carried forward from Issues and Options.
cb2	Thomas Tallis Secondary School	Site has been constructed.
<b>Jobs</b>		
j1	White Hart Triangle	Site is designated as Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
j2	Riverside between Lombard Wall and Anchor and Hope Lane	Site is designated as Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
j6	25-81 Greenwich High Road	Site is under construction. See Appendix A Sites not carried forward from Issues and Options, site G5.
j8	55-71 Norman Road and railway arches	Included in Issues and Options as site G8 for continued employment use. Existing policies provide sufficient guidance regarding the development of local employment sites. See Appendix A Sites not carried forward from Issues and Options
j10	Horn Link Way/Pear Tree Way north of Bugbsy's Way	Site has been constructed.

j11	Warspite Road and Rushton Road/Woolwich Road	Site has been constructed.
j12	Harvey's site, Ramac Way	Formed part of large site C2 in Issues and Options consultation. Boundary of C2 largely aligns with Phase 2 of the Charlton Riverside SPD, which indicates delivery beyond the current Local Plan period as retail development is relatively recent. This area of Charlton Riverside is therefore better considered as part of the upcoming Local Plan review. See Appendix A Sites not carried forward from Issues and Options
j13	Land at Central Way, Nathan Way, Purland Road	Site is designated as Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
j14	Site fronting Nathan Way	Site is designated as Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
j15	4-40 Nathan Way	Site is designated as Strategic Industrial Location (SIL). Existing London Plan and Core Strategy policies provide sufficient guidance regarding development within SILs.
<b>Housing</b>		
h1	Site west of Tilfen Officer, Harrow Manorway	Site has been constructed.
h2	McMillan Street	Site has been constructed.
h3	Eltham Pools	Site has been constructed.
h4	National Maritime Museum Storage Site, Nelson Mandela Road	No development interest from landowner other than retention of current use.



<b>Open Space</b>		
o1	Woolwich Common Temporary MoD building site	Has been returned to use as open space.
o2	Hervey Road Playing Field	Site is designated as Community Open Space on the Policies Map.
o3	Sutcliffe Park Extension.	Has been delivered as part of the Kidbrooke redevelopment. See Appendix A Sites not carried forward from Issues and Options, site K7.
<b>Footpath and Cycle Proposals</b>		
o6 – o11 inclusive	Riverside Walkway	Shown on Policies Map and safeguarded in Core Strategy Policy IM4. The Thames Path has been completed.
o12	Green Chain Walk, Butterfly Lane to Footscray Road	Delivery is not possible due to current land use/ownership (private sportsground and playing fields)
o13	Green Chain Walk, Footscray Road to Court Road	Delivery is not possible due to current land use/ownership (private golf course)
o14	Green Chain Walk, Dothill Road to Oxleas Wood	Delivery is not possible due to current land use/ownership (community farm/footpath)
o17 – o18 inclusive	Riverside Footpath	Shown on Policies Map and safeguarded in Core Strategy Policy IM4. The Thames Path has been completed.
o19	Canal system, Area 6	Has been constructed.

<b>Movement</b>		
m2	Gallions Reach Crossing	Shown on Policies Map and safeguarded in Core Strategy Policy IM3.
m3	Blackwall Crossing	Shown on Policies Map and safeguarded in Core Strategy Policy IM3.
m5	Crossrail	Shown on Policies Map and safeguarded in Core Strategy Policy IM3. See also Appendix A Sites not carried forward from Issues and Options, site W6.
m7	Shooters Hill Road/Well Hall Road filter lane	No longer required.
m8	Thamesmead pier/shore facilities	Shown on Policies Map and safeguarded in Core Strategy Policy IM3.
m9	Greenwich Pier	Has been constructed.
m10	Land at Angerstein Wharf	Shown on Policies Map and safeguarded for rail freight in Core Strategy Policy IM5.
m11	Former Plumstead Coal Yard	Shown on Policies Map and safeguarded for rail freight in Core Strategy Policy IM5.
m12	Riverside Walk	Thames Path has been completed.
<b>Mixed Uses</b>		
mul	Coronet Cinema & Tudor Parade, Well Hall Road	Site has been constructed.

mu3	Land at Stockwell Street	Site has been constructed.
mu4	Deals Gateway, 6-42 Blackheath Road	Site has been constructed.
mu5	Greenwich Reach East	Site has been constructed.
mu6	St Mary's and Mastpond Wharves, Woolwich Church Street	Site has been partially constructed.
mu7	Blackwall Lane/Pelton Street	Site has been constructed.
mu8	Callis Yard	Site has been constructed.
mu11	Goldie Leigh Hospital	Expansion has been completed.
mu13	Warren Lane 'teardrop' site	Site has outline planning permission for mixed use development including reconfiguration of Royal Arsenal Gardens, and significant portion of the site is under construction. See Appendix A Sites not carried forward from Issues and Options, site W10.
mu15	Grove Market Place	Site has been constructed.
mu16	Hilton's. Lion & Saxon Wharves, Upper Norman Road	Site has been constructed.
mu17	Creek Road/Bardsley Lane	Site has been constructed. See Appendix A Sites not carried forward from Issues and Options, site G2.

mu18	Creek Road, south side, west of Deptford Creek	Site has been constructed.
mu19	Millennium Dome	Site has been constructed. See Appendix A Sites not carried forward from Issues and Options, sites GP7 and GP8.
mu24	Woolwich Royal Arsenal	Site has been largely constructed.
mu25	Royal Hill Court, off Greenwich High Road	Site is within multiple ownership, including residential and commercial. Despite being allocated for mixed use development for over ten years, there have been no proposals brought forward regarding the site. Site is considered unlikely to be comprehensively redeveloped within the current Local Plan period. See Appendix A Sites not carried forward from Issues and Options, site G3.
mu26	Former Greenwich District Hospital	Site has been largely constructed. See Appendix A Sites not carried forward from Issues and Options, site GP11.
mu28	Former public baths building, Bathway	Small site of 0.20ha, and the building is locally listed. Existing policies provide sufficient guidance regarding development of the site. See Appendix A Sites not carried forward from Issues and Options, site W8.
mu29	Maritime Industrial Estate, Bugsby's Way	Site has been constructed.
mu30	Lovell's, Granite, Piper's and Badcock's Wharves	Site has been largely constructed. See Appendix A Sites not carried forward from Issues and Options, site GP1.
mu31	Deptford Bridge, north site	Site has been constructed.
mu32	Payne and Borthwick Wharves	Site has been constructed.

mu33	131-161 Greenwich High Road	Site has been constructed.
mu34	Davy's site, 161-171 Greenwich High Road	Site includes both statutory and locally listed buildings and is within the West Greenwich Conservation Area. There is limited scope for change on this site. See Appendix A Sites not carried forward from Issues and Options, site G4.
mu36	Coop site, 125-151 Powis Street	Site has been constructed.
mu37	Waterfront Leisure Centre Car Park	Site has outline planning permission for mixed use development including reconfiguration of Royal Arsenal Gardens, and significant portion of the site is under construction. See Appendix A Sites not carried forward from Issues and Options, site W10.
mu38	Royal Military Academy, Woolwich Common	Site has been constructed.

## Appendix D Evidence base

Key evidence base documents that have informed preparation of the Site Allocations DPD include:

### Borough-wide

- [RBG AMR and Housing Trajectory](#). The Housing Trajectory sets out projected delivery for a 15 year period, and is updated and published on an annual basis. The indicative area wide capacities in the Site Allocations Local Plan are based on the Trajectory published at the time the Plan was published. The most recently published Housing Trajectory should be referred to for up-to-date capacity estimates for allocated sites.
- [RBG Infrastructure Delivery Plan](#). The IDP assess the amount and type of physical, social and green infrastructure required to support the level of growth identified in the Local Plan, including indicative costs and potential funding sources. The 2021 IDP forms the basis of the site-specific infrastructure requirements identified in the Site Allocations Local Plan. The information included in the IDP is drawn from a combination of sources including existing published reports (e.g. RBG School Place Planning & Capital Programme Report), strategies (e.g. Greenwich Commissioning Strategy, CCG) and evidence base studies (e.g. Sports Facilities and Planning Pitch Studies 2015) as well as directly from discussions with relevant statutory service providers. Given the significant level of planned housing growth in the borough, it is necessary to keep the IDP under review and it is fully updated annually to inform the publication of the annual Infrastructure Funding Statement and any priority projects included within it.
- [RBG Retail & Leisure Study 2018](#). Assesses quantitative need for additional retail floorspace in the borough in 5-year periods up to 2038. Concludes there is a small amount of need for convenience retail floorspace over the period and no need for additional comparison retail floorspace within the first 15 years. Also concludes that the vision set out in the Core Strategy for Woolwich to become a Metropolitan Town Centre is likely to be too ambitious in the short/medium term given the current retail trends for out of town centre shopping and Woolwich's current under performance as a Major Centre. Otherwise, the comprehensive town centre health check indicated that the borough's designated town centres are generally performing well and fulfilling their role.
- RBG Strategic Flood Risk Assessment (SFRA), Level 1 (2017) and Level 2 (2018). The spatial strategy for the borough is reliant on developing areas at risk of flooding, and Core Strategy policies E2 and E3 ensure that development does not exacerbate flood risk in an unacceptable way. The SFRA has been reviewed to take account of the significant changes in the legislative framework for flood risk management and the EAs refined breach models relating to tidal flood risk from the Thames and updated climate change projections. The Level 2 SFRA further flood risk information for each site included in the Issues and Options and sites put forward during the Call for Sites to facilitate an assessment of the likelihood of sites being able to satisfy the requirements of the Exception Test, and therefore support the allocation of the site. Even when a site is allocated for development, any developer coming forward with a proposal in an area of flood risk will need to, at the time of making an application, demonstrate through a site-specific flood risk assessment that the Exception Test can be passed.



- [RBG Green Infrastructure Study 2017](#). Assessed all forms of green infrastructure in a single, comprehensive study – collating and analysing information on parks and open space, urban greening features (trees, living roofs), Sites of Importance for Nature Conservation (SINCs) and Metropolitan Open Land (MOL). Recommends a proposed standard for quantity of open space provision of 2.69ha per 1000 people, and accessibility and play provision standards consistent with the London Plan. Highlights where investment in existing spaces to enhance their role, or the provision of new spaces, should be focused. There is a deficiency in access to certain types of open space within certain parts of the Borough including northern Woolwich and Thamesmead, Greenwich peninsula, Kidbrooke, and the very south of the Borough.
- [RBG Gypsy and Traveller Accommodation Assessment 2016](#). The GTAA identified issues with overcrowding on both the public site at Thistlebrook and the unauthorised site at Horn Link Way. However the study found that the travellers within Greenwich have ceased to travel permanently and therefore no longer fall under the definition of a traveller. As a result, the GTAA concluded that no additional pitch provision was needed to 2031. In 2019, a Lawful Development Certificate for a residential caravan site for up to eight caravans was granted for the site at Horn Link Way, regularising the previously unauthorised use. Funding for improvements to the Thistlebrook Way site has been secured via S106 as part of the permission for redevelopment of the adjacent site at I/A/C Eynsham Drive (planning reference 17/4080/F).
- [RBG Employment Land Review 2012](#)
- [RBG Tall Buildings Assessment 2011](#)

### Area-specific

- *Charlton*
- [Charlton Riverside Employment & Heritage Study 2017](#). Recommendations specific to the nature of employment uses and type of employment space that should be promoted to support the economy of the area. Current employment profile indicates a range of employment activities that are compatible with mixed-use redevelopment – both in terms of sectors and workspace typologies. Heritage assets, particularly along the eastern edge of the area, should be flagship sites for employment.

#### *Greenwich Peninsula, Eltham, Kidbrooke and Plumstead*

- [Greenwich Peninsula Site GP3 Planning Brief 2017](#)
- [Greenwich Peninsula West Masterplan SPD 2012](#)
- [Eltham Town Centre Masterplan SPD 2012](#)
- [Kidbrooke SPD 2008](#)
- [Plumstead Urban Framework 2016](#)

### *Thamesmead*

- [Thamesmead & Abbey Wood OAPF 2020](#)
- [Thamesmead & Abbey Wood Transport Strategy 2020](#)
- [Abbey Wood, Plumstead and Thamesmead Housing Zone](#)

### *Woolwich*

- [Woolwich Town Centre Heritage Study 2018.](#)
- [Spray Street SPD 2015](#)
- [Woolwich Town Centre Masterplan SPD 2012](#)

### **Regional/National**

- [London Strategic Housing Land Availability Assessment \(SHLAA\) 2017.](#) All sites included in the 2017 SHLAA were assessed for inclusion in the Site Allocations Local Plan. Where relevant, indicative phasing in the allocations has been updated from that in the SHLAA to reflect the most up-to-date information.
- [London Strategic Housing Market Assessment 2017](#) and subsequent updates. The SHMA concludes that across London the highest need is for low cost rent homes, and advises the use of the first scenario (Table A1 based on current occupancy rates continuing into the future for homeowners, private renters and low-cost tenants) as the starting point for considering the regional context for the size mix of a particular scheme. Evidence of local need for low cost rent and intermediate housing is compiled at the borough level by RBGs housing team to inform the size mix of affordable provision.
- [London Industrial Land Demand Study 2017.](#) The study assessed demand for land for general industrial uses, logistics activity and wider uses of industrial land such as transport and waste. It produced forecasts of industrial land demand by borough and industrial property market area. Although Greenwich is identified as having a positive demand for industrial capacity (29ha to 2041), vacancy rates in Bexley result in the Thames Gateway (South) industrial property market area (of which Greenwich is a part) being identified for retaining, rather than providing, additional industrial capacity.
- [London Industrial Intensification Primer 2017](#)
- [London Office Policy Review 2017.](#) Analyses trends in the London office market and assesses future demand for office floorspace at borough level. Concludes that promoting large-scale office development in most centres outside the CAZ (other than Chiswick, Croydon and Stratford) would be counter to structural changes, and that a supply of stock suitable for small and medium enterprises (SMEs) should be sought in most centres.
- [Projections of Demand & Supply for Visitor Accommodation in London to 2050 \(2017\).](#)

- [Mayor's Transport Strategy 2018](#)
- [South East London Joint Waste Technical Paper](#). The South East London Joint Waste Technical Paper was updated in December 2019. It demonstrates that across the sub-region, sufficient waste sites have been safeguarded which, when pooled, collectively meet the London Plan (2016) waste capacity apportionment requirements of the region. In addition to this, surplus capacity exists to allow the sub-region to respond to any uplift in give additional security in the future. RBG will update the Technical Paper in advance of submitting the Site Allocations Local Plan for examination.
- [Mayor of London Safeguarded Wharves](#). In 2018 the Mayor commenced a review of the network of Safeguarded Wharves to ensure that London's need for waterbourne freight-handling is met. There are no wharves proposed for removal from safeguarding in Greenwich, however, the GLA is proposing the relocation of the safeguarding Direction from Tunnel Glucose Wharf to Tunnel Wharf. On 15 September 2020 the SoS confirmed their agreement with the recommendations included in the Implementation Report – Safeguarded Wharves Review 2018-19.
- [Historic England Advice Note 4 Tall Buildings 2015](#)
- [National Design Guide, MHCLG 2019](#)