

Royal Greenwich Local Plan: Core Strategy with Detailed Policies

Foreword

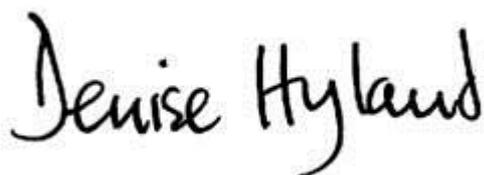
The Core Strategy with Detailed Policies is the most important spatial planning document that the Royal Borough has produced in the last ten years. It sets out how we propose to develop our Borough over the next 15 years to improve the lives of the people who live and work here, whilst retaining the strong sense of history and identity of Royal Greenwich.

By 2028, we intend that Royal Greenwich will have successfully accommodated a high level of sustainable growth, which will have a positive and enhancing impact on the existing environment and community. The Core Strategy will make sure that the changes we will need to accommodate to deliver this level of growth are well managed.

Derelict and underused land will be transformed into new sustainable urban quarters comprising a mix of high quality, residential led uses including high quality business space. Our town centres will be vibrant centres of culture, retail and business, that are accessible to residents and assist in establishing a strong community identity. We are excited about the forthcoming arrival of Crossrail, with new stations at Woolwich and Abbey Wood.

The Core Strategy will ensure that the Royal Borough's open spaces and rich historic heritage will be protected and enhanced. Sustainability measures, to meet challenges such as climate change and flooding, will be incorporated into new development, ensuring a cleaner, greener Royal Greenwich.

This document is the culmination of one of the most comprehensive and wide ranging evidence gathering and consultation processes ever undertaken by the Royal Borough and reflects a deliverable strategy for Royal Greenwich. An Independent Planning Inspector found the Core Strategy to form a sound basis for the future planning of Royal Greenwich. I am confident that it will help to ensure that Royal Greenwich remains a great place in which we can all be proud to live, work, learn and visit.



Cllr Denise Hyland

Leader, Royal Borough of Greenwich



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Chapter 1 Introduction and role of the Royal Greenwich Local Plan

1.0.1 Royal Greenwich is experiencing a period of unprecedented and exciting change which presents a number of opportunities and challenges. This new local plan has been prepared to guide future development, to ensure that everyone who lives in, works in, learns in or visits Royal Greenwich will benefit from future planning decisions.

1.0.2 The Royal Borough of Greenwich's new local plan will guide decisions about the developments that will take place over the next 15 years. It sets out the long term aspirations, and indicates the broad locations in Royal Greenwich for future housing, employment, retail, infrastructure and other land uses, as well as providing detailed policies that will be used to assess planning applications.

1.0.3 The *Royal Greenwich Local Plan: Core Strategy with Detailed Policies* (subsequently referred to as the Core Strategy) is the primary planning document of the Royal Greenwich Local Plan and, replaces parts of the Greenwich Unitary Development Plan (2006). See Appendix 7 for the full schedule of superseded UDP policies and site designations.

1.0.4 The Core Strategy sets out the spatial strategy, long term spatial vision, spatial objectives and core policies for development within Royal Greenwich to cover the period up until 2028. It is based on the social, economic and environmental objectives of the Greenwich Strategy (Greenwich's Sustainable Community Strategy) together with other relevant plans, programmes and strategies all of which have implications for development and land use within Royal Greenwich.

1.0.5 The Core Strategy outlines the spatial framework for future development and land use within Royal Greenwich. It sets out the broad locations for delivering sustainable development and enhancement, including new housing and other important strategic development needs such as employment, retail, leisure, community, public services, and transport, as well as mitigating and adapting to the effects of climate change. As well as these strategic policies, the Core Strategy sets out more detailed policies to guide development.

1.0.6 The Core Strategy is the foundation local plan document within the Royal Greenwich Local Plan, and with which all other local plan documents and supplementary planning documents (SPDs) must be in general conformity and, as such, is the first local plan document the Royal Borough has chosen to produce. Like all local plans, it is a statutory document and was subject to an independent examination, in public, chaired by an Inspector.

1.0.7 Interim Policies Maps have been prepared to update the 2006 UDP Proposals Maps, with the amendments made through the "Proposals Map Changes (Adopted Version) with Main Modifications." Please note that some of the designations on the Policies Maps have not been superseded or amended as a specific result of the Core Strategy, and these will be reviewed through the preparation of a site allocations local plan. Once a site allocations local plan has been adopted, a new policies map, including any inset maps as necessary, will be produced to replace the interim Policies Maps.

Chapter 2 Royal Greenwich 2028

2.1 Vision

2.1.1 By 2028, Royal Greenwich will have successfully accommodated a high level of sustainable growth, which will have a positive and enhancing impact on the existing environment and community. The growth will have been supported by infrastructure that will have been provided in a co-ordinated and timely manner to meet the physical and social needs of new development and regeneration. As a result, Royal Greenwich will have made a leading contribution to the housing requirements for London, while also meeting the housing needs of Royal Greenwich's diverse community.

2.1.2 The waterfront area of Royal Greenwich, from Deptford to Thamesmead via the Greenwich Peninsula and Woolwich, will have been transformed into new sustainable urban quarters comprising a mix of high quality, residential led uses including high quality business space, whilst retaining the existing river related uses and infrastructure. They will be serviced by new infrastructure including schools, improved public transport links in the waterfront area and Crossrail.

2.1.3 Greenwich Peninsula will have accommodated a significant proportion of Royal Greenwich's new housing and commercial development and will be an established location for creative industries, particularly digital media. It will also be home to a new district centre adjacent to the O₂ Arena and North Greenwich underground station. The Centre will not only provide for the shopping and recreational needs of local residents but will also be an entertainment hub for national and international visitors. Development on the Peninsula will have been well integrated with other areas of Royal Greenwich.

2.1.4 In 2028, Royal Greenwich's town centres will be vibrant places of culture, retailing, employment, living and business that are accessible to residents and assist in establishing a strong community identity. In particular Woolwich will be established in its role as a Metropolitan Centre within South East London and the Thames Gateway. Eltham will have retained its role as the preeminent centre in the south of Royal Greenwich. West Greenwich and the Maritime Greenwich World Heritage Site will remain key centres for tourism, attracting millions of visitors and as a centre for tertiary education.

2.1.5 Those areas of Royal Greenwich that will not experience significant physical development change will have benefited from enhancements and improvements to the quality of the environment where it is currently poor.

2.1.6 Sustainability measures, to meet challenges such as climate change and flooding, will have been incorporated into new development and significant progress will have been made in assimilating them into existing areas. These measures will have reduced waste, water and energy consumption and zero carbon and low carbon developments will be the norm thus ensuring a cleaner, greener Royal Greenwich.

2.1.7 By 2028, Royal Greenwich will have a prosperous and sustainable economy that will play a leading role in the economic regeneration of the Thames Gateway. Stronger, improved transport links will have been created between housing and employment locations to ensure that employment opportunities are accessible to Royal Greenwich residents. The local economy will demand a broader range of higher level skills to meet the future needs

of both existing and emerging sectors as the number of low skilled and unskilled jobs declines. The largest sectors of the economy – public services, retail, business services and the caring and personal services sectors will continue to provide the majority of jobs, but skill needs will change. Leisure, hospitality and tourism and the digital and creative sectors will grow, and new job opportunities will develop in the low carbon sector, advanced manufacturing and life sciences.

2.1.8 The Royal Borough will have a network of modern education and vocational skills centres that are accessible to Royal Greenwich residents, which will enable higher levels of educational attainment and the acquisition of the skills needed for the jobs of the future. Royal Greenwich will be a great place for young people to grow up in and will support young people in contributing to Royal Greenwich's future economic prosperity.

2.1.9 By 2028, Royal Greenwich will benefit from public transport improvements in the waterfront area and Crossrail stations at both Woolwich and Abbey Wood, helping to make Royal Greenwich more accessible by public transport. Royal Greenwich will also benefit from improved transport along and across the Thames, better walking and cycling provision including a completed Thames Path and reduced transport pollution and congestion. Transport links within Royal Greenwich will be improved by creating better cross river, north-south and orbital connections, helping to improve access to jobs and services for residents within Royal Greenwich and across the Thames Gateway.

2.1.10 Royal Greenwich's open spaces ranging from Greenwich Park in the north west to Avery Hill Park in the south east and the South East London Green Chain network will continue to make a significant contribution to biodiversity and the quality of life in Royal Greenwich. Use of, and links between, open spaces will have been improved and new open spaces integrated with new development. There will have been continued protection and improvement of Royal Greenwich's large and small open spaces.

2.1.11 By 2028, Royal Greenwich will be enjoying the legacy from the 2012 Olympic and Paralympic Games, which will have enhanced Royal Greenwich's reputation as a tourist and sporting destination. The financial, sporting and cultural legacy of 2012 will be seen in the increase in tourist numbers and spending within Royal Greenwich, particularly in Greenwich town centre and the Greenwich Peninsula. There will be an intrinsic value to the legacy in the sense of pride that the Olympics will bring to Royal Greenwich residents and this will be built on through increased community spirit.

2.1.12 Royal Greenwich's rich historic heritage ranging from the well-known Maritime Greenwich World Heritage Site to the 20 diverse conservation areas will have been protected and enhanced, and will also have helped contribute to the regeneration of Royal Greenwich. New development within Royal Greenwich will have provided high quality architecture and urban design, which contributes to people feeling safe and reduces opportunities for crime, and will have created an enhanced and more sustainable urban environment that integrates with the existing character.

2.1.13 By 2028 Royal Greenwich will be at ease with the wide ranging needs of its vibrant and mixed communities. Royal Greenwich will provide for the health and wellbeing requirements of its diverse population and the inequalities between neighbourhoods will have been reduced.

2.1.14 But by 2028 new spatial challenges will have emerged, climate change issues will still be significant and levels of spatial inequality, while reduced, will remain. As such 2028 marks not an end point but a staging post in progressing and equipping Royal Greenwich to meet the needs and challenges of the 21st century.

2.2 Themes

2.2.1 The strategic objectives and spatial strategy are based on two closely related themes that reflect the key spatial issues for Royal Greenwich.

Growing Royal Greenwich

Successfully encouraging, enabling and managing major changes in Royal Greenwich's physical environment – the transformation of the Greenwich Peninsula and Charlton Riverside; the revitalisation of Woolwich and Kidbrooke; and major new infrastructure that will benefit all residents and visitors, such as Crossrail and improved public transport links in the waterfront area, new open spaces and community facilities.

Enhancing Royal Greenwich

Protecting and improving the things that make Royal Greenwich a great place to live, work, learn and visit – this includes conserving the unique heritage and green spaces, delivering high quality sustainable development, helping to improve deprived communities and increase access to jobs and key services.

2.3 Strategic Objectives

2.3.1 The following objectives set out how the spatial vision for Royal Greenwich will be delivered.

	Growing Royal Greenwich	Enhancing Royal Greenwich
A. To provide a high level of good quality, mixed housing which meet the targets set in the London Plan, focusing development primarily in the waterfront area.	✓	✓

	Growing Royal Greenwich	Enhancing Royal Greenwich
B. To ensure an appropriate mix of dwelling sizes and tenure types in Royal Greenwich over the plan period to foster sustainable and cohesive communities.	✓	✓
C. Improving accessibility, capacity and quality of the public transport network, and promoting sustainable travel in Royal Greenwich. This includes working towards the delivery of Crossrail, enhancing north/south and orbital links, public transport in the waterfront area, developing new river crossings and increasing the use of the river.	✓	✓
D. To reduce water and energy consumption within Royal Greenwich.	✓	✓
E. To promote low and zero carbon developments throughout Royal Greenwich, to reduce carbon emissions and air pollution.	✓	✓
F. To support Royal Greenwich's network of town centres, particularly Woolwich and Eltham, and a mix of uses within them.	✓	✓
G. To protect and enhance Royal Greenwich's rich natural and historic environment and respect its riverside setting, so that it continues to contribute to sustainable growth.	✓	✓
H. To ensure that the legacy of the Olympic and Paralympic Games is to enhance Royal Greenwich's role as a sporting and tourism destination throughout the plan period.		✓
I. To promote high quality architecture and urban design in all developments in Royal Greenwich, which contributes to people feeling safe and reduces opportunities for crime.	✓	✓
J. To ensure that the necessary physical, social and green infrastructure is provided or existing infrastructure is enhanced to support the planned growth and development in Royal Greenwich throughout the plan period.	✓	✓

	Growing Royal Greenwich	Enhancing Royal Greenwich
K. To reduce levels of worklessness, improve skills, encourage a prosperous economy and create sustainable jobs within Royal Greenwich making the most efficient use of land.	✓	✓
L. To reduce deprivation and health inequalities within Royal Greenwich.		✓
M. To encourage and support the delivery of major sustainable regeneration projects within Royal Greenwich.	✓	
N. To encourage diversity	✓	✓

Chapter 3 Spatial Strategy

3.1 Introduction

What is a spatial strategy?

3.1.1 The spatial strategy is based on the strategic objectives and outlines the spatial framework for the future development in Royal Greenwich up until 2028. It sets out the Royal Borough's future plans for housing, employment, town centres, open spaces, infrastructure and community. The spatial strategy also identifies locations for strategic development, which sets out in broad terms the main locations for growth.

Things we cannot change

3.1.2 In developing a strategy, it is necessary to work within the parameters of the London Plan and national planning policy, including the Government's National Planning Policy Framework (NPPF). Within national planning policy, this includes:

- Locating major shopping developments, and other uses that attract a lot of people, in town centres;
- Supporting the expansion of electronic communications networks;
- Protecting Green Belt land;
- Proactively meeting the development needs of business;
- Protecting and enhancing historic assets; and
- Protecting World Heritage Sites.

Within the London Plan this includes:

- Providing a minimum of 25,950 homes in Royal Greenwich between 2011-2021 (a monitoring target of 2,595 dwellings per annum) and a further 2,595 each year thereafter;
- Contributing to the London-wide target of at least 13,200 more affordable homes per year;
- Protecting Metropolitan Open Land;
- Reducing carbon emissions to ensure all new homes are zero carbon by 2016 and non domestic buildings zero carbon by 2019;
- Protecting safeguarded wharves and waterway support infrastructure;

- Managing as much of London's waste as possible within London and meeting the Royal Borough's waste appointment target, working towards zero waste to landfill by 2031; and
- Protecting strategic views.

3.1.3 The London Plan identifies a number of Opportunity Areas and Areas for Intensification within Royal Greenwich. Opportunity Areas are London's major reservoir of brownfield land with significant potential to accommodate new housing, commercial and other development. Intensification Areas are typically built-up areas with good existing or potential public transport accessibility which can support redevelopment at higher densities.

3.1.4 Opportunity Areas are identified at:

- Greenwich Peninsula
- Charlton Riverside
- Woolwich
- Deptford Creek / Greenwich Riverside (partly in Lewisham)
- Thamesmead and Abbey Wood (partly in Bexley)

3.1.5 Areas for Intensification are identified at:

- Kidbrooke

3.1.6 Whilst these areas are identified in the London Plan the exact boundaries, mix and intensity of development within these areas are issues that will be determined through the Royal Borough's Local Plan. This spatial strategy details how the Opportunity Areas and Area for Intensification will contribute to achieving the vision and objectives that are set out in Chapter 2 of this document.

3.2 Spatial Strategy



3.2.1 The Royal Borough's spatial strategy provides for the growth and enhancement of Royal Greenwich, to support new and sustain existing communities; ensuring that there is the much needed growth in housing and job opportunities, whilst also enhancing the town centres, open spaces and Royal Greenwich's heritage assets.

3.2.2 Economic growth and increased employment opportunities will be delivered to meet the needs of Royal Greenwich's growing population, whilst care will be taken to balance the social needs of residents and to protect the natural environment. Importantly, the spatial strategy also addresses mitigation against and adaptation to climate change.

3.2.3 The spatial strategy assumes a high level of continuous growth over the plan period and includes the delivery of 38,925 homes over the 15 year plan period. The strategy provides for substantial release of under-used industrial land and intensification of employment use

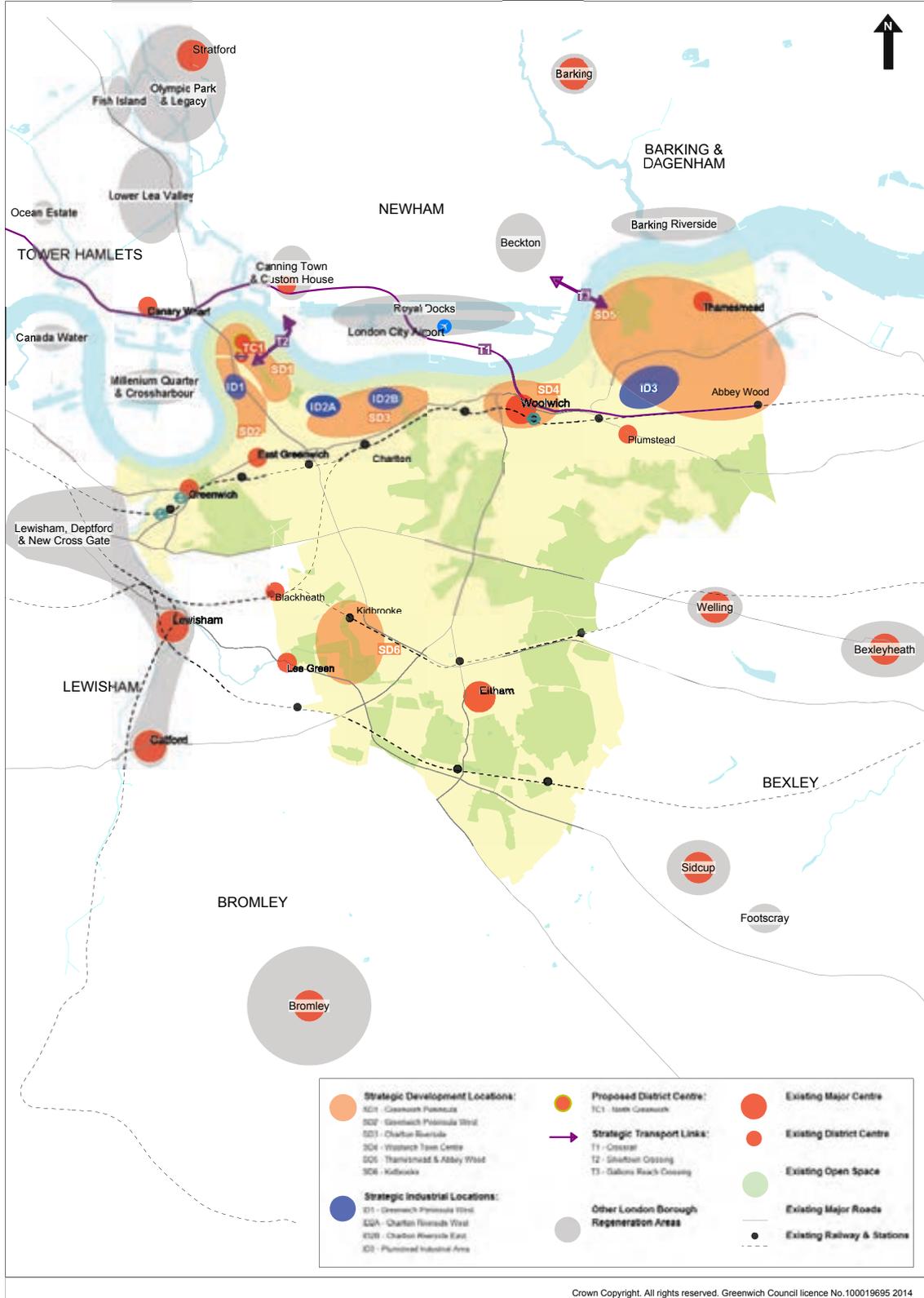
at Charlton Riverside for mixed use development, including up to 5,000 new homes, and release of industrial land at Greenwich Peninsula West for new homes and employment uses. The key features of the strategy are set out below.

Key features of the spatial strategy

- High levels of growth with a minimum of 38,925 new homes and an expected population increase which exceeds the London and national average;
- Enhancement of existing neighbourhoods in Royal Greenwich;
- Transformation of Woolwich into a vibrant, successful town centre with new retail, office, hotel, cultural and housing development, that will claw back trade and warrant reclassification of the Town as a Metropolitan Centre towards the end of the plan period;
- Reinforce the role of Eltham Town Centre as the pre-eminent centre in the south of Royal Greenwich;
- Creation of a new mixed use urban quarter at Charlton Riverside incorporating around 3,500 - 5,000 new homes by 2031, which will involve substantial release of under-used industrial land and intensification of employment on remaining land;
- Creation of a new mixed use urban quarter at Greenwich Peninsula West incorporating new residential units and employment use, which will involve release of industrial land;
- Regeneration of housing estates in Thamesmead, Charlton and the Woolwich area;
- Redevelopment at Kidbrooke incorporating 4,800 new homes, retail, leisure and community facilities into a new vibrant and mixed community;
- Re-modelling Thamesmead Town Centre, improving transport infrastructure and increasing services and facilities;
- Development will reflect the needs of an increasingly mixed and diverse community and will reduce existing inequalities across Royal Greenwich;
- Development of Crossrail with stations at Abbey Wood and Woolwich;
- A new District Centre at North Greenwich to serve the residents of around 14,000 new homes on Greenwich Peninsula;
- Protection and enhancement of Royal Greenwich's heritage assets, and encouraging the positive use of these assets as a catalyst for conservation-led regeneration;

- Protection and enhancement of Royal Greenwich's open spaces and the creation of new open spaces;
- Development throughout Royal Greenwich will mitigate and/or adapt to the impacts of climate change;
- The number of jobs in Royal Greenwich to grow by up to 21,000 and will be focused in the waterfront area including the Peninsula and Woolwich;
- Infrastructure will be provided to support the proposed growth, including a package of new river crossings and the completion of the Thames Path; and
- Development will reflect the needs of a growing and increasingly mixed population, taking advantage of enhanced digital technologies to improve social interactions and sense of community.

Figure 1 Key Diagram



Housing

3.2.4 Royal Greenwich will make a significant contribution to London's housing over the plan period with the second largest housing target of all London Boroughs in the London Plan 2011 (25,950 new dwellings between 2011/12 - 2020/21 and a further 2,595 per year thereafter including an assumption for small sites).

3.2.5 The housing growth targets set out in Table I will primarily be met by providing housing within the Opportunity Areas and Intensification Area as identified in the London Plan as they have the greatest potential for development. Royal Greenwich's Opportunity Areas are focused in the waterfront area and therefore much of the future housing will occur along the riverside. The locations for strategic development are detailed in section 3.3.

3.2.6 There will be a mix of housing sizes and types developed in Royal Greenwich, including family housing and apartments as well as a significant amount of affordable housing.

3.2.7 The planned phasing of housing delivery, which is based on the findings of the London-wide Strategic Housing Land Availability Assessment, is set out in the table below. In line with the requirements of the National Planning Policy Framework (paragraph 47), the Royal Borough will identify a five-year supply of deliverable housing based on these targets with an additional buffer of 5-20% depending on the record of delivery. The five-year supply will be updated annually and published on the Royal Greenwich website as part of the Authority Monitoring Report.

Table I Royal Greenwich Housing Target

	2013/14 - 2027/28
Number of dwellings	38,925
Average yearly monitoring target	2,595 ⁽¹⁾

Economic Activity and Employment

3.2.8 To reflect the population increases that Royal Greenwich will experience it is also necessary to provide increased employment opportunities for local residents. 21,000 new jobs that meet the needs and skills of local people will be created in Royal Greenwich by 2028 (on average 1,400 new jobs each year). These new jobs will be focused on the economic sectors that are growing and which have the potential to be successful in Royal Greenwich in the future. The largest sectors of the economy; public services, retail, business services and the caring and personal services sectors will continue to provide the majority of jobs. Leisure, hospitality and tourism and the digital and creative sectors will grow, and new job opportunities will develop in the low carbon sector, advanced manufacturing and life sciences.

¹ London Plan 2011

3.2.9 Royal Greenwich's town centres are key contributors to both economic activity and employment. In addition to the town centres, Greenwich Peninsula will continue to grow as a leisure destination, building on the The O₂ Arena's standing as the most popular indoor entertainment venue in the world and will see increasing leisure, retail and entertainment uses. A new District Centre (North Greenwich) will be established at Greenwich Peninsula as the area around The O₂ Arena continues to develop. A major new business and creative industries precinct will also be developed on the Peninsula.

3.2.10 Royal Greenwich will experience changing employment particularly in the waterfront area where there will be a move away from low density industrial uses which are not the most effective use of land in these areas to higher density levels. Charlton Riverside and Greenwich Peninsula West will undergo new mixed use development and move away from their previous industrial uses.

Town Centres

3.2.11 The Royal Borough supports the growth and development of its town centres to provide a range of housing, facilities and services that will meet the needs of the communities they serve. The growth of retail and leisure facilities up to 2028 will contribute significantly to the economic success of Royal Greenwich. Retail facilities will continue to be focused in the Major Town Centres of Woolwich and Eltham in order to enable them to compete with other centres outside of Royal Greenwich. Woolwich will see significant development over the plan period including new office development and will have progressed to a Metropolitan Centre by the end of the Core Strategy lifetime.

3.2.12 An estimated 4,700m² of convenience floor space and between 20,700m² and 41,700m² of comparison floor space will be accommodated within existing and planned town centres between 2013 and 2028. The estimated higher level of comparison floorspace is based on a high level of growth in Woolwich Town Centre, reflecting the Centre's increasing transport connections and its potential as a Metropolitan Centre⁽²⁾.

Design and Heritage

3.2.13 The quality and diversity of the places and spaces of Royal Greenwich are an essential feature of the overall quality of life and the environment. It is therefore critical that the physical growth and development within Royal Greenwich, particularly housing, achieves a high quality of design that contributes to a high quality, safe environment, a sense of place and creates distinctiveness and which offers a high quality of life for occupants.

3.2.14 Royal Greenwich's unique heritage will be protected and enhanced, including the Maritime Greenwich World Heritage Site, which is one of only four World Heritage Sites in London. Heritage assets including the conservation areas, registered parks and gardens, archaeology such as scheduled monuments and nearly 1,000 listed buildings will be protected as well as other locally significant assets, creating an important link to the rich history of Royal Greenwich.

3.2.15 Tall buildings may be supported in appropriate locations in Royal Greenwich, including in Woolwich Town Centre, Charlton Riverside and on the Peninsula.

Environment and Climate Change

3.2.16 Royal Greenwich's diverse and outstanding heritage of open spaces, including 13km of River Thames frontage, the splendours of Greenwich Park, and the ancient Oxleas Wood will continue to make a significant contribution to the quality of the environment and life of those who live in, work in, learn in and visit Royal Greenwich. They will offer a beneficial contrast to the built up areas of Royal Greenwich and provide safe, accessible places for sport and recreational activities, rest and relaxation and education. These open spaces will be protected and enhanced and will positively contribute towards regeneration, tackling climate change, the health and well being of the people of Royal Greenwich and the wealth of biodiversity. New open spaces will be integrated with future developments, particularly on the waterfront, and the links between open spaces will be improved.

3.2.17 Climate change will be addressed through mitigation and adaptation. New development will be required to mitigate against climate change by incorporating renewable energy generation and reducing carbon dioxide emissions. Royal Greenwich will see significant amounts of new development over the plan period providing significant opportunities for new developments to employ the best available new technologies. The Royal Borough is committed to reducing all types of pollution, including air pollution.

3.2.18 Some areas within Royal Greenwich are at risk of either tidal or fluvial flooding. Tidal flood defences to a high standard are in place. Flood defences will be maintained and other appropriate measures sought to ensure the ongoing protection of Royal Greenwich's assets from flooding.

Cohesive and Healthy Communities

3.2.19 Community cohesion and the health of Royal Greenwich's communities is an important part of its development to 2028. Considerations for cohesive and healthy communities include safety, provision of community facilities and access to parks and open spaces.

3.2.20 The Royal Borough will work with Government, the NHS and other partner groups on a variety of initiatives aimed at creating a healthy urban environment and improving the physical and mental health of Royal Greenwich's residents and reducing inequalities between neighbourhoods.

3.2.21 With regard to education, consideration will be given to the growing demand for school places within Royal Greenwich, and the Royal Borough will work with partners to ensure that these are delivered in the right locations, through refurbishment and enhancement of existing schools, as well as new schools and education facilities where necessary.

3.2.22 Walking and cycling will be encouraged as healthy travel options through a variety of programmes throughout Royal Greenwich. Access within the built environment will be improved through high quality design of new infrastructure, housing and public facilities.

Infrastructure

3.2.23 To support the level of growth that Royal Greenwich will experience over the plan period, critical infrastructure will need to be in place. New infrastructure will therefore precede or accompany development. Royal Greenwich's housing capacity and growth locations are determined in large part by the level of infrastructure required to deliver development. Significant infrastructure improvements will need to be delivered that will grow and enhance Royal Greenwich for both new and existing residents as well as visitors.

3.2.24 Some infrastructure provision has already been secured as part of existing planning permissions. New transport infrastructure will include a completed Thames Path, improved links along the riverside, improved north-south links, a package of new river crossings and platform lengthening at stations within Royal Greenwich. Other significant infrastructure development includes the safeguarding of waste management infrastructure.

3.2.25 The Royal Borough will support efforts by Government and the private sector to provide broadband cabling and associated infrastructure and support inclusion of dark fibre in new developments to meet future demand. High speed broadband is seen by the Royal Borough as important to economic growth, the creation of jobs, and the enhancement of connectivity for the borough's communities. Connectivity to technology such as the Internet can be considered a utility of public interest in a similar way to other utilities such as water, gas and electricity.

3.2.26 Further details on the infrastructure requirements within Royal Greenwich are set out within the Royal Borough's Infrastructure Delivery Plan.

3.3 The places of Royal Greenwich / locations for strategic development

3.3.1 This section looks at the strategy's impact on the places of Royal Greenwich, as identified in the spatial portrait, and identifies whether their particular focus is for growth or enhancement. For growth, it identifies the locations where a significant amount of growth will occur over the plan period, and these locations are titled Strategic Development Locations. These sites are brownfield sites that reflect Royal Greenwich's Opportunity Areas and Intensification Area set out in the London Plan 2011. The significant housing sites (500 or more additional dwellings) with planning permission already granted are listed.

Woolwich

3.3.2 Woolwich will see significant growth over the plan period, particularly within the Town Centre, and by 2028 will be established in its role as a Metropolitan Centre. Woolwich is identified as an Opportunity Area within the London Plan, covering 77 hectares.

3.3.3 To support this growth, Woolwich will increase its importance as a transport hub, building on its current DLR connections and with a Crossrail Station to be provided by 2018. These improvements will make the centre easily accessible to local residents and the wider area, travel times from Woolwich to key destinations such as Central London, Canary Wharf, Stratford City and London City and Heathrow Airports will be reduced.

3.3.4 The residential areas of Woolwich outside of the Town Centre will benefit from a greater mix of housing and changes within the town centre, with improved accessibility and an improved range of services and facilities. The Woolwich estates (Connaught, Morris Walk and Maryon Road) will be regenerated, improving the quality of housing and the living environment for residents.

Woolwich Town Centre Strategic Development Location

3.3.5 The strategy for Woolwich Town Centre aims to capitalise on its strengths as well as the centre's heritage and riverside location. The Town Centre will be revitalised through additional retail floorspace, new office, leisure and entertainment facilities, a new civic centre, as well as new culture and tourism uses. The amount of housing within the town centre will also increase, including a new mixed use development at the Royal Arsenal site, which is already under construction. Redevelopment around Love Lane will also provide housing in the town centre.

Love Lane proposed development



3.3.6 The environment of the Town Centre will be improved, with public realm enhancements and a redesign of Beresford and General Gordon's Squares already completed. There will also be improved links between the Town Centre, the Royal Arsenal and the riverside and the market will be retained and enhanced.

Proposed development at Royal Arsenal Gardens (image by Allies and Morrison)



3.3.7 The successful enhancement of Woolwich Town Centre will see a claw back of trade recently lost to neighbouring boroughs and beyond and will withstand the impact of new proposed developments in centres such as Bexleyheath and Stratford City. It is intended that Woolwich will complement town centres in other parts of Royal Greenwich, and other boroughs in the region.

3.3.8 Love Lane and the Royal Arsenal masterplan area are important sites in this, which already have planning permission as detailed below. Policy TC2 provides specific policy for Woolwich Town Centre.

3.3.9 The Woolwich Town Centre Masterplan 2012 (Supplementary Planning Document) sets out the Royal Borough's aspirations for the area, and further detailed guidance on the future development of the Town Centre will be provided in due course.

Table 2 Significant Housing Sites in Woolwich

Site	Residential Units	Planning Status	Expected Build-out Phasing
Love Lane	960 units	Outline permission January 2007	2013 - 2018
Warren / Royal Arsenal Masterplan Area	3,711 units	Detailed consent for 1,679 units, outline permission for the remainder. Phase 1 and 2 complete	2006 - 2024

Charlton

3.3.10 With the exception of Charlton Riverside, Charlton will see limited change within the plan period. Its existing character will be retained and enhanced and it will benefit from the improvements to both Woolwich to the east, and Charlton Riverside to the north, and the increase in services and facilities that the planned development in these locations will bring.

Charlton Riverside Strategic Development Location

3.3.11 Charlton Riverside is a key regeneration area that provides a significant opportunity for new high quality river front development. The area will be transformed into an attractive and vibrant mixed use urban quarter providing 3,500 - 5,000 new homes. The area has the potential to offer new community and education facilities, space for small businesses particularly within the creative industries, new employment opportunities, accessible open spaces and improvements to Charlton Rail Station.

3.3.12 The total area of the Charlton Riverside SDL is around 100 hectares and it is identified as an Opportunity Area in the London Plan.

3.3.13 The Charlton Riverside Masterplan SPD ⁽³⁾ provides more detailed guidance for development within the SDL. This area will provide for a significant residential led mixed use development plus improved open space, commercial space, retail and community facilities. This area contains the safeguarded Angerstein, Murphy's and Riverside wharves, as well as Charlton bargeworks, and will continue in its function as an industrial location in the east and west.

3.3.14 Redevelopment of Charlton Riverside will create new communities which require access to open space and children's play areas. There is an opportunity to provide good quality open spaces that meet the needs of new residents and those in surrounding areas. Improvements to the quality of the Thames Path and new publicly accessible open space as well as children's formal play space will be required.

3.3.15 It is considered that the housing component in the area will commence around 2017 and could take up to 20 years to be completed. It is therefore anticipated that just over 70% of the new housing will be delivered in this area during the plan period, with the remainder coming post 2027/28. Development of the area is dependent on the provision of increased public transport infrastructure in the waterfront area.

3.3.16 Policy EA2 provides specific policy for economic development at Charlton Riverside.

Greenwich Peninsula

3.3.17 The Greenwich Peninsula will be the focus of the majority of development in the Borough over the plan period. Around 14,000 new homes are proposed to be built on the Peninsula across two Strategic Development Locations, including Greenwich Millennium Village and Enderby's Wharf. This is significant not just for Royal Greenwich but for London as a whole. The area will be transformed from its industrial heritage into a vibrant, mixed use location.

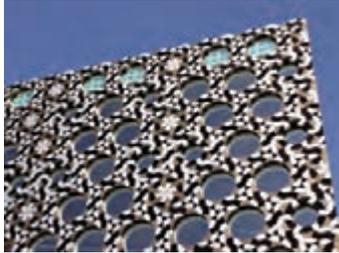
Greenwich Peninsula Strategic Development Location

3.3.18 Change at North Greenwich is already well underway, with planning permission already granted for a significant number of new homes and other uses. Major development sites are listed at table 3. This area will provide a significant proportion of Royal Greenwich's new housing, as well as providing a wide range of jobs and other facilities.

Proposed development at Greenwich Peninsula



Ravensbourne



3.3.19 In order to support these new homes and residents, the Peninsula will feature a new District Centre which will provide for the shopping needs of local residents. The O2 Arena will continue as an entertainment hub for both national and international visitors. Ravensbourne, a university sector college innovating in digital media and design, now located on the Peninsula, will support the development of a cluster of similar training and skills facilities in the area and boost the overall level of employment in Royal Greenwich in creative industries and digital media. There will be 325,000 square metres of office, research and development floorspace. Student accommodation on the Peninsula will support Ravensbourne and the wider educational offer.

3.3.20 Integrating the development on this part of the Peninsula with existing areas of Royal Greenwich will be a priority for the Council and infrastructure agencies. Enhanced bus services will connect the public transport interchange at North Greenwich with other parts of Royal Greenwich, providing existing residents better access to the employment, and entertainment facilities on the Peninsula. Additionally, parts of the site are safeguarded for a potential new river crossing from the eastern edge of the Peninsula to Silvertown, in order to improve connectivity with the northside of the Thames. The Emirates Air Line cable car links this part of Royal Greenwich to Silvertown and the Excel centre providing improved accessibility for both pedestrians and cyclists.

Greenwich Peninsula masterplan



3.3.21 The Millennium Village is a mixed use development located on the Peninsula, which will include residential, retail, finance, professional services and a new community building, much of which already has planning permission. Office development will also be promoted, taking advantage of the area's public transport connections and proximity to Canary Wharf.

3.3.22 The Greenwich Peninsula and Greenwich Millennium Village (phases 3-5) sites already have planning permission granted and are important elements in the development of this area, as detailed below. Policy TC5 provides specific policy for North Greenwich District Centre and Policy EA1 provides specific policy for the economic development of the Peninsula as a whole.

Table 3 Significant Housing Sites on Greenwich Peninsula

Site	Residential Units	Planning Status	Expected Build-out Phasing
Greenwich Peninsula	10,010 units	Outline permission, February 2004	Completion expected 2024

Site	Residential Units	Planning Status	Expected Build-out Phasing
Greenwich Peninsula, various plots	1,291 units	Reserved Matters Approval / Full permission	Completion expected 2020
Greenwich Millennium Village (Phases 3-5)	1,746 units	Outline permission, March 2012	2013-2022

Greenwich Peninsula West Strategic Development Location

3.3.23 This area on the western side of the Peninsula is proposed to evolve into a new high quality urban quarter comprising a cruise liner terminal and associated leisure, hotel and enterprise space in addition to new housing. This will complement the current leisure uses on the Peninsula and will further develop the Peninsula as a leisure tourist attraction.

3.3.24 The strategy will involve releasing some existing land but the remainder will continue to be designated as a Strategic Industrial Location. The change will enable a more effective use of this waterfront location, along with new forms of employment. The Thames Path will be improved for the use of both pedestrians and cyclists.

A docked cruise liner



3.3.25 This area contains the safeguarded Victoria Deep Water Terminal and Tunnel Glucose Wharf (currently under GLA review), as well as Bay wharf, which will become an important waterway support facility. The cruise terminal at Enderby Wharf has been approved as part of a mixed use regeneration scheme and is expected to be delivered by 2018. This represents an opportunity to boost the tourist spend in Royal Greenwich and will stimulate development in the rest of the area. Lovells, Granite, Badcock's and Piper's will also be redeveloped to provide 667 homes by 2015 and a range of other uses, including a rowing club to make use of its riverside location.

3.3.26 A Masterplan SPD has been prepared for Greenwich Peninsula West to guide development on the remainder of the SDL.

3.3.27 Policy EA3 provides specific policy for economic development at Greenwich Peninsula West.

Table 4 Significant Housing Sites at Greenwich Peninsula West

Site	Residential Units	Planning Status	Expected Build-out Phasing
Enderby's Wharf	770	Full permission, Mar 2012	2013 - 2018
Lovells, Granite, Badcock's and Piper's Wharves	667	Full permission, Feb 2007	2010 - 2015

Greenwich and Blackheath

3.3.28 Greenwich and Blackheath will see a combination of both enhancement, in locations such as Greenwich Town Centre, and growth, in locations such as East Greenwich and Creekside.

3.3.29 Greenwich Town Centre's role as a visitor destination and centre for education will be enhanced. This will include the continuing protection and promotion of Maritime Greenwich as a World Heritage Site and promoting development that will encourage tourists to stay longer, improvements to the pedestrian environment of the centre and promoting development that will enhance the university offer. The Town Centre will balance the needs of residents, tourists and students alike and additional convenience retailing will also be provided to better serve the daily needs of residents.

3.3.30 Blackheath Village, partly in Lewisham Borough, will continue to provide a range of convenience goods supplemented by a diverse food and drink offer.

Proposed development at Piper's Wharf (image by Squire and Partners)



3.3.31 In East Greenwich a major development has already been approved which will help in delivering this vision, promoting a mix of uses. The Heart of East Greenwich will provide 645 homes by 2016 as well as a range of other uses, including the promotion of creative industries and a multi-functional centre, providing council and other public services for residents.

Blackheath Village.

3.3.32 Policy TC4 provides specific policy for Greenwich Town Centre. Policy TC6 addresses

3.3.33 Deptford Creek and Greenwich Creekside are identified in the London Plan as Opportunity Area 7 with potential for an increase in employment and residential use. Development should take into account the waterside and heritage character and make use of the area's potential for cultural and tourism-related provision. The development of the waterside path should respect the historic legacy of Creekside and the 19th Century industrial heritage of the Creek should be recognised and preserved. The London Electricity Supply

Corporation substation and the Greenwich Pumping Station Works, both on Greenwich High Street, are early examples of the leading role played by Greenwich in the development of public services to serve a growing population.

3.3.34 Creekside is an area that is already undergoing significant change including mixed use developments at Creekside Village and Deals Gateway and a number of sites already have the benefit of planning permission such as Hiltons, Lions and Saxons Wharves and McMillan Street. The area also contains Brewery Wharf which is safeguarded. Across the Borough boundary in Lewisham, there is also a large cluster of creative industries.

3.3.35 Development at Greenwich Reach East will provide 980 homes by 2015, offering in addition to this a vibrant commercial and leisure experience on the riverside, incorporating design studios, cultural and retail uses and allowing for the continuation of the Thames Path across Deptford Creek.

Table 5 Significant Housing Sites in Greenwich

Site	Residential Units	Planning Status	Expected Build-out Phasing
Heart of East Greenwich	645	Full permission, August 2008	2011 - 2016
Greenwich Reach East	980	Full permission, February 2006	2010 - 2015

Eltham and the South of the Borough

Eltham Town Centre



3.3.36 Eltham and the south of the Borough will see its existing character largely retained and enhanced, with the only significant change in this area to be found at Kidbrooke.

3.3.37 The existing character of Eltham will be retained and enhanced. The open spaces which form such a key part of the area will also be protected and enhanced within Eltham itself. The listed Eltham Palace will continue to be protected. Eltham Town Centre will continue to function as an important retail location for the south of the Borough and will grow its role with additional high quality retail, an improved range of restaurants and leisure facilities, measures for bus priority to reduce traffic congestion and improved north/south links.

3.3.38 Policy TC3 provides specific policy on Eltham Town Centre. See the Eltham Town Centre Masterplan 2012 (Supplementary Planning Document) for further detailed guidance on the future development of the Town Centre.

Kidbrooke Strategic Development Location

3.3.39 Redevelopment in Kidbrooke is already underway to create a new residential area with a mix of uses to support this. The number of homes in this area will be increased and a new local centre will be created, to be a focus of activity and act as a commercial hub, as well as providing for the day to day needs of residents. The urban quarter will incorporate a variety of attractive open spaces providing a range of recreational uses. The area will deliver an improved transport interchange around the railway station and better access between train, bus, cycling and pedestrian route networks.

Proposed Kidbrooke masterplan



3.3.40 The Kidbrooke Masterplan SPD 2008 provides further guidance on the development of this area. Outline planning permission has been granted for development here, as detailed below and early phases have already been constructed.

3.3.41 Policy TC7 provides specific policy on Kidbrooke's local centre.

Table 6 Significant Housing Sites in Kidbrooke

Site	Residential Units	Planning Status	Expected Build-out Phasing
Kidbrooke Village	4,800 residential units including 303 extra care flats	Outline permission for 4,000 residential units including 303 extra care flats and detailed approval for 2,519 residential units.	2010 - 2030

Plumstead

3.3.42 Plumstead will continue to see enhancements to its environment and character. The residential areas of Plumstead are unlikely to see significant change. Plumstead High Street, as one of the Borough's key district centres, will be strengthened by the proximity of the Crossrail station in Woolwich and will evolve in its role as a multi-cultural centre, continuing to provide for the day to day needs of residents. Opportunities will be taken to improve the retail offer on the High Street linked to new development and environmental improvements. Plumstead's relationship with Woolwich will be strengthened and the area as a whole will benefit from development at Woolwich and the increased range of services and facilities that it will offer in the future. Plumstead Common will continue to be protected as an important open space.

Thamesmead

3.3.43 Thamesmead is coming to the end of a development cycle and is entering a new stage of redevelopment and regeneration. The area will see a number of changes over the plan period and the whole area of Thamesmead will benefit from the redevelopment of Tamesis Point. The Town Centre will improve with increased services and facilities and the Thamesmead Moorings Estate will be regenerated. White Hart Triangle will continue to provide valuable industrial land.

Thamesmead Strategic Development Location

3.3.44 This location spans a wide area, covering much of Thamesmead and Abbey Wood, and has previously been identified in the Thamesmead and Abbey Wood Supplementary Planning Document 2009 (SPD). The Royal Borough of Greenwich and London Borough of Bexley have worked together on this to reflect the cross-boundary nature of the area and the SPD provides detailed guidance for development. The two local authorities have also worked confidently together on other projects such as the design of Crossrail Station at Abbey Wood, which will be of huge benefit to the area from 2018.

3.3.45 Thamesmead Town Centre will be re-modelled to enable it to establish as a fully fledged town centre, meeting all of Thamesmead's retail and service needs.

3.3.46 Improvements to transport infrastructure at Thamesmead will be seen. New development will help to provide for an improved public transport infrastructure running towards Woolwich and Greenwich Peninsula. Land for a river crossing here will also continue to be protected and, if necessary in the shorter term, support will be given to a ferry service across the river at this location, as well as a new pier to allow for extended river bus services from the west.

3.3.47 The Moorings Estate comprises medium rise linear blocks with interconnecting walkways and has a high proportion of single person units and the area presents a significant opportunity for regeneration. A masterplan will be developed for the area.

White Hart Triangle proposed development



3.3.48 White Hart Triangle is the Borough's biggest new industrial development. The site is being brought back into use, providing space for industry on 16 hectares of formerly derelict land between Plumstead, Abbey Wood and Thamesmead. Demand for warehouse development in this location has been strong due to the site's location and access to the strategic road network.

3.3.49 Planning Permission has been granted for up to 106,000sqm of floorspace here, comprising B1, B2 and B8 uses which has been partly implemented. Policy EA4 provides specific policy on economic development at West Thamesmead/Plumstead Industrial Area, which incorporates the White Hart Triangle site.

3.3.50 The area of Tamesis Point at the north-western end of Thamesmead will be redeveloped to include a range of new homes, shops, offices, a hotel, community facilities and a new primary school. The proposed redevelopment will be supported by improved transport infrastructure.

Table 7 Significant Housing Sites in Thamesmead

Site	Residential Units	Planning Status	Expected Build-out Phasing
Tamesis Point	2,000 units	Outline permission, August 2004	2014 - 2025

Abbey Wood

Crossrail at Abbey Wood



3.3.51 Development in Abbey Wood will be driven by the arrival of Crossrail, with Abbey Wood proposed as the south-eastern terminus of this. By 2018, it will only be a short journey away from Canary Wharf and central London, with journey times of approximately 25 minutes to the West End and less than an hour to London Heathrow airport. This increased connectivity at Abbey Wood will lead to enhanced development opportunities within its central core and the potential for renewal of the surrounding areas,

having positive impacts in both Royal Greenwich and Bexley. Additional public transport, walking and cycling benefits will also be seen here to provide the necessary linkages to Crossrail.

3.4 Contingencies

3.4.1 The National Planning Policy Framework requires Local Plans to have sufficient flexibility to respond to rapid change. Policies have to be flexible enough to accommodate needs not anticipated in the Plan and to allow a rapid response to changes in economic circumstances.

3.4.2 This section identifies three 'what if' scenarios relating to aspects of the spatial strategy with which there is some uncertainty. The key areas covered are the delivery of housing in line with the London Plan, the creation of a projected 21,000 new jobs and the delivery of critical infrastructure to support the level of growth anticipated.

What if the housing target of 25,950 is not delivered over a ten year period as set out in the London Plan 2011?

Why would this not be achieved?

3.4.3 There is some concern regarding the ability to deliver 25,950 houses over 10 years. Land has been identified for this level of growth and planning permission is in place to deliver over 70% of this target. However, given the current economic climate this number of houses may more realistically be met over a 15 year period. This was originally considered as an alternative spatial strategy, however, increasing the time period for delivery of the housing targets to 15 years would be out of general conformity with the London Plan and therefore could not be included as an alternative strategy. Whilst the Royal Borough has the land supply (capacity) to accommodate this level of housing growth, the current state of the housing market has led to concerns that the industry will be unable to deliver this level of development.

What are the likely implications should this occur?

3.4.4 This will result in less new housing being delivered which will also reduce the number of affordable units provided.

3.4.5 A slower rate of growth will reduce the number of residents shopping locally, hindering Woolwich Town Centre's ability to prevent expenditure leakage to other centres. Substantial new retail schemes may occur at a slower rate thus the town's potential to be reclassified as a Metropolitan Centre is less likely to be realised within the plan period. This is likely to be exacerbated by the development of other retail centres such as Stratford City which opened in 2012.

3.4.6 A slower rate of growth may reduce the demand for infrastructure which may undermine the ability of the Royal Borough to secure commitment and funding for infrastructure projects. A slower rate of housing growth could impact on the new infrastructure delivered within Royal Greenwich, such as improved connections on the waterfront, improved north-south links and new river crossings.

3.4.7 A slower growth rate would reduce the opportunities to attract more skilled workers to live in Royal Greenwich and to work in local businesses, impacting on their potential growth and productivity.

How will the Core Strategy adapt to these changing circumstances?

3.4.8 As the issue of not achieving sufficient delivery of housing to meet the targets set is not a land supply issue, the Royal Borough will seek to ensure that it is continuing to create a climate that encourages development. This will include pursuing the delivery of infrastructure and continuing to enhance Royal Greenwich to create the best possible environment for new development that encourages development.

What if the jobs target of 21,000 by 2028 is not delivered?

Why would this not be achieved?

3.4.9 The job targets set out in the Core Strategy may not be achieved for a number of reasons. Increased competition from the established office location at Canary Wharf and the proposals at Stratford may impact on the level of office development that comes forward at Greenwich Peninsula. Similarly, the anticipated increase in retail floorspace in Woolwich Town Centre may be impacted on by competition from other retail centres, such as the new Westfield development at Stratford. Both of these situations could impact on the number of jobs created. In addition, reduced public spending over the early part of the plan period is likely to impact on jobs locally where nearly 40% of employment is in the public sector.

What are the likely implications should this occur?

3.4.10 If the Royal Borough's job targets are not met, this will limit the employment opportunities for local residents. There would be an increase in the levels of worklessness, with greater reliance on state benefits, increases in levels of child poverty, impacts on physical and mental health and reduced spending in the local economy with subsequent increases in business closures and potential increases in crime rates.

How will the Core Strategy adapt to these changing circumstances?

3.4.11 Reviewing the market to ensure that our strategy is still appropriate to the market conditions and reflects the growing/declining economic sectors. It will also be necessary to continue to ensure that the necessary supporting infrastructure is in place to encourage business to locate in Royal Greenwich.

What if the critical infrastructure that is required is not delivered? (Crossrail, improved public transport in the waterfront area, improved north-south links, new river crossings)

Why would this not be achieved?

3.4.12 The delivery of critical infrastructure, such as Crossrail and other public transport schemes, are reliant on external organisations, including Transport for London. Therefore, the delivery of these schemes is not within the control of the Royal Borough. With increasing cuts in public expenditure there is currently uncertainty regarding the future of all publicly funded projects.

What are the likely implications should this occur?

3.4.13 The full potential of the Charlton Riverside cannot be realised without improved public transport in the waterfront area, and development at Thamesmead and other waterfront locations would also suffer. New river crossings are also important for supporting development on the riverside.

3.4.14 If Crossrail were not delivered or the delivery date extended there may be an impact on the growth of Woolwich and its potential to claw back trade from other retail centres. Without Crossrail, Abbey Wood will continue to suffer from poor accessibility and limit the opportunities for local residents to access services and jobs.

3.4.15 The loss of Crossrail would also impact on the already overcrowded peak time rail services whose capacity it was intended to relieve.

How will the Core Strategy adapt to these changing circumstances?

3.4.16 The plans for Charlton would need to be reviewed if there are no improvements to public transport in the waterfront area. An investigation of alternative means to improve the accessibility of areas such as Charlton and Thamesmead and Abbey Wood would need to be carried out.

3.5 Implementation

3.5.1 This section sets out how the spatial strategy and policies will be implemented to meet the objectives outlined in section 2.3 of this document. The NPPF states that Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities.

Development Management

3.5.2 The development management process is a key mechanism for achieving many of the objectives of the Core Strategy. Most development requires planning permission (other than that allowed under 'permitted development rights') and the Royal Borough is the statutory local planning authority for Royal Greenwich, with the power to determine planning applications and enforce the implementation of policies and decisions. (Major applications are also subject to the Mayor's powers of refusal or determination.) This provides an opportunity to manage the form that development takes in Royal Greenwich, in relation to its location, scale, design and appearance and the use of land.

Partnership

3.5.3 The successful implementation of the Core Strategy is dependant on the commitment and joint working of the Royal Borough, its strategic partners, other public sector agencies, the private sector and community and voluntary organisations. The Royal Borough will work closely with all of its partners to endeavour to deliver the level of growth and enhancement proposed over the next 15 years.

Greenwich Partnership

3.5.4 The Greenwich Partnership is the Local Strategic Partnership for the Royal Borough and is the most important partnership. It brings together the business, community and voluntary sectors with Royal Greenwich and the public sector as a whole. The partnership oversees the implementation of the Greenwich Strategy which has informed the vision and objectives of this Core Strategy. The partnership includes members from the Royal Borough, the Greenwich Public Services Forum, the Bexley and Greenwich Chamber of Commerce, the Greenwich Community Networks and Greenwich Action for Voluntary Services, with specialist advice from the Greenwich Council for Racial Equality and Greenwich Association of Disabled People.

3.5.5 There are a range of other partnerships such as the Thames Gateway London Partnership, Olympics Borough Partnership and the South East London Housing Partnership which are used to assist in delivering specific objectives. Specifically, the Royal Borough will have regard for the objectives of the 'Olympic and Paralympic Legacy - Strategic Regeneration Framework,' prepared by the host Boroughs.

Key Delivery Agencies

Homes and Communities Agency

3.5.6 The Homes and Communities Agency (HCA) is the national housing and regeneration agency for England with an annual investment budget. HCA London became part of the GLA's new Housing and Land Unit in April 2012, along with staff from the London Development Agency and the GLA's existing housing team. The Mayor is chair of the HCA London Board. The transfer will build on the HCA's approach to supporting London boroughs achieve their housing and regeneration ambitions and also mean better strategic coordination between investment and other Mayoral responsibilities such as planning and transport. The Unit will work with the boroughs and investment partners to deliver affordable homes across London, improve existing stock and promote good design and sustainability.

Royal Greenwich Regeneration Bodies

3.5.7 The Royal Borough has set up new regeneration mechanisms, which are geographically focused. Each of these is focused on a specific area to progress the identified priorities and include public and private sector partners. These arrangements maximise the opportunities for alignment with other stakeholder priorities, and therefore maximise the opportunity for inward investment and external funding. The geographic areas are Woolwich, Greenwich Peninsula, Eltham including Kidbrooke, Thamesmead and Abbey Wood and Maritime Greenwich World Heritage Site.

3.5.8 The main aims of the new regeneration bodies are:

- Co-ordinate a strategic response to the regeneration needs of the area;
- To campaign and lobby in relation to key issues impacting on the area;
- To act as a conduit for specific funding initiatives;
- To commission studies and strategic regeneration frameworks on a borough and area basis;
- To manage project delivery programmes and projects.

Key Areas

Housing Delivery

3.5.9 The Royal Borough's housing delivery target is set out in the London Plan and, as the second highest in London, is a key element of the Core Strategy. To enable delivery of housing the Royal Borough will work closely with housing developers and landowners as well as support self builders and community led schemes including community land trusts and co-operatives.

3.5.10 The delivery of affordable housing is a key component of housing delivery. The Royal Borough will work fully with the HCA London and Registered Providers to do this. To facilitate this there is the Greenwich Registered Social Landlord Partnership.

3.5.11 The Borough's Strategic Development Locations will deliver over 90% of the supply. As shown in section three, ten of the 12 most significant sites within these locations already have the benefit of planning permission. The Royal Borough is working closely with the developers of these sites to progress development and with the HCA London on locations such as Kidbrooke.

3.5.12 The delivery of new urban quarters at Charlton Riverside and Greenwich Peninsula West, will provide a significant amount of new housing and will require further guidance. Supplementary Planning Documents for both of these areas provide further guidance on how development of these urban quarters will be progressed.

Economic Activity and Employment

3.5.13 New employment opportunities will be provided by the private sector.

3.5.14 The Supplementary Planning Documents for Charlton Riverside and Greenwich Peninsula West provide further guidance on the implementation and intensification of employment use at these locations.

3.5.15 The Royal Borough will work with Greenwich Local Labour and Business (GLLaB) to help local businesses and residents to access opportunities offered by regeneration and development that is going on in Royal Greenwich. Section 106 agreements will be used to secure financial contributions and commitment to GLLaB.

Infrastructure

3.5.16 To support the level of growth that Royal Greenwich will experience over the period covered by the Core Strategy, infrastructure will need to be in place.

3.5.17 Infrastructure will need to precede or accompany development. This can be achieved through the protection and improvement of existing infrastructure and/or establishing new infrastructure alongside the proposed development.

3.5.18 The range of infrastructure required to support the level of housing and employment growth is the responsibility of a wide range of private organisations, agencies and government bodies. The Royal Borough will work with these partners to ensure that the necessary infrastructure is delivered.

3.5.19 In particular, the Royal Borough will work with TfL who are key to the delivery of new transport infrastructure in Royal Greenwich. The Royal Borough will work with TfL to investigate improvements to public transport in the waterfront corridor of the Borough and to provide a package of river crossings and to improve north to south links.

3.5.20 S106 agreements and the Community Infrastructure Levy will be used to help deliver the required infrastructure in Royal Greenwich, as detailed in Policy IM1.

3.5.21 The Greenwich Planning Obligations Supplementary Planning Document (SPD) was adopted in 2008. The SPD provides advice on how obligations, including contributions, will be assessed and procedural guidance on how these will be sought and secured. The SPD will need to be reviewed to take account of CIL.

3.5.22 Regulation 122 of the Community Infrastructure Regulations 2010 sets out the tests for such obligations. It is unlawful for a planning obligation to be taken into account when determining a planning application for development that is capable of being charged by CIL if the obligation does not meet the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Consultation

3.5.23 The Royal Borough will continue to engage with the local community, business, and other interested stakeholders regarding the preparation of the Local Plan including other DPDs and any Area Actions Plans. Consultation will be carried out in line with the Royal Borough's Statement of Community Involvement (SCI) and it is essential to ensure that all those who may be affected by a plan have an opportunity to put forward their point of view and have an opportunity to influence planning documents. The SCI seeks to ensure that everyone, including traditionally hard to reach groups, are able to express their views.

3.5.24 The Statement of Community Involvement also sets out how local communities will be involved in the consideration of individual planning applications. This ranges from neighbour consultations for small residential extensions to widespread public consultation on major applications.

3.6 Monitoring

3.6.1 Section 35 of the Planning and Compulsory Purchase Act 2004 (as amended) requires local authorities to prepare monitoring reports containing the extent to which the policies set out in local plans are being achieved.

3.6.2 The monitoring framework set out in Appendix I of this document is intended to help:

- assess the extent to which the spatial strategy and strategic policies are being implemented and their ability to deliver the vision and objectives of this Core Strategy; and
- identify policies that may need to be revised or replaced to ensure that the vision and objectives can be delivered.

3.6.3 The Core Strategy will be monitored on a yearly basis. The monitoring indicators identified in Appendix Two will form the basis of the monitoring. The cumulative impacts of the strategy will be better assessed over a longer monitoring period (five years). The Indicators measure the effectiveness of individual policies and their ability to meet the objectives of the Core Strategy. As the Core Strategy is closely linked to the Council's Sustainable Community Strategy, a number of these indicators are shared between the two documents. The indicators have been drawn from a number of sources:

- Significant Effect Indicators identified in the Sustainability Appraisal for the Core Strategy; and
- Strategic Indicators which reflect the vision, objectives, spatial strategy and both strategic and detailed policies.

Chapter 4 Strategic and Detailed Policies

Presumption in favour of sustainable development

Sustainable development, according to the internationally accepted definition, is “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (Our Common Future (the Bruntland Report)-Report of 1987 World Commission on Environment and Development). The National Planning Policy Framework (NPPF) 2012 states that “all plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.” The NPPF refers to the five principles of sustainable development contained within Delivering the Future - Securing UK Sustainable Development Strategy (DEFRA, 2005). These principles are:

- Living within environmental limits;
- Achieving a sustainable economy;
- Using sound science responsibly;
- Promoting good governance; and
- Ensuring a strong, healthy and just society.

The NPPF also states that “...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.” In making decisions the Royal Borough will balance the need to promote sustainable economic growth, with protecting the environment and supporting social wellbeing. The *Royal Greenwich Local Plan: Core Strategy with Detailed Policies* sets out social, environmental and economic planning policies that, taken together, define what sustainable development is for Royal Greenwich. Therefore the Royal Borough will judge a proposed development to be sustainable if it meets the requirements of all the relevant policies within this document.

The strategic policies in each section within chapter 4 are sequenced numerically 1, 2, 3 etc... The development management policies are lettered (a), (b), (c) etc...

It is also worth noting that the order that policies appear, in no way indicates a level of priority or reflects a degree of weighting assigned to a particular policy. For example, Policy H(c) has no more or less weight than Policy H(a) and Policy EA1 has no more or less weight than Policy EA3.

4.1 Housing

"The Waterfront area of the Borough from Deptford to Thamesmead, via the Greenwich Peninsula and Woolwich, will have been transformed into new sustainable quarters comprising a mix of residential led uses."

"Greenwich will have made a leading contribution to the housing requirements for London, while also meeting the housing needs of Greenwich's diverse community."

4.1.1 Royal Greenwich makes, and will continue to make a major contribution to London's housing provision, having the second largest target for new housing of all London boroughs. This role will carry on with the continuing demand for housing in London. It is vital that Royal Greenwich's unique housing needs are met, while still contributing to the overall London housing numbers. In delivering housing for Royal Greenwich we need to ensure that the appropriate size, type, density and affordability of homes are provided, and that the new housing is catered for with associated infrastructure, as set out in the Infrastructure Delivery Plan. This would help meet the physical and social needs and ensure the overall sustainable growth of Royal Greenwich.

Greenwich Millennium Village



4.1.2 The Greenwich Strategy states: *"We want Greenwich to be a place where everyone is able to afford a decent home of their choice, and where people feel proud, safe and able to contribute to the life of their local community."*

STRATEGIC POLICIES

Policy H1 New Housing

The Royal Borough's current target for the plan period is for a minimum of 38,925 net additional dwellings over the 15-year period 2013 - 2028 (an average of 2,595 per year, as set out in the London Plan 2011).

New housing is expected to be developed in Royal Greenwich's six Strategic Development Locations (identified in section 3.3). Specific sites for housing growth will be identified in more detail in a site allocations local plan.

Support

4.1.3 With the expected population growth in Royal Greenwich and across London, there is an increasing need for additional housing stock. There is an existing shortage of appropriate housing in Royal Greenwich.

4.1.4 A London-wide Strategic Housing Land Availability Assessment (SHLAA) / Housing Capacity Study was carried out in 2009. The study determined the number of potential housing sites in Royal Greenwich, analysing capacity from large sites, small sites and vacant sites returning to use. The findings of the SHLAA informed the housing supply targets in the London Plan (2011) and approximately 70% of the housing supply target set out in the London Plan for Royal Greenwich already has planning permission.

4.1.5 Since this time, it has become clear that the population in London is growing at a faster rate than expected. As a result, a new London wide SHLAA and SHMA were carried out in 2013, in order that the London Plan targets can be updated to better reflect future need.

4.1.6 The Royal Borough recognises that the housing figures set out in the policy H1 will need revising in due course to reflect this evidence and the new London Plan targets, in order to play its part in meeting London's objectively assessed housing need. With one of the highest housing targets in London, the Royal Borough plays a key role in meeting strategic as well as local need and is committed to ensuring its housing target remains up to date and in line with the London Plan.

4.1.7 The broad Strategic Development Locations (including Greenwich Peninsula, Woolwich Town Centre and Charlton Riverside) within Royal Greenwich, which provide the main land supply crucial to meeting the housing targets, are discussed in detail in section 3.3 of this document. The Royal Borough will review the land supply and housing targets as appropriate to ensure they are aligned with the London Plan and therefore meet the estimated housing need for Royal Greenwich.

4.1.8 It is expected that at least 99% of the development built in Royal Greenwich will be on brownfield sites.

Policy H2 Housing Mix

A mix of housing types and sizes will be required in all developments including conversions and should contain a proportion of 3, 4 and 4+ bedroom units. The exact mix on each site will vary according to the location of the development and the character of the surrounding area and will be affected by factors such as; the need to protect small and medium sized family dwellings from sub-division and conversion, the level of accessibility to public transport, schemes for special needs groups, or where there is a poor external environment.

Support

4.1.9 People require different types of housing at different stages in their lives. Successful implementation of policy H2 would see individuals or households able to pass through all phases of life, if they so wish, living within one community. This should lead to improved community cohesion and health.

4.1.10 New housing must meet the varying needs of individual households. It aims to meet not only general housing need in terms of numbers but also the specific housing needs of the population. Royal Greenwich is made up of a variety of household types including, for example, older people who have specific housing needs, which are different to the needs of large families and different again to those of disabled people. Through providing a mix of housing types, Royal Greenwich will be able to accommodate the needs of an increasingly diverse population and help to encourage the creation of mixed communities.

4.1.11 The South East London Strategic Housing Market Assessment (SHMA 2009) provides an analysis of how the regional housing market operates and an evidence base for setting targets. The SHMA was undertaken jointly at a sub-regional level with the neighbouring boroughs of Lewisham, Bexley, Bromley, and Southwark. It objectively assessed the housing need in the boroughs, and table 8 below shows the requirements for Royal Greenwich. It is expected that any development in Royal Greenwich contributes to addressing this objectively assessed need.

Table 8 Housing Need Requirements in Royal Greenwich

	Total (%)	Market Housing (%)	Intermediate Housing (%)	Social Rented (%)
1 and 2 bedrooms	48.8	56	18	26
3 and 4+ bedrooms	51.2	29	31	40

Policy H3 Affordable Housing

Developments of 10 or more homes or residential sites of 0.5 hectare or more will be required to provide at least 35% affordable housing. The precise percentage, distribution and type of affordable housing will be determined by the particular circumstances and characteristics of the site and of the development, including financial viability.

Support

4.1.12 There is currently a need for additional affordable housing in Royal Greenwich across the spectrum of lone person households, family housing and older persons and special needs housing ⁽⁴⁾ and this policy is designed to address newly arising need and some of the backlog. Lack of affordable housing has damaging consequences for the local economy and the health of the local community.

4.1.13 The Royal Borough seeks to have a sufficient amount of high quality affordable housing available. The Affordable Housing Viability Assessment (AHVA) determined that a borough-wide site based policy should require at least 35% affordable housing. The AHVA also demonstrated that *‘there are some circumstances where a higher provision of affordable*

4 SHMA Summary of Key Findings (2010)

housing (50%) and other planning obligations could be delivered, not least as the housing market recovers. Furthermore, where sites with low existing use values are subject to redevelopment proposals, such as employment sites, up to 60% affordable housing may be deliverable.’⁽⁵⁾

4.1.14 The affordable housing that is provided should be provided as 70% social/affordable rented and 30% intermediate housing. This mix of social rented and intermediate housing is more suited to Royal Greenwich than the 60/40 split proposed in the London Plan as it better represents the high demand for social rented housing in Royal Greenwich and the relatively limited take up of intermediate housing. Affordable rented housing is included in the split alongside social rented housing as it is intended that it meets the needs of those eligible for social housing. Affordable housing should be distributed across a development site to help create mixed and balanced communities. Developers that have made affordable housing contributions are expected to involve a Registered Provider (RP) to own and/or manage the affordable housing.

4.1.15 While the exact mix and rent levels for affordable rented dwellings in Royal Greenwich will vary between areas, for the majority of Royal Greenwich, a rent level set at 80% of market rent would not be affordable for many of those in need of social housing. The need for all affordable dwellings to be genuinely affordable will be a key consideration for the Royal Borough when negotiating rent levels in schemes across Royal Greenwich. It is not the Royal Borough's intention to prescribe rigid rent levels but, as guidance, and subject to viability assessments and addressing the requirements to maximise affordable housing output, the Royal Borough will seek affordable rent levels for family sized dwellings (3+ bedrooms) to be at or around target rents and one and two bedroom dwellings should generally have a mixture of rent levels up to 80% of market rent, including service charges, and within Local Housing Allowance caps.

4.1.16 The provision of intermediate housing (including key worker housing) through shared ownership initiatives, sub-market renting etc also forms part of the affordable housing. The intermediate housing will be secured through a legal agreement. The agreement will include an Affordable Housing Marketing Plan which will include the following objectives:

- i. In respect of intermediate units with Social Housing Grant, priority is to be given in equal proportions to households in the following income bands provided that the proportion of disposable income required to fund the purchase is no greater than 40%:
 - a. Households with a gross income of between £18,100 - £27,000.
 - b. Households with a gross income of between £27,001 - £36,000.
 - c. Households with a gross income of between £36,001 - £45,000.
- ii. In respect of intermediate units without Social Housing Grant and in respect of affordable housing discount for sale units, priority is to be given to households where gross income is up to £49,500 provided that the proportion of disposable income required to fund the purchase is no greater than 50%.

5 Affordable Housing Viability Assessment (July 2011)

The application of these financial figures will be subject to RPI indexation through the plan period (base August 2012). The Royal Borough recognises that the income bands may need revising in due course to reflect economic circumstances, and to be in line with any changes and updates to the London Plan.

4.1.17 Developments of student accommodation that are not robustly secured for student use (either by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions) will be expected to make a contribution towards the provision of affordable housing.

Policy H4 Gypsy and Traveller Needs

The Royal Borough will seek to retain existing provision for Gypsies and Travellers. The need for additional provision will be assessed in collaboration with neighbouring boroughs and any new sites will be allocated through a site allocations local plan or other appropriate cross-boundary DPD. Any increase in provision should include basic amenities and services and would be assessed against the following criteria:

- i. Sufficient access to local shops, services and facilities
- ii. The development of the site will not adversely affect the character or amenity of the area
- iii. The site should promote peaceful and integrated existence between travellers and the existing community
- iv. Compatibility with other relevant policies of the Plan including environmental policies and the need to retain open spaces

Support

4.1.18 This policy is consistent with DCLG's Planning Policy for Traveller Sites. *Circular 01/06: Planning for Gypsy and Traveller Caravan Sites* and *Circular 04/07: Planning for Travelling Showpeople* which were both cancelled when this new policy came into force in March 2012.

4.1.19 Gypsies and Travellers are: '*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*' (6)

4.1.20 The current dedicated site for travellers at Thistlebrook provides 40 pitches (20 large and 20 medium) meaning Royal Greenwich already has one of the higher capacities in London. In line with the London Plan and Government policy, any targets for additional

pitches will be set by the Royal Borough based on the need identified by working in collaboration with neighbouring boroughs. Any additional sites will be included in the emerging site allocations local plan or in a separate local plan dealing specifically with provision of gypsy and traveller sites.

4.1.21 It is important that any gypsy and traveller sites are in locations that have sufficient access to services such as schools, doctors and community facilities.

4.1.22 Proposals for gypsy and traveller sites should be sensitive to the character of the existing area. Any proposal for a gypsy and traveller site would also need to be compatible with the other policies in the Core Strategy, including policies on Open Space and Design and Heritage.

4.1.23 Further guidance with respect to the lay-out and the provision of facilities, services and equipment for traveller sites can be found in DCLG's *Model Standards 2008 for Caravan Sites in England*, which was prepared as per Section 5 of the Caravan Sites and Control of Development Act 1960.

Policy H5 Housing Design

New residential development, redevelopment, refurbishment or conversions will be expected to achieve a high quality of housing design and an integrated environment. The Royal Borough will take into account the key relationships between the character of the area, site location and housing densities and expect the following:

- i. For new build homes, the achievement of Code for Sustainable Homes of at least code level four (4);
- ii. The design of the development is consistent with Policy DHI and, for all new build housing developments, is also consistent with the Mayor of London's Housing SPG;
- iii. An acceptable level of noise insulation being achieved by means of sensitive design, layout and in developments vulnerable to transportation noise and vibration;
- iv. A presumption against single-aspect north facing units and a presumption in favour of dual aspect units where possible;
- v. In flats, a good-sized balcony, a terrace or enclosed communal gardens should be provided;
- vi. Family housing should normally have direct access to a private garden. Schemes with predominantly family housing should, as far as practicable, be within reasonable walking distance of nursery and primary schools, local shops, play areas and amenities;
- vii. Safety and security of residents and public (see also Policy CHI);

- viii. The provision of new housing to Lifetime Homes standards;
- ix. In residential developments of 25 or more units, 10% of dwellings to be built to full wheelchair standard, or easily adaptable for residents who are wheelchair users;
- x. New build developments of flats that are three or more storeys will be required to have sufficient lifts;
- xi. Adequate provision for waste recycling; and
- xii. The achievement of the BREEAM Standards for Domestic Refurbishment rating of 'Excellent'.

Support

4.1.24 Royal Greenwich has a number of contrasting residential environments. All new housing developments should provide both a high quality of design and contribute positively to these surroundings. Policy H5 sets out the factors the Royal Borough will take into account to ensure these are achieved.

4.1.25 This policy relates to the key themes of the Core Strategy and is important for the enhancement of Royal Greenwich while it undergoes significant growth. The rapid growth planned in housing in Royal Greenwich over the next 15 years, particularly on Greenwich Peninsula, the Royal Arsenal in Woolwich, Kidbrooke and Charlton Riverside, highlights the importance of having a high standard of housing design. High levels of growth will not be at the expense of good quality housing.

4.1.26 The Code for Sustainable Homes (the Code) is an environmental assessment method for rating and certifying the performance of new homes. It is a national standard for use in the design and construction of new homes with a view to encouraging continuous improvement in sustainable home building. The Code covers nine categories of sustainable design: Energy and CO₂ Emissions; Water; Materials; Surface Water Run-off; Waste; Pollution; Health and Well-being; Management; and Ecology. The Royal Borough will use the Code for Sustainable Homes to help drive up design standards in Royal Greenwich and it will also help tackle climate change, a priority of the Royal Borough. The Code offers schemes a degree of flexibility with the way that they achieve the Code Level required. The carbon dioxide emissions reductions set out in London Plan Policy 5.2 also need to be met.

4.1.27 The Mayor's Housing SPG⁽⁷⁾ sets design standards that will have an influence over the quality of housing built in Greater London. The intention of the SPG is to help simplify and harmonise the current range of standards and to provide consistency and clarity about what is expected in London from the outset of a development. Standards in the SPG are categorised as either 'Priority 1' standards or 'Priority 2' standards. 'Priority 1' standards

must be met in full, while 'Priority 2' standards are strongly recommended as best practice but not required. Although the SPG is written primarily to shape the design of affordable housing development, this policy applies the standards to all new build housing development within Royal Greenwich both with and without public sector investment. In instances where policies in the Core Strategy set a higher standard than is required in the SPG, such as the requirement for lifts in three storey buildings or the area of private amenity space required, it is the Royal Borough's policies that take priority. The standards in the Mayor's Housing SPG will not be used to assess proposals for residential conversions but further guidance will become available in the emerging Design Standards for Conversions SPD.

4.1.28 New housing developments and conversions should incorporate in the design and layout, protection against noise, air quality, lighting and/or vibration to preserve the amenity of future residents. Locations close to busy transportation links and those that are adjacent to safeguarded wharves are particularly vulnerable. The design and layout of all housing developments should also show a consideration of the privacy of adjacent residents (see also Policy DH(b)).

4.1.29 Wherever possible, the Royal Borough will look to secure dual aspect units. The Royal Borough will only consider single aspect units when it can be demonstrated that good levels of ventilation, daylight and privacy will be provided to each habitable room and the kitchen.

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

4.1.31 New developments and conversions should aim to secure some usable private amenity space for all households. Dwellings with direct access to private gardens are the most appropriate form of provision for families with children. As a guide, a minimum garden area of 50m² should be provided in houses with up to three bedrooms with an additional 15m² provided for each additional bedroom. This is in addition to any space occupied by front gardens and access paths, which serve a different function. Sizes and layouts of gardens should take into account the character of the local area, privacy and security.

4.1.32 Communal gardens in developments of flats should be for the use of the residents only and not accessible to the general public. Where communal gardens are proposed, appropriate privacy screening should be provided for ground floor units. There may be scope for a lower level of private amenity in some locations, for example, in developments adjacent to public open space or on conversion schemes where site constraints may affect the ability to provide the desired level of amenity space.

4.1.33 Design of any development must always consider the safety and security of its users. Housing development should ensure that appropriate design features are incorporated to reduce the potential for crime and provide an increased feeling of security for residents (see also Policy CHI).

4.1.34 The Lifetime Homes Standard is a set of 16 design criteria based on the five overarching principles of inclusivity, accessibility, adaptability, sustainability and good value. A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs, the elderly and the disabled. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. All 16 design criteria must be met to achieve the Lifetime Homes Standard.

4.1.35 Due to the additional cost of providing the more generous than average space standards required, it is appropriate that wheelchair housing is generally provided in larger schemes only. In practice, it is likely that most Wheelchair Standard Housing will be provided as affordable housing. The Greenwich Wheelchair Site Brief provides further guidance.

4.1.36 People with disabilities, the elderly and families with infants have restricted housing options because of the amount of housing stock that is not accessible. Stairs can be difficult to negotiate with prams, shopping, parcels etc. and a lift in a three storey building importantly opens the first and second floors up to these groups. This is beyond the requirements set out in the Mayor's Housing SPG but better reflects the specific needs of the local population and better encourages the creation of mixed and healthy communities throughout Royal Greenwich.

4.1.37 An emphasis needs to be placed upon the minimisation of waste production, the reuse and recycling of waste materials, and that waste disposal is environmentally responsible. Residential schemes should incorporate measures for community recycling that minimises waste disposal and should provide refuse bins and recycling boxes. The Council also supports the provision of home composting units in new developments with gardens. The Greener Greenwich SPD contains further guidance.

4.1.38 The refurbishment of Royal Greenwich's existing housing stock is very important in mitigating climate change. Achievement of a BREEAM 'Excellent' rating will give confidence that housing refurbishment meets best environmental practice by saving carbon, water and waste, being adaptable to climate change and providing a healthy indoor environment for occupants.

Density

4.1.39 When considering proposals for housing developments the Royal Borough will give priority to securing a high quality environment for residents and making the best sustainable use of land, having regard to the location of the site, to the individual characteristics of the site and the character of the surrounding area. The Royal Borough will utilise the London Plan Policy 3.4 to guide rates for housing density in applying local context to the settings defined in the London Plan.

4.1.40 The definitions of 'central', 'urban' and 'suburban' in the notes to Table 3.2 of the London Plan should not be applied rigidly. Rather the characteristics of the area or centre concerned should be analysed before coming to a conclusion as to which definition applies. In this context it needs to be recognised that the defined settings do not apply in all areas of Royal Greenwich. Defining areas within 800m of Major Centres as 'central' may be appropriate in Woolwich but is not appropriate in the area around Royal Greenwich's other

Major Centre at Eltham which very quickly becomes a suburban setting. Also for a similar reason, it is not appropriate to define areas within 800m of any of Royal Greenwich's District Centres as 'urban'. It is recognised that to preserve the residential character of some Conservation Areas, a lower density may be appropriate.

DETAILED POLICIES

Policy H(a) Protection of Existing Housing

Planning permission will only be granted for a change of use or redevelopment that would result in the net loss of housing in the following circumstances:

- i. Where it is not possible to achieve the required quality of provision through redevelopment without a net loss of dwellings;
- ii. Change of use is to another form of housing consistent with Policy H(d) (Supported Housing);
- iii. Change of use is to guest houses and bed and breakfast accommodation; or
- iv. Where a reasonable standard of accommodation cannot be attained in the larger town centres.

Support

4.1.41 It is important to safeguard the existing residential stock, as the need for housing remains. Where residential land or buildings are redeveloped, the Royal Borough will normally insist that existing residential floorspace and units be replaced. However it is also recognised, particularly in the redevelopment of large estates, that a net loss of housing may occur as a result of an improved residential environment being created. The policy also sets out exceptions for changes of use to other forms of residential accommodation. Proposals for guest houses and bed and breakfast accommodation should be at sites close to existing public transport facilities and have a high PTAL rating.

Policy H(b) Conversions

In order to protect small and medium sized family dwellings and the local environment, the sub division of residential property will not be permitted where there are any of the following circumstances:

- i. The original premises is less than 111.48 sqm of net floor area (1,200 sqft) excluding any garages or less than 130 sqm of net floor area (1,400 sqft) where they form part of a terrace;
- ii. On street parking problems aggravate the safety and free flow of traffic and pedestrians in the area; or
- iii. The character and appearance of the surrounding area and buildings is adversely affected.

The sub-division of residential property will be permitted if the following criteria are fulfilled:

- i. Adequate, safe and secure access to all dwellings is provided;
- ii. Sound insulation is installed to alleviate the problems of noise both between the new residential units and between them and neighbouring dwellings, and sound insulation and ventilation treatment against road and railway noise is installed on noise sensitive facades;
- iii. Each unit of accommodation is self-contained;
- iv. Dwellings intended for families are provided on the ground floor or have direct access to a garden;
- v. The car parking provision is in line with the requirements of Policy IM(c); and
- vi. Any extensions or additions are limited to an appropriate size and meet with the design requirements of Policies DHI and H5.

Support

4.1.42 The sub division of dwellings can provide additional homes. They can assist in balancing the type and size of dwellings to population needs, particularly small households. However, the existing stock of small and medium size family dwellings still have a vital and versatile role to play in meeting housing need and should be protected. The policy is tighter for terraced properties in recognition of the need to retain medium sized terraced properties for family accommodation in areas of conversion pressure and the greater difficulty of providing an acceptable standard of conversion (e.g. impact of noise, car parking).

4.1.43 For each application received, reference will be made to existing conversions in each street, the nature of accommodation provided, the impact on the environment and the character of the area, including listed buildings and other heritage assets. Special consideration should be given to the division of the garden areas with the aim that all units have access to garden spaces.

4.1.44 Further design guidance can be found in the Royal Borough's 'Planning Standards for Conversions: Advice Note 3'. A new Supplementary Planning Document detailing design standards for conversions will supersede the existing advice note.

Policy H(c) Backland and Infill Development

Residential development on backland and infill sites will only be favourably considered where all the following criteria are fulfilled:

- i. There is no unreasonable reduction in the amount of amenity space enjoyed by existing residents, especially for those in houses with the shared use of a garden;
- ii. There is no unreasonable loss of privacy from overlooking adjacent houses and/or their back gardens (also see Policy DH(b));
- iii. There is no unreasonable increase in noise and disturbance from traffic gaining access;
- iv. There is no significant loss of wildlife habitats, particularly trees or shrubs which would adversely affect the appearance and character of the area; and
- v. The character of the area is maintained with particular regard to the scale, design and density of the development.

Support

4.1.45 The pressure for land for new housing in Royal Greenwich means that infill and backland sites are increasingly considered for housing development. Back gardens are not classified as brownfield land. The sensitive nature of these sites requires development only to be allowed where it will not adversely affect the local environment, its character and its heritage context, and where it will not lead to over development. In addition, it is important to safeguard the interests of residents in surrounding houses by ensuring that residential amenity such as garden space, privacy and the character of the area is maintained. In Royal Greenwich's tight urban fabric the opportunities for an acceptable form of this development are increasingly limited as the number of available sites decreases.

Policy H(d) Supported Housing

Proposals for residential care homes, hostels, cluster flats, refuges and other supported accommodation required by the local community will be given sympathetic consideration. In taking a decision the Royal Borough will have regard to all of the following considerations:

- i. Location in residential areas with good access to essential services, including public transport and shops;
- ii. Impact upon the local environment and the character of the area, taking into account intensity and scale of use and whether the development would lead to an over concentration of provision in the area;
- iii. An identified local need;
- iv. The size of the unit and the standard and suitability of the provision for the client group;
- v. The particular locational needs of the client group; and
- vi. The design requirements of Policies H5 and DHI.

Support

4.1.46 This policy relates to providing the supported accommodation that some people, for a part or exceptionally for all their lives, need.

4.1.47 Nationally, in response to these needs, small hostels, including cluster flats and supported flats, are beginning to be part of the range of accommodation provided, replacing institutions, long stay hospitals, the large traditional lodging houses and resettlement units. In spite of the possible apprehension of local residents, small hostels and shared houses are essentially needed as part of the drive to provide care in the community. In order to maximise full integration in the community it is essential that wherever possible the accommodation should be distributed throughout Royal Greenwich, avoiding a concentration of schemes and preferably sited in residential areas. Proposals for supported accommodation should include an assessment of the local need for this type of accommodation in the community.

4.1.48 Over-concentration of any one type of provision can have a detrimental impact on an area, in terms of additional noise, visual intrusion and traffic generation and place additional stress on already overburdened services. It is not compatible with the aim of achieving socially mixed communities and may undermine any systems of informal support between vulnerable and less vulnerable members of the community that emerge. Smaller scale schemes are more likely to fit in with existing residential communities. Whether or not a particular scheme will lead to over-concentration will be determined by taking into account the number, scale and type of provision and levels of need, for the type of scheme proposed, that exist in the immediate area. Proposals should also respect the privacy of special needs groups and enhance the opportunities for full integration. There should be good access to family, when appropriate, and essential services including shops and transport. Proposals which result in the loss of supported housing will take into account the continued local need for such housing.

4.1.49 In providing this accommodation measures must be taken to ensure that adequate space, privacy, amenity and design standards for special needs groups are maintained. The requirements of the Care Standards Act 2000 would need to be adhered to. Importantly, the National Affordable Housing Programme's (NAHP) design standards would need to be followed for any NAHP funded project, which is inclusive of supported housing. Where there is an identified need, the Royal Borough will seek nomination rights for bed spaces in developments of care homes.

4.1.50 Supported housing includes extra care housing for older people. The Royal Borough supports extra care provision which is 'person centred and flexible'. Although the Royal Borough's primary strategy for supporting older people is to provide sufficient social and health services for them to be able to live in their own homes for as long as possible as they age, the Royal Borough recognises that this is not always possible and that some people may choose to move into specialist housing. The Royal Borough will therefore ensure a balance between delivering specialist housing as outlined in the Royal Borough's Older People's Strategy and providing services which support older people to remain in their properties for as long as possible. As well as improving the quality of support services available to older people to allow them to make better informed decisions about the types of accommodation available to them, the Royal Borough is also in the process of refurbishing its existing sheltered housing stock. As set out in the Older People's Strategy, this will ensure higher quality accommodation is delivered that better meets the needs of older people.

Policy H(e) Children's play areas

The Royal Borough will safeguard existing children's play areas. In residential developments that include over 50 units of family housing, suitably equipped and well designed children's play areas are required for different age groups.

Support

4.1.51 Children make up around 20% of the Royal Greenwich's population. All children benefit from having access to safe, communal play space. This provides opportunities for recreation, exercise and social contact and can contribute to the fight against obesity.

4.1.52 In some locations, the Royal Borough may accept the provision of a play area in a nearby area of public open space rather than within the development itself, where more beneficial to the local community. Alternatively, a financial contribution towards enhancing existing, nearby provision may be acceptable.

4.1.53 Where the children's play area is principally of benefit to the occupiers of the development itself, the Council will seek to make legal agreements with developers in accordance with Policy IM1, to put in place mechanisms and initial funding for future maintenance.

4.1.54 Additional guidance can be found in the Mayor of London's Supplementary Planning Guidance: Providing for Children and Young People's Play and Informal Recreation.

4.2 Economic Activity and Employment

"By 2028, Greenwich will have a prosperous and sustainable economy that will play a leading role in the economic regeneration of the Thames Gateway. Stronger, improved transport links will have been created between housing and employment locations to ensure that employment opportunities are accessible to Greenwich residents. The Borough will have a network of modern education and vocational skills centres that are accessible to Greenwich residents which will enable higher levels of educational attainment and the acquisition of the skills needed for the jobs of the future."

4.2.1 The Greenwich Strategy seeks to make Royal Greenwich more competitive in economic terms, attracting investment and providing an environment that enables wealth to be created. Improving access to jobs within Royal Greenwich and the wider London labour market is also one of the critical spatial issues identified in this Core Strategy and in the Greenwich Strategy. Tackling poverty is an important priority and it is essential that residents, particularly those who are unemployed and that live in our most disadvantaged communities, have the best possible chance to find work. It is also necessary to support business growth in order to retain and develop existing businesses and encourage new businesses into Royal Greenwich.

White Hart Triangle



STRATEGIC POLICIES

Policy EA1 Economic Development

The Royal Borough supports the expansion of existing businesses and increased employment opportunities. New, high quality jobs that meet the needs and skills of local people will be created by:

- Concentrating retail, leisure, cultural and office development within the hierarchy of town centres. In particular the Royal Borough seeks to improve the quality and positioning of Woolwich Town Centre. (refer to policy TC2);
- The development of a new employment and creative industries hub at North Greenwich
- Designating a new leisure-led District Centre at North Greenwich encompassing the O₂ Arena and surrounding area (refer to policy TC5);
- Increasing employment opportunities in the new and emerging low carbon sectors and advanced manufacturing;

- The development of new urban quarters at Charlton Riverside and Greenwich Peninsula West along with the planned intensification of existing employment land (refer to policies EA2 and EA3); and
- Supporting the development of small and medium business space.

Support

4.2.2 This policy encourages sustainable economic growth in line with the requirements of the National Planning Policy Framework (NPPF) and the economic vision expressed in section 2.1 of this document. Royal Greenwich's town centres contribute significantly to the local economy by providing jobs and retaining expenditure in the local area. As publicly accessible locations with an existing diversity of uses they are the most suitable locations for uses that serve and attract the public. The concentration of new retail, leisure, cultural and office development within Royal Greenwich's town centres will help to enhance their vitality and viability and strengthen their contribution to the local economy.

4.2.3 Woolwich Town Centre has significant potential to provide further employment opportunities which will help to address above average unemployment levels. It is currently under performing as a Major Centre, however improved transport links such as the recent DLR station and the planned Crossrail link will increase accessibility and help to strengthen the role of the Centre and attract inward investment. The Royal Borough will engage in discussions with the Mayor of London about the development of Woolwich as a Strategic Outer London Development Centre.

4.2.4 The designation of a new leisure-led District Centre at North Greenwich recognises the important role that the O₂ Arena plays in meeting the entertainment needs of both local residents and visitors from the UK and beyond. The District Centre will also comprise office and retail development outside of the O₂ Arena.

4.2.5 Land at Charlton Riverside and Greenwich Peninsula West has the potential to be transformed into two new mixed use urban quarters on the riverfront. These areas currently consist of low density industrial units, as well as safeguarded wharves, which are protected for river based cargo handling, and some parts are under-used and are of poor environmental quality⁽⁸⁾. The redevelopment of Charlton Riverside and Greenwich Peninsula West will see a reduction in employment land and changing employment use. The employment land that is retained will be intensified and there will be no net loss of employment across Royal Greenwich.

4.2.6 Small and medium businesses are an important part of the local economy and will continue to be supported by the Royal Borough. The Royal Borough will seek to protect existing businesses wherever possible. Suitable premises for these businesses will be encouraged and where redevelopment is proposed the Royal Borough will support existing businesses to relocate. The Royal Borough is able to direct resources into support for

people and businesses within regeneration areas and will actively pursue a strategy for ensuring jobs are attracted to these areas, although the exact rate of delivery for those jobs is dependent on the rate of redevelopment.

Policy EA2 Charlton Riverside

Land at Charlton Riverside is allocated as a Strategic Development Location (as shown on the Proposals Map) and will include a new mixed-use urban quarter. Employment will be consolidated to maximise the use of land whilst maintaining employment levels in the waterfront area. There will be a reduction in the amount of out of town centre retail in this area and an increase in both the quantity and quality of open space.

The new development at Charlton Riverside will require sufficient buffering from the retained Strategic Industrial Location land and the safeguarded Riverside, Angerstein and Murphy's Wharves to minimise the potential for conflicts of use and interference to new residents.

A masterplan Supplementary Planning Document has been prepared for Charlton Riverside to help guide development in this area.⁽⁹⁾

Support

4.2.7 Charlton Riverside is a key regeneration area that occupies a prime site on the River Thames and provides a significant opportunity for new high quality development. The area will be transformed into an attractive and vibrant mixed use urban quarter providing around 3,500 - 5,000 new homes. Further detail on the redevelopment of Charlton Riverside is set out in the Spatial Strategy (section 3.3).

4.2.8 Charlton Riverside is under-used and currently consists mainly of low density industrial units. There are some vacant units and the area is of poor environmental quality. There will be an intensification of use of remaining employment land resulting in no net loss of employment across Royal Greenwich. The area will see a change in the type of employment, an improved environment and high quality business space, especially in the Industrial Business Park. There is significant low density, out of town retail to the south of the industrial area. Redevelopment of this area provides the opportunity to reduce retail use and follow the sequential approach for determining suitable locations for retail units.

4.2.9 The area contains the safeguarded Angerstein, Murphy's and Riverside Wharves, which are currently safeguarded for river-based cargo handling, as well as Charlton bargeworks, which is protected as a waterway support facility (refer to policy IM5). Any redevelopment will require sufficient buffering from these wharves and will need to provide sufficient access for HGVs. Royal Greenwich intend to keep the status of Riverside Wharf under review and believe that there may be justification for the relocation of this wharf or for its release from safeguarding in the future. This would require its capacity to be retained

and for, as a minimum, equivalent facilities to be provided. It would be subject to further discussion with the relevant parties and in particular, the Port of London Authority and the GLA.

4.2.10 The London Plan 2011 states that redevelopment of surplus industrial land should address strategic and local objectives, particularly for housing and for social infrastructure such as education, emergency services and community activities. The Industrial Capacity SPG 2012 seeks to plan, monitor and manage the release of surplus industrial land so that it can better contribute to strategic and local planning objectives, especially those to provide more housing and social infrastructure. It is recognised that the proposals for safeguarding industrial land differ from Charlton Riverside Masterplan SPD, which will need to be updated accordingly.

Policy EA3 Greenwich Peninsula West

A new urban quarter will be created at Greenwich Peninsula West as shown on the Proposals Map as a Strategic Development Location (SDL). The SDL will include a range of uses including residential and commercial.

The new development at Greenwich Peninsula West will require sufficient buffering from the retained Strategic Industrial Location land and the safeguarded Victoria Deep Water Terminal and Tunnel Wharves to minimise the potential for conflicts of use and interference to new residents.

A masterplan SPD has been prepared for Greenwich Peninsula West to guide development in this area.⁽¹⁰⁾

Support

4.2.11 Greenwich Peninsula West is currently in use as an industrial area but shows little sign of growth and in recent years there has been a gradual decrease in industrial activity. A new mixed use urban quarter would provide a more effective use of the land and would accompany the redevelopment that is taking place on the rest of the Peninsula. A cruise liner terminal will complement existing leisure facilities on the Peninsula and enhance the area's distinct identity as an entertainment district.

4.2.12 Greenwich Riverside is identified in the London Plan as a Strategic Cultural Area. The development of a cruise liner terminal at Enderby's Wharf will add to the cluster of attractions in the riverfront area and strengthen this identity. This is supported in policy EA5.

4.2.13 The area contains the safeguarded Victoria Deep Water Terminal and Tunnel Wharf, which are both currently safeguarded for river-based cargo handling (refer to policy IM5). Bay Wharf is also protected for its waterway support infrastructure. Any redevelopment will require sufficient buffering from these wharves and will need to provide

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sufficient access for HGVs. The Royal Borough intends to keep the status of Tunnel Wharf under review and believe that there may be justification for its release from safeguarding in the future. This would require its capacity to be retained and for, as a minimum, equivalent facilities to be provided. It would be subject to further discussion with the relevant parties and in particular, the Port of London Authority and the GLA. The Greenwich Peninsula West SPD will be updated to be in line with the Core Strategy.

Policy EA4 Strategic Industrial Locations

The following areas are designated on the Proposals Map as Strategic Industrial Locations (SIL) and are protected for continued industrial use:

- The West Thamesmead / Plumstead Industrial Area, including the White Hart Triangle;
- Charlton Riverside East, an Industrial Business Park (IBP).
- Charlton Riverside West (including Aggregates Zone), a Preferred Industrial Location (PIL); and
- Greenwich Peninsula West, part Industrial Business Park (IBP), part Preferred Industrial Location (PIL).

Support

4.2.14 The key part of the West Thamesmead/Plumstead Industrial Area is the White Hart Triangle Business Park, an £80 million public/private joint venture between the Royal Borough, the London Development Agency and Tilfen Land. This already operates as a successful industrial location and will be retained for industrial use.

4.2.15 The Policy recognises the importance of aggregates to the economy and the key role that this zone, including Angerstein and Murphy's wharves, plays in the processing and transportation of aggregates to London and the south east. The provision of an Aggregate Zone contributes to meeting the London wide need for aggregates, while its wharf side location reduces road congestion and pollution by allowing aggregates to be moved as water freight. The Zone also benefits from a railhead in current use. The designation of a specific location with rail and river access is intended to minimise potential problems from aggregates or scrap operations in other parts of Royal Greenwich. Charlton bargeworks is also located at Charlton Riverside West, functioning as a barge loading facility.

4.2.16 Royal Greenwich's SILs include both Preferred Industrial Locations (PIL) and Industrial Business Parks (IBP). PILs are suitable for general industrial, warehousing, waste management uses etc., while IBPs are particularly suitable for activities that need better quality surroundings including research and development and light industrial.

4.2.17 Greenwich Peninsula West retains a function for continued industrial use and contains Victoria Deep Water Terminal and Tunnel Wharf, which are safeguarded wharves (refer to Policy IM5), along with Bay Wharf, which is protected for its waterway support infrastructure.

4.2.18 Suitable uses within Strategic Industrial Locations are set out within the London Plan Policy 2.17 and paragraph 2.79 of the supporting text. Any applications for development within Strategic Industrial Locations will be assessed against the requirements of the London Plan policy.

4.2.19 The GLA Land for Industry and Transport SPG 2012 assigned Royal Greenwich to the 'managed transfer' category,⁽¹¹⁾ with a benchmark figure of 50ha of release of industrial land in the borough up to 2031. This amount of release is consistent with the Royal Borough's Employment Land Review which identified that a significant amount of SIL should be released in Royal Greenwich during the plan period.⁽¹²⁾

Policy EA5 Tourism

The Royal Borough will support the expansion and diversification of Royal Greenwich's tourism industry by:

- Securing the position of the waterfront area including the Maritime Greenwich World Heritage Site, the Peninsula and the Royal Arsenal as a major tourism centre for the Thames Gateway;
- Capitalising on Royal Greenwich's existing tourism attractions including the National Maritime Museum, The Cutty Sark, the Royal Observatory, Old Royal Naval College, the O₂ Arena, Eltham Palace, Charlton House, the Royal Arsenal, Woolwich Barracks, Firepower, Thames Barrier, the Green Chain and the Thames Path;
- Seeking a range of tourist facilities which embrace a wide range of arts, culture, sporting and entertainment activities for participation and enjoyment by all sections of the community, in particular maximising the benefits offered by the 2012 Olympic and Paralympic Games and securing an Olympic legacy;
- Increasing the number of visitors staying overnight by encouraging the development of hotels particularly in town centres and the waterfront area; and
- Ensuring that major tourist facilities are well served by public transport including use of the River Thames.

11 Refer to glossary for definition

12 URS, 2012

Support

4.2.20 Royal Greenwich is a popular destination of international significance attracting seven million visitors annually. Tourism in Royal Greenwich is not only important to the local economy but also for the economy of London as a whole.

4.2.21 The London Plan 2011 emphasises the importance of London's tourism industry and the need to encourage sustainable tourism provision and enhance the range, quality and appeal of tourism provision especially outside the central London core.

4.2.22 Policy EA5 supports tourism in appropriate locations and promotes the provision of hotel developments. The Royal Borough wishes to attract new hotel development in order to assist the local economy and create varied employment opportunities. The number of visitors staying overnight in Royal Greenwich is relatively low, principally due to a shortage of hotel space, particularly in Greenwich which has a concentration of high profile tourist attractions. The lack of ability to accommodate overnight stays is currently limiting the level of spend per visitor. The provision of hotel accommodation within town centres and the waterfront area will increase visitor spending, helping to maximise the benefits of Royal Greenwich's tourism industry.

4.2.23 Planning permission has been granted for a cruise liner terminal and hotel with conference facilities at Greenwich Peninsula West, this will increase the number of tourists visiting Royal Greenwich. The cruise liner terminal and hotel will complement the existing leisure uses on the Peninsula.

4.2.24 Tourism in Royal Greenwich is not only important for visitors. It supports local businesses and also offers valuable opportunities to improve the quality of life of those who live in Royal Greenwich, providing accessible leisure and recreational resources.

4.2.25 The Olympic and Paralympic Games offer significant potential to expand tourism within Royal Greenwich and create a lasting legacy, increasing the profile of Royal Greenwich and continuing to attract visitors well after the Games finished.

4.2.26 The Royal Greenwich Destination Management Organisation was established in 2013 as a public and private Community Interest Company to support the long term growth of the tourism sector across the whole of Royal Greenwich.

DETAILED POLICIES

Policy EA(a) Local Employment Sites

The Royal Borough seeks to maximise the contribution to employment in Royal Greenwich from sites in existing or previous employment use. Non employment uses will only be permitted on vacant employment sites where it can be demonstrated that:

- i. The site is environmentally or physically unsuitable for any employment generating use;
- ii. Marketing on fair price and terms for at least two years indicates there is no realistic prospect of any form of employment arising; or
- iii. Employment is only viable within a mixed use scheme.

Support

4.2.27 There are a number of employment sites throughout Royal Greenwich which are accessible to local residents and offer important services as well as employment opportunities. The Royal Borough seeks to retain these sites and businesses. Policy EA(a) recognises that there may be circumstances where employment use is no longer suitable or viable on the site.

4.2.28 To demonstrate marketing on fair price and terms for two years, evidence will need to be submitted of the appointment of a property consultant/ estate agent to handle the marketing of the site and records of where and how the site was marketed. Any marketing must be accessible to those searching within the local property market. Evidence must also be provided that demonstrates that the price and terms of the sale or lease (including lease length and occupier criteria) are comparative to others within the market within the two year period.

4.2.29 This policy is not applicable to sites within Strategic Industrial Locations or sites identified in the Site Schedules Proposals if the uses specified do not include employment uses.

4.2.30 This policy does not apply to sites within Charlton Riverside and Greenwich Peninsula West Strategic Development Locations as these areas are undergoing significant change in line with their respective masterplan SPDs.

Policy EA(b) Pubs

The Royal Borough supports the retention of pubs that have a community role and will resist the change of use or demolition except where continued use as a pub is no longer economically viable. Evidence must be submitted to clearly demonstrate that reasonable attempts have been made to actively market the site as a pub for at least two years.

Support

4.2.31 Where permission is required for the change of use or demolition of a pub, this policy seeks to ensure that those pubs which play a role within the local community are retained. Pubs are a long established part of community life and can play an important social role offering residents a meeting place for food, drink, entertainment and functions.

4.2.32 The architecture of a pub is often distinctive and over time these buildings have become important local landmarks and heritage assets. Many of the buildings are statutorily or locally listed for their architectural and historic value (refer to policies DH(i) and DH(j)).

4.2.33 Where pubs are no longer economically viable or do not provide an important community function, alternative uses of the site will be acceptable. Evidence will need to be submitted and this should include evidence of the appointment of a property consultant/estate agent to handle the marketing of the property and records of where and how the property has been marketed. Applicants should also carry out an assessment of the needs of the local community or community facilities to show that the pub is no longer needed and that alternative provision is available. Regard will be had to the Campaign for Real Ale (CAMRA) public house viability test.

Policy EA(c) Skills and Training

Training and skills development in Royal Greenwich will be promoted by:

- Supporting the establishment of skills centres and other training provision particularly those that will provide the skills required by Royal Greenwich's key growth sectors.
- Seeking contributions from new developments towards Greenwich Local Labour and Business Service (GLLaB) to provide training and skills opportunities for local people as set out in the Planning Obligations SPD 2008.

Support

4.2.34 Business developments should be encouraged to provide training and support to enhance the skills of Royal Greenwich residents. This would enable them to more successfully compete for jobs both locally and in the London-wide labour market.

4.2.35 The availability of a suitable skilled workforce is also important for local firms and to attract new businesses to the area.

4.2.36 GLLaB is the Royal Borough's umbrella organisation for employment training. It is a local initiative that helps local businesses and residents to access the opportunities offered by regeneration and development activity in Royal Greenwich and across the sub-region.

4.2.37 The Royal Borough is committed to improving the range of services available to its residents. New developments also provide job opportunities for local residents, it is important that local people can access training and skills development to enable them to compete successfully for new jobs that are created. The Royal Borough also promotes adult learning in Royal Greenwich.

4.2.38 Greenwich Education Business Partnership promotes work experience for young people in secondary school and also leads on employment engagement.

4.2.39 Improving the skills of residents and creating greater opportunities to access employment can have a positive impact on health and wellbeing. People who are unemployed are more likely to smoke and are more vulnerable to alcohol and drug related problems as well as weight gain. Employment often increases social interaction and independence, increasing self esteem and confidence.

Policy EA(d) Home Working

The Royal Borough is supportive of home working providing the proposal does not generate an increase in visitors, traffic, noise, vibration, fumes or other impacts significantly above levels that would be expected from residential use alone to the extent that it would demonstrably harm the amenity of nearby residents.

Support

4.2.40 Home working in part of a dwelling where it is incidental to the residential use is not normally 'development' and therefore would not require planning permission. However, planning permission for change of use may be required if there is a significant intensification of business use.

4.2.41 Home working is a valuable source of employment for some Royal Greenwich residents. Home working can also enable the start up of small business which are important to the growth of Royal Greenwich's economy.

4.2.42 Whilst recognising the benefits of home working, Policy EA(d) seeks to protect the amenity of nearby residents by ensuring that there are no significant harmful impacts as a result of the business activity.

4.3 Town Centres

"In 2028, Greenwich's town centres will be vibrant places of culture, retailing, employment, living and business that are accessible to residents and assist in establishing a strong community identity. In particular Woolwich will be established in its role as a Metropolitan Centre within South East London and the Thames Gateway. Eltham will have retained its role as the preeminent centre in the south of Royal Greenwich. West Greenwich and the Maritime Greenwich World Heritage Site will remain a key centre for tourism, attracting millions of visitors and as a centre for tertiary education."

Royal Greenwich's town centre network

Royal Greenwich has a network of town centres that provide an important social and economic focus for the districts and communities they serve. Royal Greenwich's network of town centres comprises:

The Major Centres of:

- Woolwich*
- Eltham

The District Centres of:

- Greenwich**
- Thamesmead
- Plumstead
- East Greenwich
- North Greenwich (proposed)
- Lee Green
- Blackheath

Nine local centres and 34 neighbourhood parades.

** Potential to be reclassified as a Metropolitan Centre towards the end of the plan period.*

*** Greenwich Town Centre is also known as Greenwich West and is referred to as such in the London Plan. Throughout the Core Strategy any reference to Greenwich Town Centre concerns Greenwich West. East Greenwich is a separate district centre.*

4.3.1 Royal Greenwich's town centres such as Woolwich, Eltham and Greenwich have multiple functions. They not only provide for the retail needs of residents, workers and visitors but are home to many of Royal Greenwich's residents and are places for leisure and culture, where people can meet and socialise in a safe and high quality environment. Town centres are also important for the economy and provide local employment opportunities. It is their multiplicity of roles that make town centres so important for Royal Greenwich. The Greenwich Strategy seeks to ensure that Royal Greenwich has vibrant town centres with a range of shops and services.

Greenwich Town Centre



STRATEGIC POLICIES

Policy TCI Town Centres

Town centres are the preferred location for major retail, leisure, cultural, office and other uses that attract and serve the public. The Royal Borough will support Royal Greenwich's town centre hierarchy of major, district and local centres and its neighbourhood parades. Residential development in town centres is supported.

Support

4.3.2 Policy TCI promotes the regeneration and revitalisation of Royal Greenwich's network of centres and neighbourhood parades and seeks to manage Royal Greenwich's town centres as distinctive destinations for shopping, leisure, living and working. As publicly accessible locations with an existing diversity of uses they are considered the most appropriate locations for retail, offices, leisure and entertainment and arts, culture and tourism. Community facilities are also an important service within town centres.

4.3.3 Royal Greenwich's town centres are under constant competition from town centres within neighbouring boroughs and elsewhere such as Bexleyheath, Bluewater and Stratford City. Planned improvements within these centres will place further pressure on our own town centres. The enhancement of our centres is therefore vital to resist and reduce loss of market share to neighbouring boroughs and to attract businesses and shoppers from outside of Royal Greenwich. ⁽¹³⁾.

4.3.4 The improvement of our town centres will provide residents with greater opportunities to access jobs, entertainment, cultural attractions and community facilities, therefore impacting positively on the quality of life in Royal Greenwich and can also assist

in creating a strong community identity. Development in town centres should be of very high quality design to enhance the quality of each town centre as a retail and cultural destination.

4.3.5 Comparison retail capacity for Royal Greenwich until 2028 is estimated to be between 20,700m² and 41,700m². The higher level of comparison floorspace is based on a high level of growth in Woolwich town centre reflecting the Centre's increasing transport connections and its potential as a Metropolitan Centre. Convenience retail capacity for Royal Greenwich until 2028 is estimated at 4,700m² ⁽¹⁴⁾.

4.3.6 In line with the National Planning Policy Framework, sites for main town centre uses should be identified through the sequential approach, which prioritises development in existing town centres followed by edge of centre sites then out of centre locations.

4.3.7 Woolwich, Eltham and Greenwich town centres boundaries are shown on the Policies Map. The remaining district and local centres and neighbourhood parades are listed in Tables 9 to 11 at the end of this town centre section.

Major Centres

Woolwich

4.3.8 Woolwich is Royal Greenwich's main centre for shopping, civic and community services and office employment and it is increasingly a place where people want to live as a result of new residential developments such as the Royal Arsenal. The town centre has various leisure facilities including cafés, pubs and a leisure centre. The new civic centre provides a range of council services, a modern library and meeting and exhibition space. Beresford and General Gordon Squares have been repaved and landscaped to create a high quality environment. Woolwich is also a key transport interchange with a mainline station, DLR and extensive bus services.

4.3.9 The Town Centre functions adequately, offering a range of retail and leisure uses to meet the needs of the local catchment population. Up until the late 1990s, Woolwich was in a state of general decline and it had experienced loss of trade to other centres in the south east. It is currently experiencing renewed investment and now benefits from a DLR station. From 2018 it will also benefit from the arrival of Crossrail. There is significant potential to improve the facilities it offers, claw back trade and attract consumers from a wider catchment area.

Policy TC2 Woolwich Town Centre

Woolwich Town Centre will re-assert itself as a Major Centre in South East London, improving the quality and quantity of its retail offer and clawing back trade that has previously been lost to other centres. The Royal Borough will be supportive of

development that contributes to the eventual reclassification of Woolwich as a Metropolitan Centre. Woolwich will accommodate the majority of additional town centre development in Royal Greenwich over the plan period, including:

- Additional and improved comparison retail floorspace;
- Office development;
- Leisure, cultural and tourism uses that contribute towards the evening vitality of the Centre and increase economic benefits; and
- Improved links and enhanced connectivity between the Town Centre, Woolwich Common, the Royal Arsenal and the River Thames, thereby making better use of Woolwich's historic and cultural assets and helping to attract more visitors to the Centre.

Support

4.3.10 The Greenwich Retail Capacity Study 2008 identified that Woolwich has a below average representation of comparison units and whilst a range of national multiple retailers are located in Woolwich these are generally lower end and mid market retailers. Woolwich has a limited catchment area and has lost trade to other centres in the South East such as Bexleyheath and Bluewater. The new Westfield at Stratford City may also draw trade away from Woolwich. To improve Woolwich's vitality and vibrancy it is necessary to claw back trade, increasing the market share and the inflow of trade from beyond the current catchment area. Increasing the market share of Woolwich will create significant further demand for comparison retail provision within the plan period. Woolwich is therefore Royal Greenwich's priority location for major retail investment.

4.3.11 Woolwich has above average provision of convenience and service units. Further development in Woolwich will therefore predominantly focus on comparison retail and complementary town centre uses that can contribute to the evening activity within the centre. Woolwich currently lacks appropriate facilities which have the potential to extend the opening hours of the Town Centre. Policy TC2 seeks to encourage development that will enhance the vitality of the Town Centre and create an evening economy, also increasing the perception of safety within it.

4.3.12 Woolwich has a rich heritage, which adds significantly to the character of the town centre. The Royal Arsenal is currently being redeveloped as a mixed use scheme including residential units, retail and community uses, cafés and restaurants, and the Royal Artillery Museum (Firepower). Additional footfall is required and new developments such as the Dial Arch pub are helping to achieve this. The Royal Arsenal development provides an opportunity to improve the Town Centre as a whole and increase the range of facilities on offer to residents and visitors. A clear linkage between this development and the existing Town Centre will help to enable this to happen. Other heritage assets in the town centre, such as the numerous historic buildings on Powis Street and the Bathway Quarter, as

identified in the Woolwich Town Centre Masterplan SPD (April 2012), are also of significance. These should be a key feature of the Town Centre's future development and the designation of Conservation Areas to incorporate some of these sites is also being considered.

4.3.13 The new Crossrail station at the Royal Arsenal is due to open in 2018 and will further enhance the accessibility of Woolwich Town Centre and help to attract inward investment.

4.3.14 The London Plan 2011 recognises Woolwich's potential to develop into a Metropolitan Centre. Policy TC2 seeks to ensure that Woolwich's full potential is realised within the Plan period and the Royal Borough is supportive of Woolwich becoming a Metropolitan Centre.

4.3.15 Improvements to the public spaces in Woolwich will create a quality environment that will enhance the retail offer and create a place where people want to live, work and visit, this will help to draw people back to shopping and spending their leisure time in Woolwich.

4.3.16 Markets are part of the traditional character of Woolwich and as a popular form of retailing they play an important role within the town centre. Markets help to meet local shopping needs and add to the diversity of the retail offer.

4.3.17 More detailed guidance for Woolwich can be found in the Woolwich Town Centre Masterplan SPD (April 2012).

Eltham

4.3.18 Eltham is Royal Greenwich's second largest retail centre and is also an important employment centre and office location. It complements Woolwich by offering a community focus for residents in the south of the Borough. The Town Centre is currently performing well and has a strong retailer representation. However, it needs to improve its retail offer to provide for the changing needs of the local community and become more competitive with surrounding centres. Eltham Town Centre would benefit from a mix of residential uses and facilities that extend the Town Centre's opening hours, increasing the level of activity in the evening and improving safety and security.

Policy TC3 Eltham Town Centre

Eltham Town Centre will grow in its role as the pre-eminent town centre in the south of the Borough, and will be enhanced through redevelopment within the existing Town Centre boundary, including:

- Additional and improved retail floor space;
- Improving the range of restaurants and leisure facilities;
- Measures for bus priority to reduce traffic congestion and improve public and pedestrian safety and comfort; and

- Improving north/south links.

Support

4.3.19 Eltham has an above average comparison goods representation. It has a strong retailer representation of key national multiples and vacancy levels are below average. There is limited capacity for further comparison goods provision particularly in the early stages of the plan period as the town centre already has a good comparison offer.

4.3.20 Eltham has a below average convenience retailing provision and would benefit from a broader convenience offer in the form of a more modern, larger store ⁽¹⁵⁾.

4.3.21 The town centre lacks a range of restaurants. However, there is demand from service operators suggesting that there is potential to enhance the daytime and evening eating provision and create an evening economy. Levels of crime within Eltham are not particularly high, however previous consultation has highlighted that safety and security are a concern. The development of good quality restaurants as well as some residential units would increase activity within the centre therefore improving the perception of safety.⁽¹⁶⁾ The town centre and surrounds also has a range of heritage features that add to its character, such as the listed Eltham Palace.

4.3.22 Transport improvements in the town centre, such as measures for bus priority and improved links from here to the north of Royal Greenwich will help to improve safety and enhance the environment of the town centre, making it a more desirable place for people to visit.

4.3.23 The Eltham Regeneration Board was set up by the Royal Borough to provide vision, direction and leadership in overseeing regeneration projects in Eltham town centre as well as the wider Eltham area.

4.3.24 More detailed planning guidance for Eltham can be found in the Eltham Town Centre Masterplan SPD (April 2012).

District Centres

4.3.25 Royal Greenwich's seven district centres offer a significant range of both comparison shopping and a supermarket or range of food shops. They play an essential role in maintaining a sustainable pattern of retailing and service provision, which are easily accessible by the communities they serve.

15 Greenwich Retail Capacity Study 2008

16 Greenwich Retail Capacity Study 2008

Greenwich

4.3.26 Greenwich is the most significant of Royal Greenwich's District Centres and covers the area between the River Thames, Deptford Creek, the Old Royal Naval College and National Maritime Museum. A significant part of the town centre is located within the Maritime Greenwich World Heritage Site and buffer zone and parts of the town centre fall within the West Greenwich and Greenwich Park Conservation Areas. Greenwich is also an important centre for tertiary education and is home to key providers of further education in Royal Greenwich: University of Greenwich and Trinity College of Music. There is a need to balance the protection and enhancement of the historic environment, the demands of visitors and the interests of local businesses whilst also providing for the needs of local residents.

Policy TC4 Greenwich Town Centre

The Royal Borough will protect and enhance the historic character of Greenwich Town Centre whilst also promoting the multi functional role of Greenwich as a District Centre, a tourist destination and a centre for tertiary education.

The Royal Borough will support:

- Additional retailing;
- Improvements to the environment for pedestrians and a reduction in the impact of traffic; and
- Developments that will encourage tourists to stay longer.

Support

4.3.27 Greenwich town centre has a good convenience provision which consists of various food stores as well as local independent bakeries, grocers and delicatessens. The convenience provision has been further increased by a new Waitrose store at Greenwich Reach East.

4.3.28 There is a lack of mainstream comparison retail in Greenwich town centre. This is a result of the town centre's specialist role and is countered by the unique offer of the markets and the role the town centre plays as a destination for leisure orientated activity as opposed to a more traditional shopping destination.

4.3.29 Greenwich's complementary town centre uses comprise tourist attractions such as the Cutty Sark, the Royal Observatory, the National Maritime Museum, The Old Royal Naval College and Greenwich Theatre, a good selection of cafés, bars and restaurants, a cinema and a number of hotels. However at present Greenwich has limited success in attracting overnight visitors. There is a need to improve the range of both accommodation

and the evening hospitality and leisure offer. This will create a more diverse tourism offer, enhancing the experience of Greenwich and benefiting Royal Greenwich's economy through increased expenditure.

4.3.30 Greenwich town centre is subject to congestion due to through traffic. Visitors and commuters travelling by private vehicle should be encouraged to use public transport and roads in the town centre should prioritise pedestrians and those using sustainable forms of transport.

4.3.31 The established markets are a traditional and important part of Greenwich town centre. They contribute to the unique and specialist offer of Greenwich as well as being a popular attraction for local residents and visitors.

4.3.32 Tertiary education including the University of Greenwich and Trinity College of Music forms an important role in the town centre and adds to its diversity. This should continue to be enhanced. Student accommodation within the town centre is an important aspect of the tertiary education offer and will enhance Greenwich's role as a centre for education.

4.3.33 A significant part of Greenwich town centre is inscribed as a World Heritage Site. Developments in the town centre will need to be in line with the requirements of Policies DH3 Conservation and Heritage and DH4, which relates specifically to the Maritime Greenwich World Heritage Site (See section 4.4).

North Greenwich

Policy TC5 North Greenwich District Centre

A new leisure-led district centre will be created at Greenwich Peninsula to complement The O₂ Arena.

The district centre will perform a specialist role by catering for the entertainment and leisure needs of national and international visitors, as well as providing for workers and residents of Royal Greenwich. The district centre will comprise:

- The 26,000 capacity The O₂ Arena entertainment venue;
- Sports, leisure and retail outlets in the vicinity of The O₂; and
- New high quality office space.

Support

4.3.34 Greenwich Peninsula is identified in the London Plan 2011 as an Opportunity Area. The Plan recognises that the Peninsula has the land capacity for a significant amount of development. The Greenwich Peninsula will be a strategic housing and employment

location for Royal Greenwich and with the Jubilee Line connections there is an opportunity to develop a new leisure-led district centre that not only provides for the retail needs of workers and the local population but attracts people from a wider catchment area for leisure purposes, focused around The O₂ Arena, the most popular indoor entertainment venue in the world.

4.3.35 Retail development in North Greenwich should be of an appropriate size for a district centre. Total retail floorspace within the district centre should not exceed the typical upper floorspace figure for a district centre of 50,000sqm as set out in the London Plan. The district centre will be focused on leisure based uses to ensure that it does not have a negative impact on the retail function of other town centres in Royal Greenwich, particularly Woolwich and Greenwich.

Other District Centres

Policy TC6 Other District Centres

The Royal Borough will support retail developments in district centres that are of an appropriate scale to serve the population of their catchment area, without harming the vitality and viability of other centres particularly Woolwich. In particular the Royal Borough will support improvements to the comparison retail offer in Thamesmead, Blackheath and Lee Green and improvements to the quality of the environment in Lee Green, Plumstead and East Greenwich.

Support

4.3.36 Thamesmead and Blackheath (Village) are both functioning reasonably well as district centres. Blackheath, which lies mainly in the London Borough of Lewisham, provides a range of convenience goods which is supplemented by a diverse food and drink offer. The district centre has below average comparison goods offer, but does offer specialist and bespoke comparison retailers. Thamesmead has a strong convenience offer, complemented by some comparison retailers and a range of service providers. However, there is a need to re-model this district centre to enable it to thrive as a fully fledged town centre (refer to the Thamesmead and Abbey Wood SPD 2009)

4.3.37 East Greenwich provides a range of local shops and services including a number of small convenience outlets. Some of the shop fascias could benefit from being upgraded particularly towards the eastern end of the centre.

4.3.38 Plumstead High Street provides for the everyday convenience needs of the local catchment, as well as catering for the special needs of black and minority ethnic residents. The High Street's environment should be improved to enhance the quality of the Centre.

4.3.39 Lee Green which predominantly lies within the London Borough of Lewisham has a limited comparison goods offer and a high level of vacant units, particularly around the Leigate Centre. The Centre suffers from a poor quality environment and the overall shopping experience has declined as a result.

Local centres and neighbourhood parades

Policy TC7 Local Centres and Neighbourhood Parades

The Council will support the enhancement of local centres and neighbourhood parades, and encourage retail and services that are appropriately scaled to serve the needs of their local catchment.

A new local centre will be created at Kidbrooke to provide for the day to day needs of local residents, including a supermarket and additional small scale retail, leisure and service uses.

In neighbourhood parades and freestanding premises, the change of use of existing ground floor units within use class A1 will be refused unless the proposal would reinforce the function of the neighbourhood parade in serving the day to day needs of local residents.

Support

4.3.40 There are 9 local centres and 34 neighbourhood parades dispersed across Royal Greenwich that provide local shops and community, social and health facilities within walking distance of residential areas. These services are a valued element of the social fabric and help to minimise social exclusion. They particularly benefit residents without cars, or with constrained mobility, who might otherwise be effectively deprived of the services they provide. Local centres and neighbourhood parades are listed in Tables 10 and 11 at the end of this town centre section.

4.3.41 The Kidbrooke SPD 2008 promotes a mixed use local centre which, combined with the railway station and transport interchange, will establish a focus of activity that will incorporate retail, commercial and community uses. Planning permission was granted in March 2009 for 4,855sqm of retail and leisure and 4,844sqm of community uses and a supermarket of 2,785sqm

4.3.42 Consideration will be given to applications for change of use from A1 in a neighbourhood parade where it can be demonstrated that the unit has been vacant and actively marketed on fair terms for at least one year. Evidence will need to be submitted of the appointment of a property consultant/ estate agent to handle the marketing of the unit and records of where and how it was marketed. Any marketing must be accessible to those searching within the local property market. Evidence must also be provided that demonstrates that the price and terms of the sale or lease (including lease length and occupier criteria) are comparative to others within the market within the year period.

DETAILED POLICIES

Policy TC(a) Primary, Secondary and Local Shopping Frontages

Primary, secondary and local shopping frontages are designated on the Policies Map. At ground floor level a minimum percentage of frontage should be available for A1 retail use, as set out below.

Major Centres:

- In Eltham, 70% of primary and 40% of secondary frontage
- In Woolwich, 70% of primary and 40% of secondary frontage

District Centres:

- 50% of primary frontage in East Greenwich, Greenwich, Lee Green and Plumstead
- 70% of primary frontage in Blackheath and Thamesmead
- 30% of secondary frontage in all district centres

Local Centres:

- 50% of frontage in all local centres.

Support

4.3.43 The Royal Borough seeks to protect both retail activity and central areas within town centres where retailing is the dominant use to ensure the overall viability of town centres. In larger centres secondary areas complement primary retail frontages by providing locations for shops and services which cannot afford primary rents.

4.3.44 The calculation of the percentage limits on non-A1 uses will be based on linear length of designated shopping frontage. Local centres in their entirety are designated as local shopping frontages. In district and local centres the calculation will be applied to the entire frontage designated by primary, secondary or local category. In major centres it will be applied to an individual block of frontage relevant to the application site. The policy will also be applied to new units within designated frontages or where they form a logical extension to an existing frontage.

4.3.45 The lower thresholds in secondary and local frontages are intended to limit the loss of retail units in fringe frontages and local centres, to protect retail choice, vitality and viability without unduly constraining opportunities for an acceptable level of diversification.

4.3.46 Primary frontages are not designated in local centres, being smaller they tend to offer basic convenience or top-up retailing and local services, rather than comparison shopping opportunities for larger items.

4.3.47 The thresholds in this policy have been informed by surveys of Royal Greenwich's retail frontages which were carried out in 2011.

4.3.48 Retail frontages are set out in tables 9-12.

Policy TC(b) Non-retail Uses in Protected Shopping Frontages

The Royal Borough will support the provision of a range of activity generating non retail uses in town centres including evening activities where environmentally appropriate, subject to the ground floor retail thresholds set out in Policy TC(a). Non retail proposals:

- i. Should directly serve visiting members of the public, generate and not impede pedestrian activity, and keep the shopping frontage active and viable;
- ii. Should include installation and retention of a display window of good design;
- iii. Must not result in the loss of an occupied A1 retail unit where reasonable alternative premises, for the non retail use, are available elsewhere in that centre;
- iv. Will not be permitted if, as a result, breaks between occupied A1 premises exceed two units in primary frontages or three in secondary or local frontages; and
- v. Will not be permitted if, as a result, either the use class category proposed or the combined total of A3, A4, and A5 uses would occupy more than 25% of all designated frontage premises within that centre or individual block.
- vi. Should not increase the likelihood of anti-social behaviour or increase the fear of crime.

When determining applications for new betting shops within protected retail frontages, consideration will be given to the number of existing betting shops in the centre and the need to avoid over-concentration and saturation of this particular type of use.

Support

4.3.49 Diversity of uses within town centres is important to provide for the needs of residents and create vibrant and active centres. This, however, must be underpinned by a healthy retail sector.

4.3.50 This policy applies limits to the extent and co-location of non-A1 uses to avoid the loss of a critical mass of retail activity in protected frontages. It is intended to avoid stretches of 'dead' frontage lacking in pedestrian activity and avoid the fragmentation of retail areas, which could undermine the centre as a whole.

4.3.51 Point (v) will be applied to the centre's entire frontage for local and district centres but in major centres, it will be applied to an individual block of frontage relevant to the application site.

4.3.52 Applications for non-retail uses in areas of designated retail frontage that would increase the likelihood of anti-social behaviour or the fear of crime will be resisted. There are already 55 betting shops in Royal Greenwich which are mainly concentrated in areas of high deprivation. The fear of crime and anti-social behaviour is affected by the increasing preponderance of betting shops on high streets and neighbourhood parades. It is considered that an over-concentration of betting shops can impact on the vitality and viability of town centres, negatively affect their amenity and safety is associated with an increase in financial stress, particularly where they include fixed odds betting terminals.

Policy TC(c) Hot Food Take-aways

Major, district and local centres and neighbourhood parades are the preferred location for hot food take-away establishments including drive through restaurants (Use Class A5). Hot food take-aways will be permitted providing:

- i. The proposed use and the level of activity it generates is appropriate in the location proposed and would not unacceptably impact on residential or workplace amenity, nor on the environment or character of the area;
- ii. Customer visits by car would not unacceptably impact on existing or proposed public transport provision, traffic movements, road or pedestrian safety;
- iii. The proposal complies with applicable retail frontage policies and does not jeopardise the provision of an essential local service;
- iv. Proposals outside major, district and local centres predicated on serving a wider than 'walk-in' catchment demonstrate that:- they serve a need not generally met by existing facilities, that there are no sequentially preferable sites available and that they are conveniently and safely accessible by public transport as well as by cycle and on foot; and
- v. They do not lead to an excessive clustering or disproportionate level of such uses within the centre or frontage.

Support

4.3.53 Hot food take away premises fall within Use Class A5. They often attract a significant number of customers and are also commonly associated with environmental and amenity problems such as litter, waste disposal, fumes, late night noise and traffic. For this reason they are best located in town centres in accordance with the sequential approach, due to their potential for linked trips to local shops and because background activity levels are usually higher. Hot food uses will need to be designed and sited with additional care in areas of special character (Policy DH(l)).

4.3.54 The overall level of food and drink use (including A5 take-aways) in any centre will be limited by policies for primary, secondary and local shopping frontages. Policy TC(c) applies a maximum threshold of 25% of premises for all food and drink uses to safeguard retailing and ensure a reasonable mix of facilities are available to all residents.

Table 9 District centre shopping frontages

Name	Street	Numbers
Blackheath (Mostly in LB Lewisham)	Blackheath Village	Primary: 1 - 13 (odd) Secondary: 15 - 19 (odd)
	Lee Road	Secondary: 1 - 17 (odd)
East Greenwich	Trafalgar Road	Primary: 142 - 232 (even), 155 - 213 (odd) Secondary: 88 - 116, 234 (even), 71 - 153 (odd)
	Woolwich Road	Secondary: 1-53 (odd)
Greenwich	See <i>Proposals Map Inset Map</i>	
Lee Green (Mostly in LB Lewisham)	Lee Road	Secondary: 121 - 167 (odd)
	Eltham Road	Secondary: 1 - 7 (odd)
Plumstead High Street	Plumstead High Street	Primary: 100 - 118A & 126 - 156 (even), 97 - 119 (odd) Secondary: 2 - 32, 44 - 76 & 82 -98C (even), 63A - 79, 95& 137 - 139 (odd)
	Lakedale Road	Primary: 2A - 14 & 18 - 30 (even), 13 - 33 (odd)

Name	Street	Numbers
		Secondary: 35 - 57, 71 - 73(odd)
	Walmer Terrace	Secondary: 89
Thamesmead	Twin Tumps Way	Primary: western side (Cannon Retail Park)
	Joyce Dawson Way	Primary: 2 - 4a (even), 1 - 5 (odd) Secondary: 4b - 20 (even), 7 - 19a (odd)
	Aldi, site between Aldi and Iceland, Morrisons	Primary

Table 10 Local centre shopping frontages

Name	Street	Numbers
Abbey Wood	Wilton Road	Odd: 1 - 21
	Abbey Wood Road	183, 185, 185a
Blackheath Hill	Blackheath Hill	Odd: 1 - 13, Even: 2A - 6
	Greenwich South Street	Odd: 125 - 143, Even: 112 - 118
	Lewisham Road	Odd: 1 - 33
	Blackheath Road	Odd: 107 - 111, Even: 114 - 116
Charlton Village	The Village	Odd: 1 - 39, Even: 2 - 32
Herbert Road	Herbert Road	Odd: 1 - 43, Even: 2a - 16, 28a, 30 - 74
	Plumstead Common	Odd: 57, 59, 65 - 71, Even: 24, 28, 34 - 44
	Sandy Hill Road	Odd: 191
	Edge Hill	Odd: 1

Name	Street	Numbers
Mottingham (Mostly in LB Bromley)	Court Road	Odd: 275 - 281, Even: 276 - 288
	Mottingham Road	Odd: 77 -93
New Eltham	Footscray Road	Odd: 369 - 401, 405 - 413, Even: 334 - 380, 396 - 404
	Station Approach	All: 1-5
	Novar Road	Even: 4
Royal Standard	Charlton Road	Odd: 1
	Old Dover Road	Odd: 5 - 15, Even: 2 - 26
	Stratheden Parade	All: 1-15 &17
	Vanburgh Park	Odd: 43a & 47, Even: 44 - 48
	Westcombe Hill	Even: 156-168, 172-188 &192
Well Hall	Odeon Parade	All: 1 - 5
	Tudor Parade	All: 1 - 16
	Well Hall Parade	All: 12 - 20
	Well Hall Road	Odd: 53 - 69, Even: 134 - 172
Gallions Reach ⁽¹⁾	Thames Reach	All: Units 1-8 Princess Alice PHP

1. Note: Local centre is not yet fully developed

Table 11 Premises in neighbourhood parades

Name	Street	Numbers
Avery Hill	Avery Hill Road	Odd: 61 - 81, Even: 38 - 40, 42 - 48
Bexley Road	Bexley Road	Even: 152- 198
Brewery Road	Brewery Road	Odd: 1 - 15, Even: 2, 2a, 2b
	Waverly Road (corner)	Odd: 23 - 25

Name	Street	Numbers
Charlton Church Lane	Charlton Church Lane	Odd: 27- 47, Even: 10 - 12, 20-22, 44-70
Charlton Road	Charlton Road	Odd: 211 - 229
Charlton Road West	Charlton Road	Even: 58 - 60 & 64 - 78
Conway Road	Conway Road	Odd: 11 - 13, Even: 12 - 28
Court Road	Court Road	Even: 188 - 200
Eltham Common	Well Hall Road	Odd: 369 - 379, Even 416a, 416b - 436, 436a
Eynsham Drive	Eynsham Drive	Even: 164 - 178, 184 (cnr Penmon Road)
Frances Street	Frances Street	Odd 1-23, Even 4-6
Fiveways	Southwood Road	Odd: 129, 133 - 139, 143 (cnr Sidcup Road)
	Sidcup Road	Odd: 731 - 753, Even: 738 - 758
Hillreach	Hillreach	Odd: 55 - 57, Even: 50, 50a, 56, Woodman PH
Holbourne Road	Holbourne Road	Odd: 201, 203
	Whetstone Road	Odd: 91 - 95, 107, 109
Humber Road	Humber Road	Odd: 103 - 117
	Station Crescent	Odd: 1 - 5, 7, Even: 2 - 4
Rochester Way	Rochester Way	Even: 122 - 144
Kingsman Parade	Kingsman Parade	Even: 2 - 16, Greyhound PH
Leslie Smith Square	Leslie Smith Square	All: 1 - 7
McLeod Road	McLeod Road	Even: 70 - 84, 106 - 116
Middle Park	Newmarket Green	All: 1 - 17
The Mound	The Mound	Odd: 1 - 13, Even: 2 - 10
	William Barefoot Road	Even: 72 - 74, 96 - 102, 120 - 122

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Name	Street	Numbers
Plumstead Common	Plumstead Common Road	Odd: 117 - 127, 187 - 203, Even 122a - 142, 148 - 168, 182 - 184, 196 - 212
Plumstead High Street East	Plumstead High Street	Odd: 217 - 237, Even: 244 -254a, 260-266a
Plumstead Road	Plumstead Road	Odd: 137, 141 - 157, Even: 136 - 158a
Royal Hill	Royal Hill	Even: 16 - 26, r/o 26, 46, 52 - 56, 66, 70, 72, 76, 80, 86 - 94
Shooter's Hill	Shooter's Hill Road	Even: 168 - 202
The Slade	The Slade	All: 1 - 10
Southend Crescent	Eltham High Street	Odd: 251- 257, 261- 279
Swingate Lane	Swingate Lane	Odd: 141 - 155
Waterdale Road	Wickham Lane	Odd: 239 - 245, 251 - 263
	Kings Highway	79
Westhorne Avenue	Westhorne Avenue	Even: 546 - 562
Westmount Road	Westmount Road	Odd: 95 - 101b, Even: 92 - 132, 142 - 152
Wickham Lane	Plumstead High Street	Odd: 293 - 317
	Wickham Lane	Odd: 1 - 13, 25 - 27
Woolwich Road	Woolwich Road	Odd: 117 - 133, 139, Even: 22 - 46

4.4 Design and Heritage

"Greenwich's rich historic heritage ranging from the well known Maritime Greenwich World Heritage Site to the 20 diverse conservation areas will have been protected and enhanced. New development within Greenwich will have provided high quality architecture and urban design to achieve increased levels of safety and create an enhanced and more sustainable urban environment."

4.4.1 The quality of the environment affects residents, visitors and those who work in and travel through Royal Greenwich. It has an impact on Royal Greenwich's image, its economy, and the way Royal Greenwich is seen by the outside world as well as by those who live here. Higher standards of environmental quality and design are important in assisting the regeneration of Royal Greenwich and contributing to the quality of life. These are particularly important given the high level of development expected over the plan period.

4.4.2 The Greenwich Strategy recognises how the role of a high quality environment contributes to the health, safety and wellbeing of all communities and aims to make the most of Royal Greenwich's historic heritage.

Woolwich Royal Arsenal



STRATEGIC POLICIES

Policy DHI Design

All developments are required to be of a high quality of design and to demonstrate that they positively contribute to the improvement of both the built and natural environments. To achieve a high quality of design, all developments are expected to:

- i. provide a positive relationship between the proposed and existing urban context by taking account of:
 - topography, landscape setting, ridges and natural features;
 - existing townscapes, local landmarks, views and skylines;
 - the architecture of surrounding buildings;
 - the need to retain trees in line with Policy OS(f) and Policy OS(g);
 - the quality and nature of materials, both traditional and modern;
 - established layout and spatial character;
 - the scale, height, bulk and massing of the adjacent townscape;
 - architectural, historical and archaeological features and their settings;
 - the effective use of land;
 - the potential for a mix of uses;

- patterns of activity, movement and circulation particularly for pedestrians and cyclists;
 - the cultural diversity of the area; and
 - acceptable noise insulation and attenuation;
- ii. promote local distinctiveness by providing a site-specific design solution;
 - iii. demonstrate that the development contributes to a safe and secure environment for users and the public (See Policy CHI);
 - iv. achieve accessible and inclusive environments for all, including disabled people;
 - v. create attractive, manageable well-functioning spaces within the site;
 - vi. maximise energy conservation, through effective layout, orientation, use of appropriate materials, detailing and landscape design (also see Policy EI);
 - vii. benefit Royal Greenwich by helping mitigate and adapt to climate change;
 - viii. enhance biodiversity consistent with the Greenwich Biodiversity Action Plan;
 - ix. incorporate living roofs and/or walls in line with Policy E(f);
 - x. demonstrate on-site waste management including evidence of waste reduction, use of recycled materials and dedicated recyclable waste storage space;
 - xi. Demonstrate water efficiency and demand management measures;
 - xii. wherever possible, ensure building materials are responsibly sourced and minimise environmental impact;
 - xiii. demonstrate measures that reduce surface water flood risk and landscape the environment in a way that provides for permeable surfaces;
 - xiv. meet the requirements of Policy H5 for residential schemes;
 - xv. integrate with existing path and circulation networks and patterns of activity particularly for pedestrians and cyclists; and
 - xvi. for non-residential buildings in major developments, achieve a BREEAM rating of 'Excellent.'

Support

4.4.3 The Royal Borough attributes great importance to the achievement of high quality design that adds to the already high quality of Royal Greenwich's environment and to its distinctiveness. The above policy is a basis for achieving good urban design and provides a benchmark from which development proposals of all scales can be assessed.

Eltham Palace



4.4.4 For smaller scale developments, it is possible to demonstrate fulfilling most of the expectations of this policy through relatively simple measures. Applicants are encouraged to be creative and tailor their approach to the specific site in meeting the expectations and the Royal Borough will assess applications against this policy mindful of the scale and type of proposed development.

4.4.5 The Royal Borough will seek to preserve and enhance areas of recognised and valued character for Royal Greenwich and London as a whole, including historic landscapes, general landscapes, fine local and strategic views, open land, and wildlife habitats. Proposals that impact on the historic environment must describe the heritage asset affected and provide sufficient detail to understand the potential impact of the proposal on its significance. The Royal Borough will also encourage the integration of the historic environment into the existing environment and their role in the successful heritage-led regeneration of Royal Greenwich.

4.4.6 Developments should be designed to be inclusive for all and also contribute to safe and secure environments. Good quality design and layout of developments can provide a benefit to the health and well-being of the community by encouraging walking and cycling and reducing the fear of crime (See Policy CHI and London Plan Policy 7.3). Successful integration into existing movement networks is important in achieving this. Stairs in developments should always be easily accessible, clearly visible and conveniently placed for everyday use, even where there is also a lift, so that it is possible for them to be used as the principal means of travel for the able-bodied. Stair use is one of the most accessible means for many people to integrate physical activity into their daily lives and to therefore help to improve their health.

4.4.7 Development along and near the Thames frontage should have a design that is mindful of the maritime coastal nature of the river in Royal Greenwich, which differs significantly from its character in other parts of London. Development along and near the Thames frontage, where considered appropriate, also can and should pay homage to the heritage of industrial development.

4.4.8 Royal Greenwich is not of uniform character but is made up of areas with distinct identities and developments should reflect this. This policy allows for developments in the larger town centres such as Woolwich to be designed differently to those in the more suburban areas in the south. A high quality environment can be produced by careful design of townscape elements such as layout, massing, materials, safety, relationship of buildings to each other and their surroundings, accessibility, and treatment of spaces between buildings.

4.4.9 Development will need to be designed to be environmentally sustainable, including mitigating and adapting to climate change over its lifetime as appropriate. Measures such as appropriate layout and orientation, enhancing biodiversity, water efficiency, waste management and the integration of living roofs or walls (see Policy E(f)) can all contribute to a building's environmental sustainability.

4.4.10 The Biodiversity Action Plan (BAP) outlines plans to protect wildlife species native to Royal Greenwich as well as their habitats. It identifies a range of things that can be done to enhance biodiversity and developments of all scales can have an impact so should contribute to the enhancement of Royal Greenwich's biodiversity. As gardens constitute around a third of green space in London, small scale developments such as residential extensions can have a significant effect on biodiversity in Royal Greenwich as a whole. The priority habitats identified are: acid grassland and heathland; gardens; parks and green spaces; wasteland; waters' edge, rivers, ponds and wetland; and woodland. The priority species are: bat; black poplar; black redstart; hedgehog; stag beetle; and water vole.

4.4.11 There are not only environmental benefits to retaining trees, there can be great aesthetic value and they contribute positively to the street scene and overall urban environment of an area (see Policy OS(f)).

4.4.12 It is important to minimise levels of waste generated. Proposals that include provision for the reduction of waste, or the separation at source for recycling in terms of storage spaces and access for specialised vehicles will help to reduce damage to the environment. The Greener Greenwich SPD, which covers a range of sustainability matters, includes further detailed guidance on the management of waste during both the construction and operational stages of a development.

4.4.13 The type of building materials used in a development can significantly affect its environmental sustainability. Materials should be proven to be carefully sourced based on factors such as: the embodied energy from material processing and transportation; the thermal mass potential; the ability to be deconstructed at the end of the building's anticipated lifetime; and capitalising on any opportunities for responsible sourcing. The Greener Greenwich SPD contains further guidance on building materials.

4.4.14 Landscaping with permeable surfaces is an important aspect of design as it moves away from traditional piped drainage systems towards engineering solutions that mimic natural drainage processes. To implement these techniques effectively developers need to consider their use at the earliest possible stage. Surface water flooding occurs when the volume of water falling or flowing overwhelms the existing drainage capacity of a local area. It is difficult to pinpoint or predict when it will happen but developments can reduce the risk of surface water flooding through good quality design.

4.4.15 The Building Research Establishment's Environmental Assessment Method (BREEAM) is a widely used environmental assessment method for non-residential buildings (buildings other than housing). The aims of BREEAM are to: mitigate the life cycle impacts of buildings on the environment; enable buildings to be recognised according to their environmental benefits; provide a credible, environmental label for buildings; and stimulate demand for sustainable buildings. A development is assessed against a range of criteria

including responsible sourcing, water consumption and energy monitoring. The current rating benchmark for newly constructed buildings is to achieve an 'Excellent' rating which would see it in the top 10% of UK new non-domestic buildings. The Royal Borough expects all major developments to at least achieve 'Excellent' and will seek an 'Outstanding' rating wherever possible.

Policy DH2 Tall Buildings

Tall buildings may be appropriate in Woolwich Town Centre, Greenwich Peninsula, Greenwich Peninsula West, East Creekside, Charlton Riverside, Tamesis Point in Thamesmead, Thamesmead Town Centre, the area directly surrounding Abbey Wood train station, and 'the Hub' area surrounding Kidbrooke station. All other parts of Royal Greenwich are inappropriate for tall buildings.

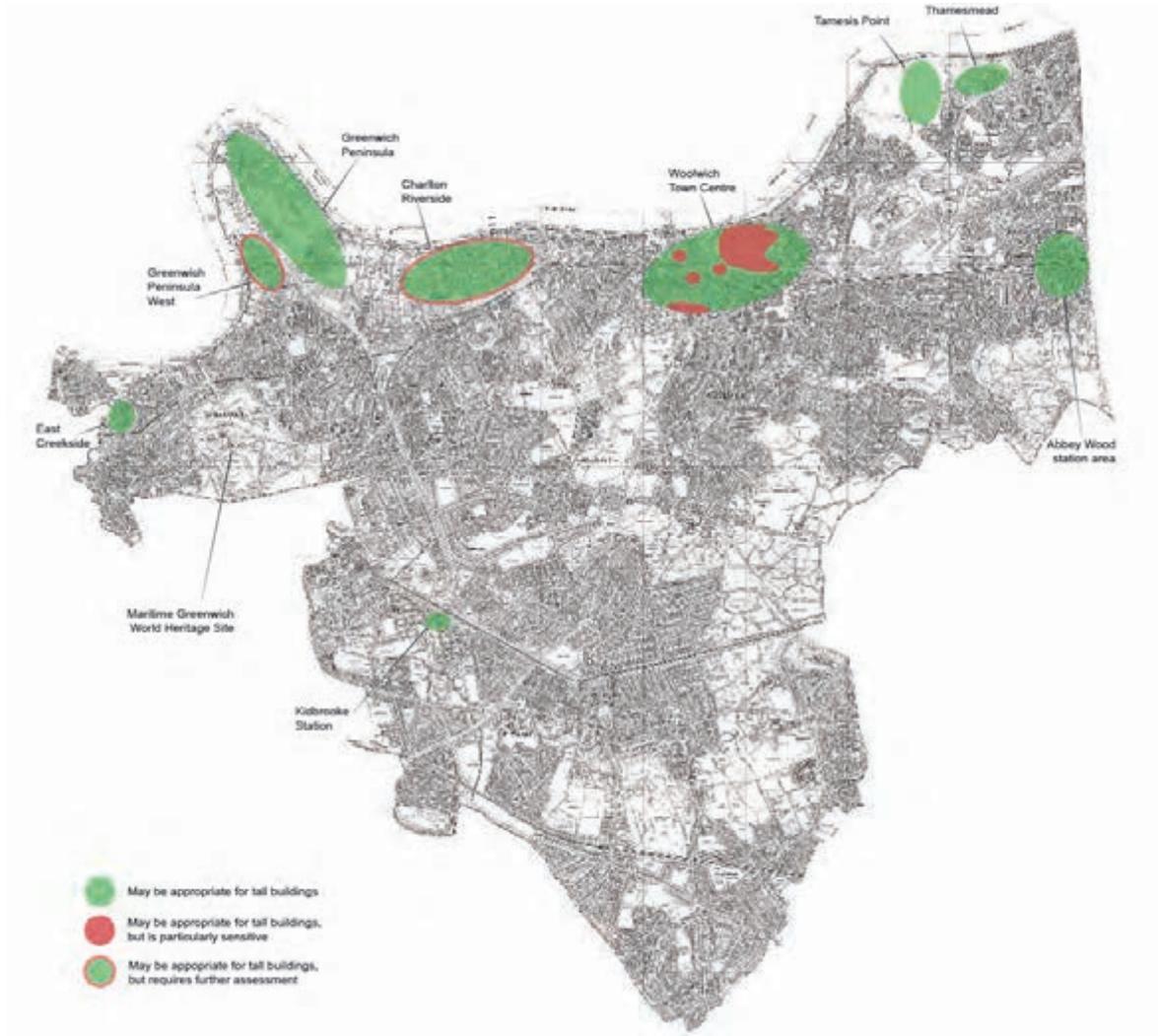
Support

4.4.16 This policy is consistent with 'Guidance on Tall Buildings' published jointly by English Heritage and CABI in 2007. A tall building is defined as any building, including all types of structures such as masts, pylons, chimneys etc, which is noticeably taller than its surroundings, has a significant impact on the skyline or is larger than the threshold size set for the referral of planning application to the Mayor. Importantly, what is considered tall in one area would not necessarily be considered tall in another.

4.4.17 Well designed tall buildings can potentially create landmarks for an area and the intensification of use that they provide can also act as a catalyst for regeneration. Tall buildings are one model for achieving higher densities and allow for the potential of sites to be optimised, hence their common location in town centres and near to major transport interchanges. However, they are not the only model and it should be remembered that some of the most highly dense developments are not necessarily 'tall.' They are also likely to have a greater environmental impact than other building types.

4.4.18 Woolwich Town Centre, Greenwich Peninsula, Greenwich Peninsula West, Charlton Riverside, East Creekside, Tamesis Point in Thamesmead, Thamesmead Town Centre, the area directly surrounding Abbey Wood train station and 'the Hub' area surrounding Kidbrooke station (as defined in the Kidbrooke Development Area SPD, 2008) may be appropriate for tall buildings. This does not mean that all tall buildings will be appropriate in these areas and any proposed tall building will still need to consider its impact on the existing character of the area. The Tall Buildings Assessment provides further information as evidence for the locations in this policy.

Figure 2 Areas where tall buildings may be appropriate (Source: Tall Buildings Assessment, RBG, 2011)



4.4.19 Within Woolwich Town Centre and East Creekside, there are certain areas that are more sensitive to tall buildings, where there are designated listed buildings and conservation areas contributing to the character of the areas and in their vicinity. Further detailed consideration should be given to the impact that tall buildings may have in these areas. Care must also be taken within Woolwich Town Centre to ensure that over-intensification of development does not occur.

4.4.20 For Tamesis Point, Thamesmead Town Centre and the area directly surrounding Abbey Wood train station, the Thamesmead and Abbey Wood SPD and Tripcock Point SPG provide detailed analysis of these areas and their potential for tall buildings, and these documents should be considered. They state that tall buildings would be acceptable as part of the Tamesis Point development, particularly within the northern and southern parts of the site, within Thamesmead Town Centre, with the requirement for a thorough masterplanning exercise. In Abbey Wood, the area directly surrounding Abbey Wood train station may be appropriate for tall buildings and the exact area where they are appropriate

will need to be defined through further analysis and will be dependent on the scale and type of development. This is based on supporting transport infrastructure improvements also being delivered.

4.4.21 Within Charlton Riverside, tall buildings may be appropriate as long as the appropriate public transport infrastructure is delivered to support these and sufficient consideration is given to any existing historic assets and distinctive character features. Within Greenwich Peninsula West, any development should consider its impact on the low-rise residential areas that lie to the south and views from the Maritime Greenwich World Heritage Site.

4.4.22 Applications for tall buildings will be assessed on the basis of the above policy, criteria set out in policy 7.7 of the London Plan and guidance provided by English Heritage and CABE, as well as the Core Strategy's other policies. Applications for tall buildings will need to include 'verified views' in the submission to aid assessment of the impact of the proposed development. Discussions should also be had with the PLA regarding a tall building's impact on the River Thames' navigational equipment.

4.4.23 All other parts of Royal Greenwich are considered inappropriate for tall buildings. Any development within these areas should refer to the other design and heritage policies within the Core Strategy. This includes taking account of the scale, height, bulk and massing of the adjacent townscape.

Policy DH3 Heritage Assets

The Royal Borough will protect and enhance the heritage assets and settings of Royal Greenwich, including the Maritime Greenwich World Heritage Site, preserving or enhancing the character or appearance of the 20 Conservation Areas, applying a presumption in favour of the preservation of statutory listed buildings and their settings, giving substantial weight to protecting and conserving locally listed buildings, protecting the three registered parks and gardens, as well as Royal Greenwich's archaeological remains and areas of special character.

Support

4.4.24 Royal Greenwich has a rich historic environment, both natural and built. Within Royal Greenwich, there is the Maritime Greenwich World Heritage Site (see Policy DH4), 20 Conservation Areas (see Policy DH(h)) and almost 1,000 Statutory Listed Buildings. There are also three historic gardens and parks, sites of ancient monuments and areas of special character. The control of development has to be seen in the context of the need to conserve and cherish this heritage whilst encouraging appropriate new development.

4.4.25 The historic areas of Royal Greenwich are inherently important in their own right and worth cherishing. But these areas can also act as a stimulus to inspire new buildings of imaginative and outstanding quality design that positively help to preserve or enhance the character and appearance of the area. This heritage should also be used as a feature of

regeneration, and enhancement of Royal Greenwich's heritage assets will also be encouraged, particularly those that are currently included on English Heritage's 'heritage at risk' list. It is important that Royal Greenwich's heritage is not viewed in isolation, but seen as contributing to the wider character of the area, considering how it helps to inform the overall character of a place, such as its impact on the local scale, established pattern of development, building form and materials. This includes Royal Greenwich's non-designated assets.

4.4.26 The Royal Borough's priority will be to protect and enhance its existing heritage, whilst using it as a stimulus and catalyst for regeneration in Royal Greenwich. This will be done via the preparation and regular review of character appraisals and management plans for conservation areas within Royal Greenwich, as well as the continued review of heritage at risk. Article 4 directions will also be considered where necessary. The Royal Borough will also continue to review the heritage protection that it gives, by considering the potential for new conservation areas to be designated, as well as regular updating of the local list. All development proposals that may affect any heritage asset will be required to:

- a. describe and assess the significance of the asset, including its setting to determine its historic or architectural interest;
- b. identify the impact of the proposed works on the significance of the asset; and,
- c. provide a clear justification for the works, especially if these would harm the asset or its setting, including why they are necessary or desirable.

The level of detail required should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposal on its significance, including its setting.

4.4.27 The Royal Borough will take into account matters such as the local scale, the established pattern of development and landscape, building form and materials. Conservation area character appraisals and management strategies have or are being prepared for all of Royal Greenwich's conservation areas.

Policy DH4 Maritime Greenwich World Heritage Site

The Royal Borough will protect and enhance the Outstanding Universal Values (the 'Values') of the inscribed Maritime Greenwich World Heritage Site (the 'Site'). Development within it should protect and enhance these Values. Development within the buffer zone (as defined on the Proposals Map) and setting should not adversely impact on those Values, including views to and from the Site.

Support

4.4.28 The Maritime Greenwich World Heritage Site was inscribed in 1997 under the 1972 World Heritage Convention in recognition of its outstanding and internationally significant universal value. Outstanding Universal Values were agreed in July 2013. The Statement of Outstanding Universal Values incorporates the Statement of Significance as agreed by the World Heritage Committee in 2008.

4.4.29 This policy is consistent with the Government's Circular on the Protection of World Heritage Sites (Circular 07/2009) and the associated English Heritage Guidance Note ⁽¹⁷⁾. The Circular states that it is essential that policy frameworks at all levels recognise the need to protect the "Outstanding Universal Value" of World Heritage Sites.

4.4.30 The Site has cultural significance which is so exceptional as to transcend national boundaries and makes this part of Royal Greenwich famous around the world. It comprises one of the finest and most dramatically sited architectural and landscape ensembles in the British Isles. It includes the historic centre of the town with the architectural masterpieces and designed landscape of the Old Royal Naval College, National Maritime Museum and extending outside the town centre to include the Royal Park. The strong historical association of the area with shipbuilding, seafaring, the navy, royalty and the measurement of time and distance, combine with the brilliant architectural expressions of them within a historic landscape, to make Royal Greenwich unique.

4.4.31 Change or development within the setting, including the buffer zone, of the Site are capable of having an adverse impact on the values. This applies particularly to tall buildings which may impact on views to and from the Site. Both the Site and the buffer zone, and much of the setting within Royal Greenwich, are also protected by Conservation Area designation.

4.4.32 The Royal Borough assigns high importance to sustaining Royal Greenwich's cultural and natural heritage for the benefit of present and future generations. The Maritime Greenwich World Heritage Site in particular provides a significant tangible benefit to the local economy and provides equally important enjoyment to both local residents and visitors to Royal Greenwich.

4.4.33 The Maritime Greenwich World Heritage Site Management Plan (2005) provides a framework for the activities that take place in the Site, whilst ensuring that they do not conflict with the need to protect the heritage qualities that make Maritime Greenwich such a special and unique place. It sets out aims and objectives for the Site and a programme of long and short-term actions. The Royal Borough is committed to implementing this plan and the next review of the Management Plan will also include an assessment of the Outstanding Universal Values.

DETAILED POLICIES

Policy DH(a) Residential Extensions

Proposals for rear, side and other additions (including basements) should be limited to a scale and design appropriate to the building and locality. They will need to meet the following criteria:

- i. Two storey extensions to the side of semi detached houses will not be permitted unless they are designed to avoid a ‘terracing effect’ in conjunction with adjacent extensions.
- ii. Flat roofs will not be accepted on side or rear extensions when they would be visible from the public highway.
- iii. All new roof extensions should be designed to respect the scale and character of the host building, the street scene and the surrounding area and respect the amenities of adjacent occupiers.

Support

4.4.34 Two storey side extensions to houses, including bedrooms over garages can have a significant impact upon the streetscene. The reduction in width or total loss of gap between properties can often create the impression of a continuous building frontage called “the terracing effect”. This effect can be out of character with the appearance of the area, where the dwellings were originally laid out as semi detached or detached properties.

4.4.35 Roof extensions should not have an adverse effect on the appearance of the building or street scene and should not detrimentally affect residential amenity. Inappropriately designed extensions can adversely affect residential amenity, privacy and outlook. For example, in areas where pitched roofs dominate, a pitched roof will also normally be required on a side or rear extension where it is visible from the public highway.

4.4.36 Any proposed detached buildings, such as outbuildings and garages, need to be designed to be subservient to the house and appropriate for the locality.

4.4.37 Regarding (ii), in exceptional circumstances where the predominant feature of the surrounding housing is for flat roof extensions, flat roofs may be considered for approval.

4.4.38 This policy may be able to be relaxed to enable a person with a disability to continue living in their own home. Where possible the Council would wish to exercise discretion in allowing an extension, for instance a ground floor bathroom and bedroom, to be added to a dwelling for the use of a person with a disability.

4.4.39 Further design guidance will be available in emerging Design Guidance for Residential Extensions SPD.

Policy DH(b) Protection of Amenity for Adjacent Occupiers

When determining applications for new developments, extensions or renovations of buildings, the Royal Borough will only permit an application where it can be demonstrated that the proposed development does not cause an unacceptable loss of amenity to adjacent occupiers by reducing the amount of daylight, sunlight or privacy they enjoy or result in an unneighbourly sense of enclosure.

Support

4.4.40 When the amount of daylight and sunlight that enters a property is impacted on by development, whether it be new build, raised decking or an extension to an existing property, it can adversely affect the adjacent occupier's enjoyment of their own home.

4.4.41 The outlook from a property and the sense of privacy need to be protected and the proposed development should not result in an unacceptable loss of amenity for adjacent occupiers.

4.4.42 Further design guidance will be available in the emerging Design Guidance for Residential Extensions SPD.

Policy DH(c) Telecommunications Development

Planning applications for telecommunications development will only be considered where:

- i. regard has been given a location a site which causes minimal visual impact subject to operational needs;
- ii. any proposal is sited, designed, coloured and landscaped so as to minimise visual impact on its setting and local environment;
- iii. the special character and appearance of the Maritime Greenwich World Heritage Site, Royal Greenwich's listed buildings, conservation areas and historic landscapes are preserved or enhanced;
- iv. the possibility of sharing facilities, such as site, masts, and erecting antennae on existing buildings or other structures has been fully explored and demonstrated;
- v. technologies to camouflage telecommunications apparatus have been fully explored; and
- vi. any proposal meets International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure.

Support

4.4.43 Modern telecommunications are an essential and beneficial element in the life of Royal Greenwich's residents and workforce. Telecommunications have the potential to contribute to sustainable development by enabling more people to work and carry out other functions from home, thus reducing the need to travel, traffic levels and pollution. However, the Royal Borough, and the Government, are concerned about the impact of telecommunications on the environment and the Royal Borough will seek to ensure that the townscape will not suffer an unnecessary proliferation of telecommunications structures and thus, a lowering of environmental quality.

4.4.44 Much minor telecommunications development is covered by permitted development rights and therefore does not require planning permission, although is subject to prior notification procedures. Such procedures allow the local planning authority to consider, within 56 days, the siting and appearance of the proposed development.

4.4.45 The Royal Borough realises that there are concerns about the health risks telecommunication masts may pose. The Stewart Report (2000), considered concerns about the health effects from the use of mobile phones, base stations and transmitters. It concluded that "the balance of evidence does not suggest that mobile phone technologies put the health of the general population at risk." However, while finding that the balance of evidence suggested no health risk, the group did recommend tightening planning control over mast erection. The report also states the possibility of harm cannot be ruled out with confidence and that the gaps in knowledge are sufficient to justify a precautionary approach to mobile phone technologies. It recommends compliance with International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure. Emissions from mobile phone base stations should meet ICNIRP guidelines for public exposure. Proposals for telecommunications masts will be required to demonstrate compliance with these guidelines. However, as a result of the Stewart Report, there are no grounds for additional planning controls on telecommunications masts on health grounds.

4.4.46 The benefits that telecommunications developments can bring are recognised and this policy seeks to allow such developments subject to criteria that aim to minimise the visual and environmental impact and to encourage the shared use of facilities.

Policy DH(d) Satellite Antennae

Satellite antennae must be sensitively positioned on buildings in order to minimise their impact on the environment. They are not considered acceptable on listed buildings where the character of the building is adversely affected. In conservation areas, satellite antennae are not normally acceptable when located on front or side walls or on chimneys, to buildings where they will be open to public view. New developments should examine methods of reducing the need for satellite antennae by introducing centralised facilities.

Support

4.4.47 The installation of satellite antennae can have an adverse visual impact on the facades of individual buildings and the overall townscape, particularly in residential areas, conservation areas, and on blocks of flats, where the cumulative effect can be particularly severe.

4.4.48 The 2008 CLG publication 'A Householder's Planning Guide for the Installation of Antenna, including Satellite Dishes' provides additional guidance for residents.

Policy DH(e) Shopfronts and Signs

The Royal Borough will require applications for planning permission for shopfronts and express consent for signs to take into account the following criteria:

- i. New shopfronts including fascias and signs should be designed to respect established proportions in the immediate area;
- ii. New shopfronts should not adversely affect highway and pedestrian safety;
- iii. The proposed replacement of traditional shopfronts should respect the features and proportions of the original shopfront, using traditional materials as far as possible. Modern materials may be acceptable where the appearance of a traditional shopfront can be created;
- iv. All new shopfronts must be accessible to people with disabilities. Where the proposed replacement of traditional shopfronts is concerned, this objective will be pursued where it is practicable;
- v. Where proposed, security grilles should be of the open mesh variety;
- vi. Externally located grilles or security shutters will not normally be acceptable on traditional and historic shopfronts, or in conservation areas; and
- vii. Illuminated fascias and external lighting will not be permitted where they affect the character of the building or the amenities of the adjacent area.

Support

4.4.49 Well-designed shopfronts and signs can contribute towards the overall environmental enhancement of an area. Where traditional shopfronts contribute to the character or appearance of an area, especially a conservation area, their retention and repair will be encouraged.

4.4.50 Security grilles can increase the fear of crime in an area so are not encouraged. Solid grilles over shopfronts are particularly inappropriate as they are perceived to make a street appear more dangerous, creating problems and fears about personal safety. Where grilles are required for the protection of a premises then the open mesh variety is considered more appropriate.

4.4.51 The Royal Borough has produced an Advice Note “Design Guidance for Shopfronts”, which provides additional guidance for shopfronts within Royal Greenwich. For shopfronts and signs within Greenwich Town Centre the Royal Borough has produced two design guidelines, “Design Guidance for Shopfronts in Greenwich Town Centre” and “Design Guidance for Shop Signs, Advertisements and Illumination in Greenwich Town Centre”. The "Greenwich Town Centre Colour Guidance Note" and "Greenwich Town Centre Streetscape Manual" also provide additional guidance on streetscape design for Greenwich.

Policy DH(f) Advertisements

The Royal Borough will normally give express consent for large posters or other advertisement displays provided they:

- i. Do not adversely affect the amenity of residential areas, open spaces, conservation areas or areas of special character and are not in a position where they would have an adverse effect on the setting of a listed building or the Maritime Greenwich World Heritage Site and its Outstanding Universal Values;
- ii. Harmonise with the scale and character of the surrounding area and are not fixed to flank walls where they would be unduly dominant; and
- iii. Do not adversely affect public safety including pedestrians and drivers.

Support

4.4.52 Advertisement displays are sometimes very appealing but can often be unsightly, detract from the character of an environment and have an adverse effect on the amenity of the area, particularly the sensitive locations identified in the policy. Their size can often look out of place with their surroundings and they are sometimes located where they are likely to create a road safety hazard.

4.4.53 Further information is available in 'Outdoor advertisers and signs: a guide for advertisers', which is a booklet published by Communities and Local Government in June 2007. It aims to explain how the system of advertisement control works in England.

Policy DH(g) Local Views

Planning permission will only be given for development which would not have a materially adverse effect on the overall perspective and essential quality of the Local Views as listed below and as identified on Figure 4:

1. Shooters Hill to Central London;
2. Shrewsbury Park towards the Lower Thames;
3. Castlewood towards S.E. London;
4. Eaglesfield Recreation Ground towards Bexley and the Lower Thames;
5. Eltham Park (North) to Central London;
6. Winns Common to the Lower Thames;
7. Thames side panorama from the Thames Barrier open space;
8. St. Mary's Churchyard towards Mast Pond Wharf and beyond;
9. Docklands panorama from the Wolfe Monument;
10. King John's Walk to Central London;
11. O2 from Central Park;
12. Wolfe Monument south towards the All Saints Church in Blackheath; and
13. Others as set out in the conservation area character appraisals.

Support

4.4.54 These views are an important element in the character of Royal Greenwich. All of these views are from publicly accessible spaces and offer panoramas and views of landmarks and water-space recognised for their contribution to the local built and natural environment. Inappropriately designed or sited buildings or structures within the views can have an adverse impact on the quality of the view. Proponents of development within these views should consider the impact on heritage assets in line with English Heritage Guidance ⁽¹⁸⁾ Figure 3 is indicative only but shows that most of the views are towards the Thames, highlighting the river's importance to the character of Royal Greenwich. Several views extend beyond the

18 Seeing the Heritage in the View: a method for assessing heritage significance within views (May, 2011)

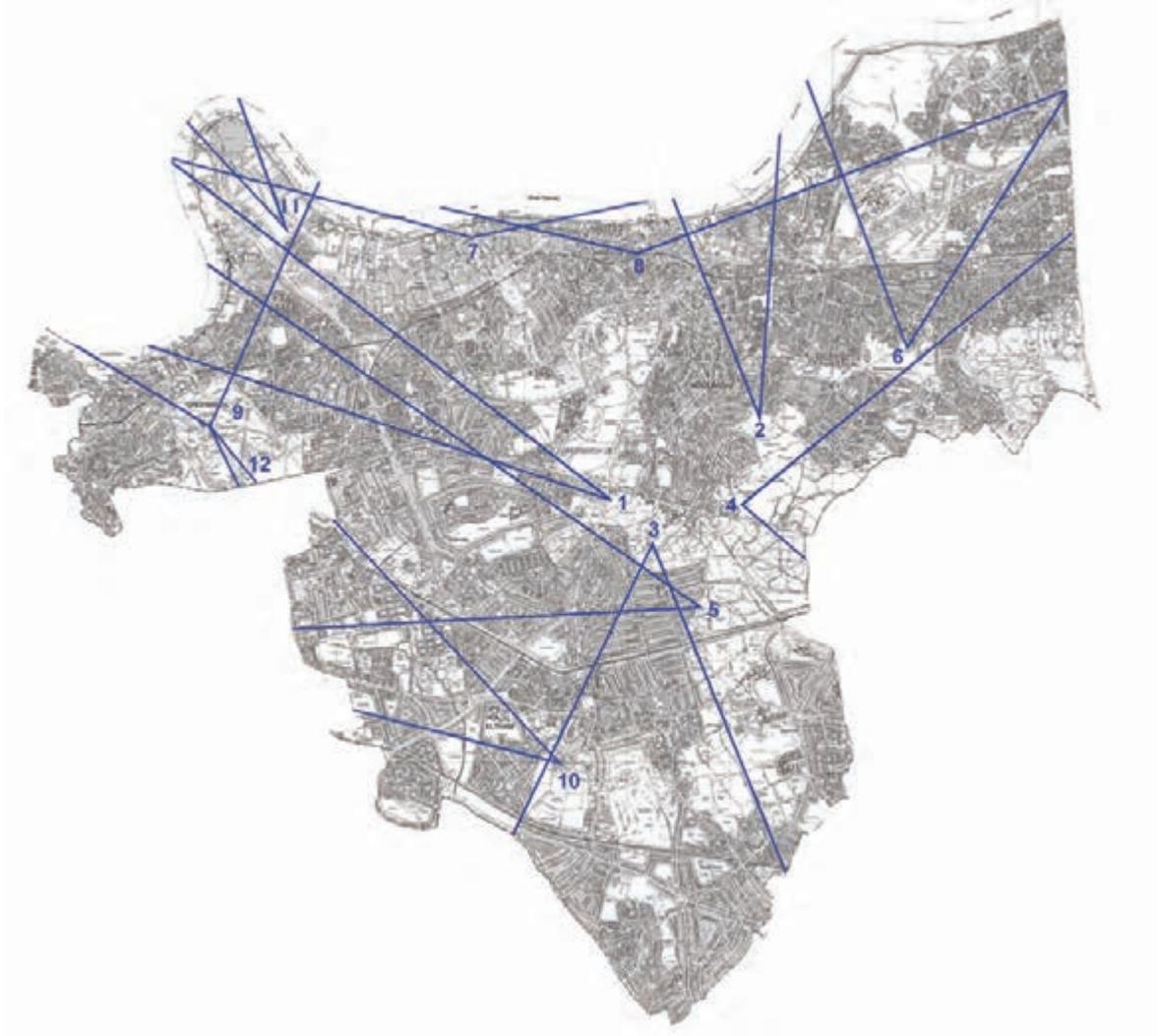
borders of Royal Greenwich, including the views from Shooters Hill and King Johns Walk towards central London (views 1 & 10) and the view from Eaglesfield Recreation Ground towards Bexley and the Lower Thames (view 4).

4.4.55 The Docklands panorama from Wolfe Monument (view 9) and the view from Wolfe Monument south towards the All Saints Church in Blackheath (view 12) are part of Wren's original Grand Axis of views. At its fullest extent the Grand Axis, which forms the centre of the great composition extended north to St Anne's church at Limehouse and south to All Saint's church on Blackheath. The view of the former was lost with the commercial development of Docklands in the late twentieth century, which obscured the view. The Grand Axis still however forms the key part of the composition, the view from the Wolfe statue and also from Island Gardens. ⁽¹⁹⁾

4.4.56 Other smaller views are, and will continue to be, identified in the conservation area character appraisals for Royal Greenwich's conservation areas (see the Royal Greenwich website for the latest information on the production of the conservation area character appraisals). These are key contributors to the significance of conservation areas as designated heritage assets and potential developments should ensure that these are not inappropriately harmed.

19 Important Views and Tall Buildings, 2006

Figure 3 Local Views in Policy DH(g)



Strategic Views

4.4.57 The panorama views to central London from both Greenwich Park and Blackheath Point are two of the 26 designated views that are required to be protected by the London Plan. Specific policies are not needed for these in this document as the London View Management Framework Supplementary Planning Guidance (2010) sets out management plans for the designated views. It also provides a detailed description of the protected vista from General Wolfe Statue in Greenwich Park to St Paul's Cathedral. Also relevant, although not wholly in Royal Greenwich, is the protected townscape view from Island Gardens on the northern bank of the Thames across the river towards the Royal Naval College.

Policy DH(h) Conservation Areas

i) Character and Setting

Planning permission will only be granted for proposals which pay special attention to preserving or enhancing the character or appearance of the Conservation Area. The local scale, the established pattern of development and landscape, building form and materials will all be taken into account. Development on sites in the vicinity of a Conservation Area and which would have a visual effect on its character or appearance, should respect the setting of that area.

ii) Article 4 Directions

Where the character or appearance of a Conservation Area is threatened by inappropriate development, the Royal Borough will seek to control these through the use of Article 4 Directions.

iii) Protection of Buildings

Demolition of buildings and structures that positively contribute to the character or appearance of a Conservation Area will be resisted. Conservation Area consent for the demolition of buildings will be given only when planning permission has been granted for redevelopment that complies with the character and setting requirements of this policy. When demolition is permitted, it will be subject to the building remaining until a contract for redevelopment is awarded and the timescale for implementation is agreed.

Support

4.4.58 Royal Greenwich's 20 conservation areas each have special qualities and character which could be adversely affected by inappropriate development. Definitions of special interest for each of the conservation areas are included in the conservation area character appraisals. Thirteen conservation area character appraisals are currently adopted. Where there is no adopted character appraisal in place, the Royal Borough would encourage developers to submit character statements that demonstrate the impact of the development upon the character and appearance of the conservation area.

4.4.59 Applications for the erection of buildings within conservation areas should in most cases be submitted in full. Where outline applications are appropriate, they will normally be required to provide details of siting, design and means of access.

4.4.60 Article 4 Directions will be used to control changes to the appearance of buildings and their settings that would otherwise not require planning permission and which might cumulatively harm the character or appearance of the area e.g. window replacement. Article 4 Directions have been issued for West Greenwich (Randall Place & Churchfields), Progress Estate, Ashburnham Triangle, Shrewsbury Park Estate, East Greenwich, Rectory Field, and Trenchard Street. An Article 4 Direction has also been issued regarding the painting of commercial buildings in Greenwich Town Centre.

4.4.61 Conservation areas contain a number of buildings which are not listed but do contribute to the character or appearance of the area and are worthy of retention. The policy also enables the Royal Borough to assess the comparative quality of existing and proposed development and ensure that new development will enhance the character and appearance of the conservation area, and help to reveal its significance. This includes not only the individual buildings, but also the streets, spaces, patterns, views, vistas, uses and trees, which contribute to the special character or appearance of that conservation area.

Policy DH(i) Statutory Listed Buildings

i) Protection of Listed Buildings

There will be a presumption in favour of the preservation of listed buildings. Listed building consent will only be granted for demolition in exceptional circumstances, and will be assessed against the following criteria:

1. The condition of the building and the cost of repairs relative to its importance.
2. The adequacy of efforts made to return the building to use.
3. The merits of alternative proposals for the site.

ii) External or Internal Alterations

Proposals for external or internal alterations or additions to Listed Buildings should respect the integrity of the buildings and harmonise with their special architectural or historical character. Where consent is required for internal alterations, features of interest should be respected and left in-situ wherever possible.

iii) Changes of Use

Proposals for changes of use of Listed Buildings will only be granted planning permission if it is no longer in its original or other established historic use and the new use is beneficial to the building and is compatible with its character and features of historic interest. Such a change of use should not conflict with other policies in the Core Strategy.

iv) Setting and Proportion

Proposals for development which would detract from the setting and proportions of a Listed Building or group will be resisted.

Support

4.4.62 Listed Buildings make an important contribution to the townscape of Royal Greenwich and the Royal Borough attaches great importance to their protection and preservation. Any application for substantial demolition will be required to follow the guidance for demolitions as detailed in the National Planning Policy Framework at paragraph 132.

4.4.63 Repairs and alterations, even on a small scale, can jeopardise the architectural integrity of a building. The Royal Borough will need to be satisfied that any such works will not lead to this result. Applications for listed building consent should be accompanied by plans to scale, indicating all the proposals in detail, including elevational drawings where appropriate, to clearly show the development in the context of the street scene.

4.4.64 The use for which some listed buildings were originally designed is sometimes no longer tenable. If buildings in this situation are left empty there is a danger they will fall into disrepair. The Royal Borough will aim to ensure that neglected listed buildings are appropriately repaired and reused. In order to secure their continued beneficial use, other plan policies may be applied more flexibly should the individual circumstances dictate.

4.4.65 The setting of a listed building can be fundamental to its character and appearance and often forms part of its original design and layout.

Policy DH(j) Locally Listed Buildings

In considering proposals affecting buildings on the Local List of Buildings of Architectural or Historic Interest, substantial weight will be given to protecting and conserving the particular characteristics that account for their designation. Consequently, proposals for the demolition or unsympathetic alteration of locally listed buildings will be strongly discouraged.

Support

4.4.66 Whilst not benefiting from the same degree of protection afforded to statutory listed buildings, locally listed buildings are an important part of Royal Greenwich's built heritage and consequently every effort will be made to ensure their long term retention, maintenance and use. Where these buildings are located within a Conservation Area, Policy DH(h) will also apply.

4.4.67 The Local List will be updated on a regular basis and is available on the Royal Greenwich website.

Policy DH(k) Thames Policy Area

The Royal Borough will seek a high quality of design respecting the special character of the River Thames within the Thames Policy Area defined on the Proposals Map. Proposals within the Area will be expected to:

- i. Develop and enhance the area's links with the river, and contribute to the completion of a continuous public riverside footpath and cycleway (see Policy DHI and IM4);

- ii. Incorporate sustainable modes of passenger, freight and tourist transport, including river transport, as appropriate;
- iii. Consider strategic and local views DH(g);
- iv. Protect and enhance the river and its foreshore for wildlife and nature conservation, avoid encroachment other than for river dependent uses and contribute positively to the improvement of the local environment; and
- v. Protect the integrity of existing flood defences to minimise flood risk (also see Policy E2 and E3).

Support

4.4.68 The London Plan states that relevant London boroughs must designate a Thames Policy Area, identify detailed boundaries and prepare character appraisals of the river and its environs. Royal Greenwich's Thames Policy Area boundaries have been defined in consultation with neighbouring local authorities. Developments within Royal Greenwich's Thames Policy Area should be of a high quality design, integrated into the existing pattern of development and consider existing ecology, open spaces, transport and recreation.

4.4.69 Development along and near the Thames frontage should have a design that is mindful of the maritime coastal nature of the river in Royal Greenwich, which differs significantly from its character in other parts of London. Development along and near the Thames frontage, where considered appropriate, also can and should reflect the heritage of industrial development.

4.4.70 Encroachment into the Thames or Deptford Creek, including its banks and foreshore, should be avoided as the progressive narrowing of a river channel increases the likelihood of flooding and can destroy the essential habitats and food sources for fish, birds and other wildlife. It can also mar the visual character of the water space. The only exception to this policy will be where the applicant can demonstrate a requirement for river-dependent use such as for water-borne transport. Waterfront locations should be viewed as opportunity sites for landmark buildings and design innovation, and this should be reflected in the choice of quality materials.

Policy DH(l) Areas of Special Character

Within Areas of Special Character defined on the Proposals Map, special consideration will be given to the safeguarding, restoration and enhancement of character, scale and quality of open spaces and associated buildings. Skylines and distant views both to and from the Areas of Special Character will be protected.

Support

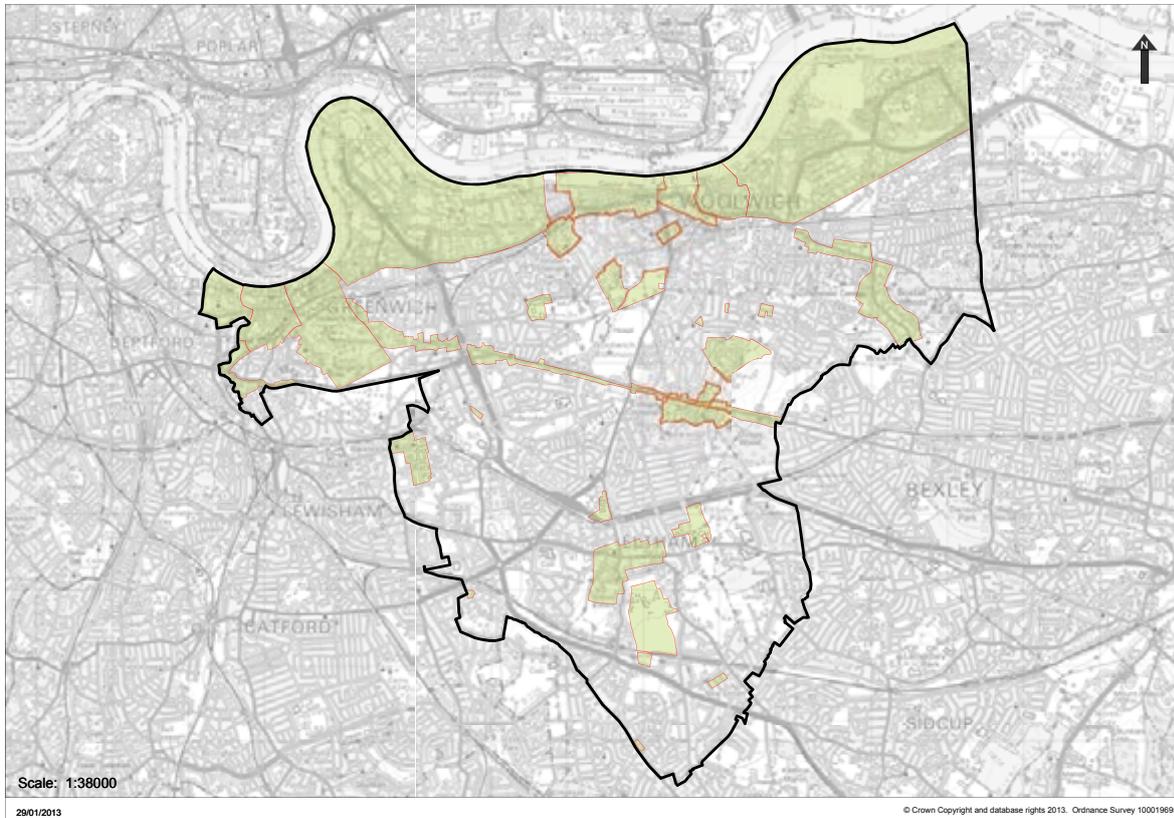
4.4.71 Areas of Special Character are areas that form a key part of the landscape character of Royal Greenwich. They are defined on the Proposals Map and the policy seeks to ensure development proposals do not adversely affect their character. In Greenwich, Areas of Special Character include Shooters Hill Golf Course, Eltham Park, Woolwich Common, and Avery Hill.

Policy DH(m) Archaeology

The Royal Borough will expect applicants to properly assess and plan for the impact of proposed developments on archaeological remains where they fall within 'Areas of High Archaeological Potential (AHAPs)' as shown on Figure 5. In certain instances preliminary archaeological site investigations may be required before proposals are considered. The Royal Borough will seek to secure the co operation of developers in the excavation, recording and publication of archaeological finds before development takes place by use of planning conditions/legal agreements as appropriate.

At identified sites of known archaeological remains of national importance, including scheduled monuments, there will be a presumption in favour of the physical preservation of the remains in situ and to allow for public access and display and to preserve their settings. For sites of lesser importance the Royal Borough will seek to preserve the remains in situ, but where this is not feasible the remains should either be investigated, excavated and removed from the site, or investigated, excavated and recorded before destruction. Appropriate conditions/legal agreements may be used to ensure this is satisfied.

Figure 4 Areas of High Archaeological Potential



Support

4.4.72 There are many heritage assets with archaeological interest in Royal Greenwich that are not currently designated as scheduled monuments, but which are of demonstrably equivalent significance. The absence of designation does not indicate lower significance so it is important that this policy is in place requiring investigations and excavations at sites where appropriate.

4.4.73 The 'Areas of High Archaeological Potential: Appraisal' by English Heritage (published by the Royal Borough in February 2012) provides a detailed assessment, identifying the particular significance of the individual AHAPs. In the light of changes in Planning Guidance and emphasis placed upon local identity and local development framework strategies there is a clear need for the historic assets to be duly recognised and their significance and value quantified.

Policy DH(n) Floating Vessels

Proposals to moor temporary or permanent floating vessels on the Thames, including the use of any additional areas to service or support activities on a moored vessel must:

- sympathetically relate to historic waterfront and riverside areas;
- positively contribute to the river's life and scene;

- not compromise existing or potential river transportation or wharfage operations; and
- not unduly impact on the river and its foreshore including through ecological disruption, pollution, navigation, hydrodynamics and noise.

Support

4.4.74 The Royal Borough recognises the fact that the Thames riverfront in Royal Greenwich may provide opportunities for the mooring of floating vessels. The riverside has a number of disused jetties and moorings and Royal Greenwich has a rich maritime history that has the potential to be enhanced by moored vessels.

4.4.75 The River Thames is an important recreational and amenity resource and is integral to the setting of historic areas, including the Maritime Greenwich World Heritage Site. Historical sections of the river are not suitable for the mooring of vessels, unless they are of related historic character and do not obscure important riverside setting and historic views, as well as riverside paths. Proposed uses should contribute positively to the river's life and scene and be orientated towards the public enjoyment of the river. Uses that allow public access to the vessel and encourage public use of the riverside will therefore be encouraged.

4.4.76 This policy seeks to minimise and avoid conflicts between moored vessels and other river uses. The main use of the river Thames in Royal Greenwich is for passenger and freight transport, including wharfage operations and waterway support infrastructure, providing important employment generating activities.

4.5 Open Space

"Royal Greenwich's open spaces, ranging from Greenwich Park in the north west to Avery Hill Park in the south east, and the South East London Green Chain, will continue to make a significant contribution to biodiversity and the quality of life in Royal Greenwich. Use of, and links between, open spaces will have been improved and new open spaces integrated with new development.

4.5.1 Royal Greenwich has an extensive and varied provision of open space and recreational facilities. Open space constitutes 30% of Royal Greenwich's total area. The provision of open space such as at Eltham Common and Greenwich Park contributes to a high quality, attractive environment and has many positive functions. Open space improves the quality of life of those who live, work in and visit Royal Greenwich. It provides wildlife habitats and enhances biodiversity and also offers opportunities for leisure and recreation activities and participation in sports and activities which can help to improve the health and well being of residents.

Greenwich Park



4.5.2 Royal Greenwich's green infrastructure is a major resource that needs to be protected, improved and made greater use of to ensure that its full potential is realised. Future development growth should result in new and enhanced provision of publicly accessible open space and recreation facilities. 'Greener Greenwich' is one of the themes of the Greenwich Strategy which aims to enhance our position as a green borough, ensuring that green spaces remain accessible and our natural biodiversity is conserved.

STRATEGIC POLICIES

Policy OSI Open Space

Safeguard, enhance and improve access to existing public and private open space, including Metropolitan Open Land, Green Belt, Green Chain and Community Open Space, as defined on the policies map, and other small open spaces such as Local Green Spaces.

Support

4.5.3 The high level of growth will create increasing competition for land in Royal Greenwich to use for housing, transport infrastructure and other types of developments. Our open spaces are therefore under increasing pressure and must be protected to ensure that residents and visitors continue to benefit from them. Royal Greenwich's open spaces are highly valued by residents and the open space network is one of the features that

residents like most about Royal Greenwich ⁽²⁰⁾. The heritage value of Royal Greenwich's open spaces should also be considered, including the various registered historic parks and gardens.

4.5.4 The National Planning Policy Framework includes the requirement for local planning authorities to base planning policies on robust and up-to-date assessments of the need for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required. These assessments have been carried out as part of the Open Space Study. The Royal Borough's Open Space Strategy is currently being prepared and will aim to ensure that open space will continue to make a significant contribution to the quality of environment and life of those who live in, work in, learn in and visit Royal Greenwich.

4.5.5 In addition to protecting open spaces it is also necessary to enhance some of Royal Greenwich's open spaces. The Open Space Strategy will identify open spaces and parks that are in need of improvement. As well as a recreational resource, open spaces are also important for the rich biodiversity (Refer to Policy OS4) of Royal Greenwich.

4.5.6 The development growth in Royal Greenwich will increase demand for open space. Significant growth will occur on the Greenwich Peninsula with over 10,000 dwellings. Strategic open spaces, including Central Park and Southern Park, are already in place on the Peninsula.

4.5.7 Open spaces are a recreational resource and provide opportunities for residents to participate in sport and leisure activities as well as the opportunity to improve the health and well being of residents. As a host borough for the Olympic and Paralympic Games in 2012, Royal Greenwich has taken an opportunity to create a sporting legacy that could benefit residents for years to come. The Olympic Games provided a chance to generate interest in sports and promote increased participation in physical activity, including cycling.

4.5.8 The small area of land comprising the grounds of Stonefields, New Eltham is defined as Green Belt land (see London Plan Policy 7.16). The same level of protection afforded Green Belt land in London Plan Policy 7.16 can also be applied to any areas identified as 'Local Green Space'.

Policy OS2 Metropolitan Open Land

All Metropolitan Open Land as defined on the proposals map will be maintained and its open character protected from inappropriate development. The following uses are considered generally appropriate within Metropolitan Open Land unless they would result in an adverse change to the character of the land:

- Public and private open space

- Open air recreational uses, sports grounds and playing fields;
- Agriculture and woodlands;
- Open water features;
- Golf courses;
- Allotments;
- Large grounds attached to educational facilities and institutions;
- Cemeteries and associated crematoria; and
- Nature conservation.

Support

4.5.9 There is a swathe of Metropolitan Open Land (MOL) running through the central, eastern and southern parts of Royal Greenwich including Bostall Woods, Avery Hill Park and Woolwich Common. These large expanses of MOL are of strategic importance, providing breaks in the built environment, preventing urban sprawl and keeping land permanently open.

4.5.10 London Plan Policy 7.17 (Metropolitan Open Land) gives the strongest protection to MOL and states that inappropriate development should be refused except in very special circumstances. In accordance with the London Plan, the Royal Borough safeguards open land of Metropolitan importance from built development and aims to maintain its structural contribution in providing a visual break to the built up areas of London. Policy OS2 sets out the uses that the Royal Borough accepts as appropriate for MOL, which will not impact on the openness of the land.

4.5.11 Whilst there is a presumption against built development on MOL, it is accepted that some limited built development that is ancillary and essential to an appropriate use may be needed for the effective operation of such uses. The criteria for such development are set out in Policy OS(a). The boundaries of MOL will be reviewed as part of the preparation of the Site Allocations local plan.

Policy OS3 South East London Green Chain

Areas of Metropolitan Open Land (MOL) forming part of the South East London Green Chain as defined on the Proposals Map and the associated Green Chain Walk will be promoted and enhanced as an accessible, regional and local outdoor recreational resource and visual amenity.

Support

4.5.12 MOL forming the Green Chain comprises over 300 public and private open spaces, largely in recreational use, which extend in a 20 mile, virtually continuous arc through the boroughs of Bexley, Royal Greenwich, Lewisham, Bromley and Southwark. The Green Chain contains numerous types of open spaces, including historic parks, ancient woodlands, allotments and commons. There is a Management Plan for the future of the Green Chain.

4.5.13 The Green Chain is home to a network of over 50 miles of signposted footpaths. The Green Chain Walk begins at three points along the River Thames; two of these start points are in Royal Greenwich. Climbing up from the Thames through Lesnes Abbey and Woolwich Common, the three paths converge at Shooter's Hill and descend towards Eltham, eventually ending at Crystal Palace Park. The Green Chain Walk is an important environmental, recreational and educational resource of regional significance that should be promoted and enhanced for the benefit of those who live in and visit Royal Greenwich.

4.5.14 The London Plan identifies the Green Chain Walk as one of six strategic walking routes in London. The Green Chain Walk also forms part of the Capital Ring which is a 72 mile orbital path in London.

Biodiversity

Policy OS4 Biodiversity

Royal Greenwich's rich biodiversity and geodiversity will be protected, restored and enhanced, including the priority habitats and species identified in the Greenwich Biodiversity Action Plan. There will be a presumption against the development of:

- Sites of Special Scientific Interest (SSSI) (as shown on the Proposals Map)
- Sites of Importance for Nature Conservation (SINC) (as defined on the Proposals Map and set out in tables 12-15);
- Local Nature Reserves (LNR) (as shown on the Proposals Map and set out in tables 12-15);
- Royal Greenwich's Regionally Important Geological and Geomorphological Site(RIGS): Dog Rocks in Plumstead Common; and
- Royal Greenwich's Locally Important Geological and Geomorphological Sites (LIGS): Bleak Hill Sandpits and Wickham Valley Brickworks complex

Biodiversity enhancements will be encouraged particularly in areas that are currently deficient in accessible wildlife sites.

Support

4.5.15 Royal Greenwich has two Sites of Special Scientific Interest at Gilbert's Pit and Oxleas Wood; 55 Sites of Importance for Nature Conservation; and is home to a variety of plants and animals including a number of rare species such as stag beetles and great crested newts.

4.5.16 Retaining areas of natural habitat is important to enable the protection of rare and at risk species of plants and animals. Biodiversity has significant intrinsic value and should be conserved for its own sake. Many natural features and habitats cannot easily be created elsewhere and should be conserved where they are found.

4.5.17 In addition to its intrinsic value, Royal Greenwich's biodiversity also has functional benefits. Retaining and enhancing biodiversity mitigates the risk of flooding. Vegetation helps to slow water run-off and allows water to permeate the ground better than paved areas, reducing the risk of flooding from rivers. Vegetation can also help to reduce the impacts of the urban heat island effect.

4.5.18 Access to wildlife is important for those who live in Royal Greenwich. It provides an opportunity to learn about the natural environment and wildlife, enhancing their environmental knowledge. The Greenwich Environmental Curriculum Centre in Eltham promotes environmental and outdoor education and is extensively used by local schools. The nine acre site provides a diverse range of habitats to study and enjoy. There is also an environmental interpretation centre at Deptford Creek.

4.5.19 Policy OS4 supports the Royal Borough's Biodiversity Action Plan (BAP) 2010, which aims to secure the conservation, enhancement and public appreciation of the biodiversity in Royal Greenwich. The BAP sets out action plans for priority species and habitats.

4.5.20 Gardens are an important element of green space in Royal Greenwich and provide an opportunity for residents to conserve and enhance biodiversity. Gardens are identified as one of the priority habitats in the Greenwich BAP.

4.5.21 Gilbert's Pit at Charlton is an important Geodiversity site which is designated as an SSSI. It is an area of gravels, sands and clays which were deposited approximately 55 million years ago. It offers an opportunity to understand past environments, changing climate and gives an insight into life 55 million years ago and should therefore be protected and enhanced.

4.5.22 Dog Rocks is a small site in Plumstead Common of large boulders of Harwich Formation. The boulders consist of rounded flint pebbles with a calcareous cement and should be protected. Bleak Hill Sandpits is the remains of three quarrying pits, similar in geology to Gilbert's Pit. Wickham Valley Brickworks complex is already largely developed on, but the cliff at the southern edge is worth protecting. ⁽²¹⁾

DETAILED POLICIES

Policy OS(a) Development in Metropolitan Open Land

Small scale built development which has a primary function for a purpose ancillary and essential to an appropriate use as stated in Policy OS2 may be permitted providing the following criteria are met.

- i. The design, scale, massing, siting and landscaping of the proposal should relate sensitively to other buildings on the site, to those on adjoining sites and to the character of the surrounding open land. The proposal should not be visually intrusive and should have minimal impact upon the nature of the area;
- ii. The proposal is not within a defined site of nature conservation importance nor will it prejudice the ecological or amenity significance of the area;
- iii. The proposal must not result in the enlargement or creation of an area of public open space deficiency; and
- iv. The proposal shall not result in a significant increase in vehicular traffic to the site and any provision for parking shall not dominate or fragment the site.

Proposals for a change of use of an existing building, which is in a use ancillary to that of the surrounding open space, to a non ancillary use will not normally be permitted.

Proposals for redevelopment, extension or change of use of existing built development whose primary function is not ancillary to the use of adjoining open land will be controlled in accordance with the criteria set out above and any replacement building should not exceed the ground floor area or height of those existing on the site. There will be a presumption against extensions to existing buildings unless it can be demonstrated that any such development would be modest in scale and not be visually intrusive or have any adverse effect on the character of the surrounding Metropolitan Open Land (MOL).

Special consideration will be given to development proposals on land fringing, abutting or otherwise having a visual relationship with MOL where development could be detrimental to its visual amenity, character or use. Possibilities for opening up visual links and green corridors, or creating new access points into or between open land area will be pursued.

Support

4.5.23 There is a presumption against built development in MOL. However it is accepted that some development that is ancillary and essential to an appropriate use may be required to ensure the effective operation of such uses.

4.5.24 In some cases MOL includes substantial amounts of built form such as schools, colleges, hospitals, halls of residence and large houses all set in large grounds but whose primary function is not ancillary to the use of the open land. Whilst it is recognised that some limited development may be warranted to enable the proper functioning of these buildings to continue, their nature and prominent or sensitive location is such that any significant extension, further development or intensification of use of such buildings could conflict with the objectives of maintaining and enhancing the character of MOL.

4.5.25 Development, redevelopment or extensions on land adjoining or relating visually to Metropolitan Open Land could have an impact on the appearance, character and use of the open spaces, and proposals need to be assessed accordingly. In particular there are many residential properties with large gardens abutting the MOL boundary which the Royal Borough would wish to see retained as a buffer between built development and open land and ensure views to and from are protected.

Policy OS(b) Community Open Space

New buildings and extensions to existing buildings in Community Open Space will only be permitted where they are ancillary to the existing land use, are limited in size and extent, are sensitively sited and are compatible with neighbouring development. Where existing built development within parks and public open spaces becomes surplus to demand, the Royal Borough may allow these buildings to be redeveloped for specialist sporting development.

Special consideration will be given to development proposals on land fringing, abutting or otherwise having a visual relationship with MOL where development could be detrimental to its visual amenity, character or use.

Support

4.5.26 The numerous public and private open spaces within the built up areas of Royal Greenwich not defined as Metropolitan Open Land provide important functions for the local and wider community and need to be safeguarded equally from built development pressures. Community Open Spaces comprise a variety of uses, including local parks, playing fields, sports grounds, allotments etc and they do not all have general public access. In every case they fulfil specific functions for the local or wider community and constitute welcome open breaks within the built up area, contrasting with the overall built environment. However, many of the Royal Greenwich's parks and public open spaces contain derelict or under used buildings which could be used to provide better recreational facilities and act as a catalyst for the improvement of the surrounding open spaces.

Policy OS(c) Public Open Space Deficiency Areas

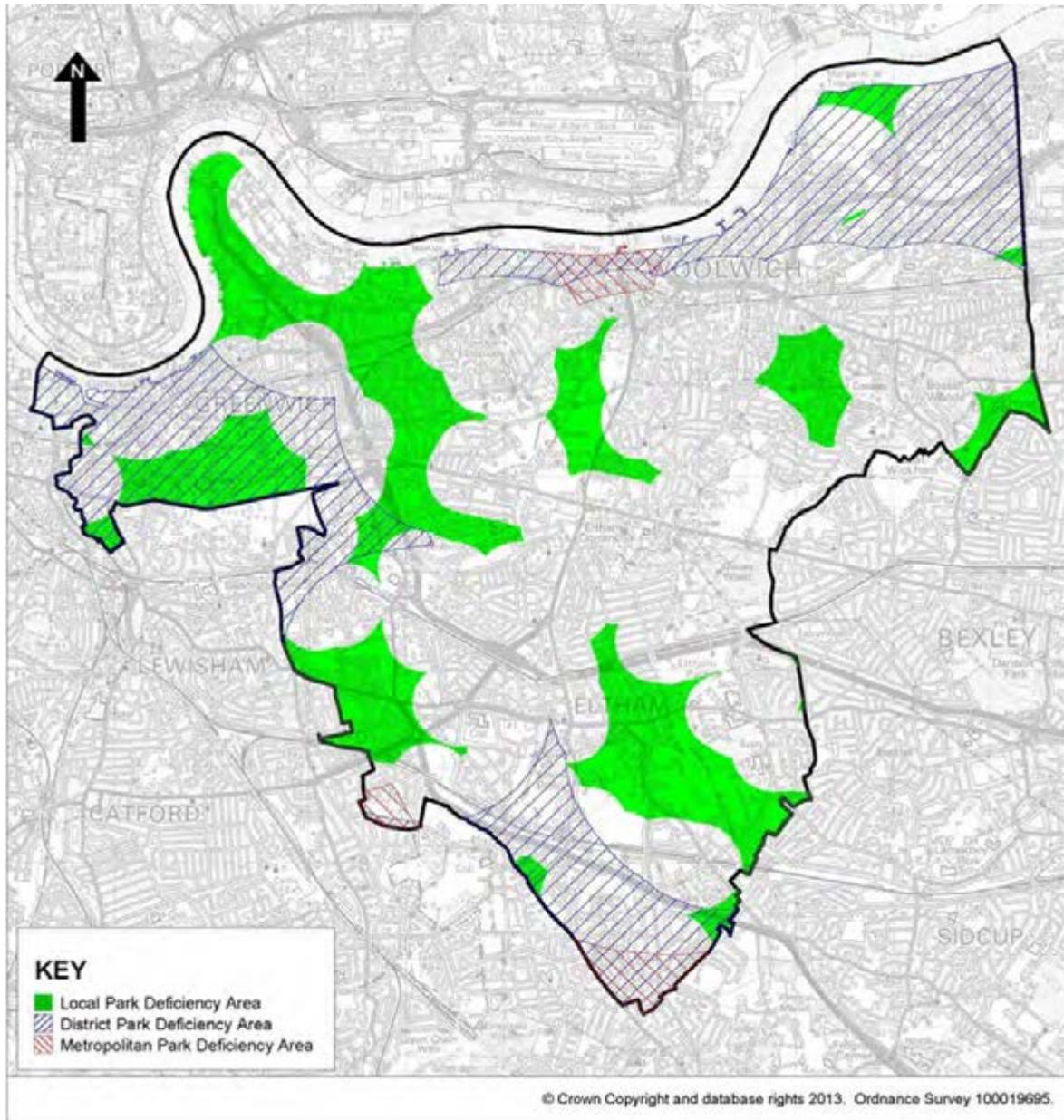
The Royal Borough will seek to increase the provision of public open space and improve public access in areas of open space deficiency. The development of new residential schemes of over 50 units in deficiency areas will be required to incorporate public open space provision.

Support

4.5.27 Whilst Royal Greenwich has a vast amount of public open space totalling 881.1 ha the uneven distribution of open space in Royal Greenwich means that less mobile people, younger and older people and parents with young children do not always have adequate access to open spaces. Figure 5 shows the areas that are deficient of each type of open space in accordance with the definitions in Table 7.2 of the London Plan. Areas deficient in access are deemed to be those that are further than 400m from a local park, 1,200m from a district park and 3,200m from a metropolitan park.

4.5.28 The standard of public open space provision is 3.8ha per 1000 population.

Figure 5 Open Space Deficiency Areas



Policy OS(d) Sportsgrounds and Playing Fields

The Royal Borough will resist granting planning permission for any development which would lead to the loss, or would prejudice the use, of a playing field or land last used as a playing field except where:

A

- i. An appraisal of current and future needs for playing fields has demonstrated that there is an excess of playing field provision and the site has no special significance to the interests of sport or for school playing field(s), and
- ii. The site is surplus to requirements of all other open space functions; or

B

- i. The proposed development affects only land incapable of forming, or not forming part of, a playing pitch, or
- ii. The proposed development is for an indoor or outdoor sports facility, provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of land, or
- iii. An alternative site or facility of at least an equivalent quantity and quality is provided in a suitable location;

Support

4.5.29 Recreational facilities provided on private sports grounds and educational playing fields and within parks provide opportunities for team games and outdoor sports. The trend in most sports and recreational activities is towards an increase in participation. In addition there is the difficulty and expense of significantly improving the provision for outdoor sports and recreation within the built up areas of London. There is a strong case, therefore, against any erosion in the provision of existing outdoor sports provision in Royal Greenwich. Sports grounds and educational playing fields in Royal Greenwich are also an important element in the overall regional provision for sports and recreation in London, not just for Royal Greenwich.

4.5.30 Local authorities are required to consult with Sport England where development proposals may affect a playing field or land used as a playing field in the last five years. The local planning authority is required to notify the Department for Communities and Local Government where they are minded to grant planning permission for the proposed development of a local authority owned playing field or used by an educational institution and Sport England have objected.

4.5.31 The Open Space Study found that there are 252 sports pitches throughout Royal Greenwich. Royal Greenwich is currently well provided for in terms of football pitches and senior rugby pitches, however there is an under supply of cricket and junior rugby pitches.

Policy OS(e) Wildlife Deficiency Areas

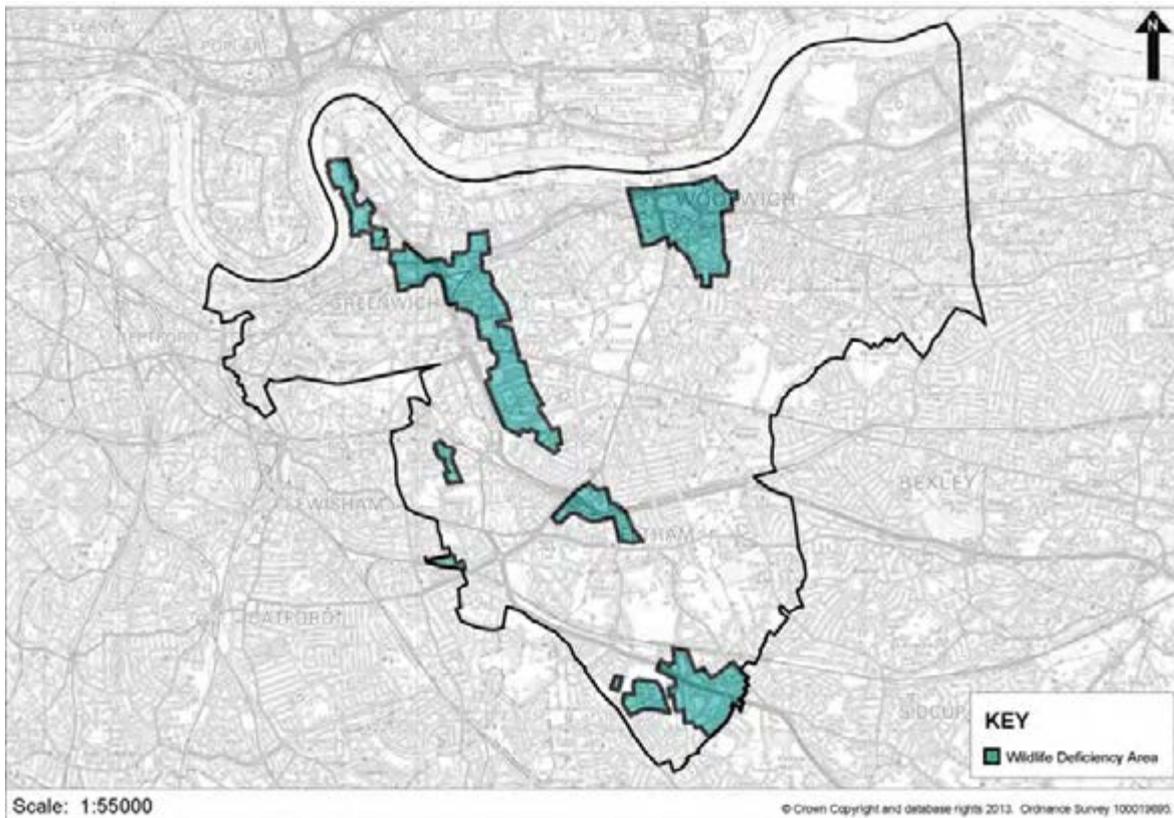
In or near areas of wildlife deficiency the Royal Borough will take opportunities to secure the provision of areas to be managed as wildlife habitats and seek to maximise opportunities for access to suitable sites within areas of wildlife deficiency where this does not conflict with protecting wildlife habitats from disturbance.

Support

4.5.32 Areas of wildlife deficiency are generally areas more than 1 km from a Site of Metropolitan or Borough Importance for nature conservation to which the public has access. See Figure 7.

4.5.33 The Royal Borough will seek to increase the ecological interest of areas currently deficient in accessible wildlife sites. The opportunity sometimes occurs on redevelopment sites to secure open space and in some cases this could appropriately be managed for ecological interest.

Figure 6 Wildlife Deficiency Areas



Policy OS(f) Ecological Factors

Development proposals will be expected to take account of ecological factors, in particular paying attention to the need for:

- i. Consideration of the biodiversity and geological features of the site and the surrounding area, including protected species (Refer to Policy OS4). These features should be respected and the area's natural character enhanced;
- ii. A survey of flora and fauna on Sites of Importance for Nature Conservation and on sites over one hectare to enable decisions to be made regarding their conservation;
- iii. An appropriate level of survey to enable decisions to be made about the existing trees on the site. Development decisions will be based on the requirement:
 - o To protect trees and their root systems from damage as a result of the development both during and after building operations;
 - o To achieve an appropriate replacement of trees taking account of size, coverage and species where it is agreed that existing trees can be felled;
 - o That landscaping schemes should include environmentally appropriate planting using locally native species and demonstrate appropriate irrigation plans for landscaping; and
 - o To ensure that planting design does not impact negatively on personal safety and accessibility;
- iv. The retention of trees and the protection and enhancement of natural and ecological features, tree ridge lines, green corridors, wildlife habitats, boundary walls, surface materials, hedges and other features where these will contribute to the biodiversity; and
- v. The protection, enhancement and restoration of natural river features and corridors by appropriate landscaping and design.

Support

4.5.34 Development sites that pay insufficient regard to existing ecological and natural landscape features can lead to an incoherent urban form and the unnecessary destruction of existing nature conservation interest. Layouts need to be designed around existing vegetation and landscaping proposals should be an integral part of the application. The emphasis will be to soften the impact of the development in its setting and provide visual

interest in the street scene and to contribute to nature conservation. The Royal Borough will consult the Environment Agency on development proposals which directly affect Royal Greenwich's rivers and watercourses.

4.5.35 Royal Greenwich's trees are important elements of the landscape and contribute to its visual and ecological character. Tree planting will not be encouraged in places where this would be detrimental to existing nature conservation interests, such as valuable grasslands. In conservation areas, work to, or the felling of, trees requires consent. As well as their ecological and aesthetic value, trees are also important for air quality and mitigating and adapting to climate change.

4.5.36 The Black Poplar is Britain's rarest timber tree and is identified in the Greenwich Biodiversity Action Plan as a priority species for protection.

4.5.37 Further guidance on biodiversity is provided in the Greener Greenwich Supplementary Planning Document.

4.5.38 Where development is proposed on sites adjacent to protected SINCs, applicants must demonstrate that habitats will not be adversely affected.

Policy OS(g) Green and River Corridors

The network of main green corridors and the ecological and wildlife value of Royal Greenwich's rivers, canals and lakes will be protected and enhanced. Development will not normally be permitted where it would damage the continuity of the wildlife habitat within the corridor.

Support

4.5.39 Extensive contiguous areas of trees, shrubs and open land that often straddle road, rail and river networks can form corridors that link one habitat with another. These corridors can help form a network necessary to ensure the maintenance of the current range and diversity of flora and fauna.

4.5.40 The green corridors are:

1. The railway line between Blackheath and Falconwood which links with the open spaces of Blackheath and Greenwich Park.
2. The Plumstead Railway cutting
3. The Ridgeway in Abbey Wood/Thamesmead
4. The railway line between Lee and New Eltham which connects to the Green Chain network of open spaces.

4.5.41 The above are also Sites of Importance for Nature Conservation, and are shown on the Proposals Map. The Green Chain also acts as a green corridor through Woolwich Cemetery, Plumstead Common and Bostall Woods into Bexley.

4.5.42 The River Thames, Ravensbourne and Quaggy, together with the Thamesmead canal network and a number of lakes form a corridor for aquatic species and bird migration. The culverting or building over of watercourses should be resisted as it results in a break of continuity in river corridors, and adversely affects nature conservation interests. Such works will require the consent of the Environment Agency.

4.5.43 The London Rivers Action Plan 2009 aims to help restore London's rivers for the benefit of both people and nature.

Table 12 Sites of Importance for Nature Conservation - Sites of Metropolitan Importance

No.	Site (area in hectares)	Description
NC1	The River Thames and tidal tributaries (2295)	Valuable habitat supporting many plant and animal species. Important for wildfowl and wading birds. The river walls provide a feeding habitat for the nationally rare black redstart (London BAP species). Terraces have been created on the Greenwich Peninsula to provide opportunities for saltmarsh communities to establish. Also forms a river corridor.
NC2	Shooter's Hill Woodlands (112)	Comprises Oxleas, Jack and Shepherdleas woods, and forms one of London's most extensive areas of ancient woodland. Supports a wide range of plants and animal life. Part Local Nature Reserve and part SSSI.
NC3	Bostall Wood and Heath (159.1)	Ancient and secondary woodland with areas of heathland and acid grassland. Site may be important for bats, including rare species. Part SSSI.
NC4	Royal Blackheath Golf Course (24)	Habitat for great crested newt (specially protected UK BAP species) bordered by woodland, scrub and acidic grassland.
NC5	Pippenhall Meadows (6.22)	Mosaic of small meadows and pastures divided by hedgerows. Range of grassland communities, including an interesting area of wet natural grassland. Many regionally uncommon species.
NC6	Blackheath and Greenwich Park (161.4)	Largest area of green open space in central south-east London. The area has potential for further improvement through management. Contains ancient parkland trees, small woodlands managed as bird sanctuaries, a lake and several ponds.

No.	Site (area in hectares)	Description
NC7	Kidbrooke Green and Birdbrook Road Nature Reserves (2.39)	Series of ponds supporting a variety of amphibians, including great crested newt (specially protected UK BAP species) and the palmate newt (the rarest amphibian in London). Under consideration by Natural England for SSSI status.

Table 13 Sites of Importance for Nature Conservation - Sites of Borough Importance, Grade I

No.	Site (area in hectares)	Description
NC8	Woolwich Common (45)	Mostly acidic grassland. Some neutral grassland, scrub and woodland. Site is managed as a meadow, encouraging butterflies, grasshoppers and other invertebrates.
NC9	Eltham Warren Golf Course, Gravel Pit Lane, and the Environmental Curriculum Centre (21.3)	Acid grassland and semi-improved natural grassland. Some hedgerows. Nature Study Centre contains a range of habitats and is an important educational site.
NC10	Avery Hill Fields (36.4)	Contains some of the oldest hedgerows in Royal Greenwich, a pond and an interesting area of wet natural grassland.
NC11	Eltham Palace Fields (34.9)	A large area of open land with fine old hedgerows, a variety of grasses and wild flowers. Wetter areas, (ponds and the moat in the grounds of the palace), add to the habitat diversity of the site.
NC12	Sidcup Road Grassland and Harmony Wood (9.74)	Neutral grassland with small areas of acid grassland to the north of the A20. Natural banks of the Little Quaggy stream support wetland vegetation.
NC13	Maryon Park, Gilbert's Pit and Maryon Wilson Park (25)	Acid and wet neutral grassland and secondary woodland. Gilbert's Pit is a geological SSSI. Part Local Nature Reserve
NC14	Greenwich Cemetery (9.16)	Neutral grassland containing a range of grasses and wild flowers. Several springs.
NC15	Tump 53 Nature Park (1.82)	Extensive reed beds. Open areas of water containing diverse aquatic flora and aquatic invertebrates. Water voles present (priority species in UK and London BAPs). Site well used for environmental, educational purposes.

No.	Site (area in hectares)	Description
NC16	Shrewsbury Park, Shooter's Hill Golf Course, Dothill Allotments and Woodlands Farm (90.5)	An extensive mosaic of habitats, ranging from ancient woodland, secondary woodland through scrub to rough grassland and wetland. Woodlands Farm is a working farm, used also for environmental education.
NC17	Plumstead Common (Winn's Common, Bleak Hill and the Slade) (29.5)	Extensive areas of acid grassland and secondary woodland.
NC18	Charlton House Lawn (0.5)	Closely mown acid grassland with some scarce species of clover.
NC19	Birchmere (5.78)	Recently created lake with good marginal vegetation. Supports variety of wildfowl and dragonflies.
NC20	Oxleas Meadow (10.4)	Semi-improved neutral and acid grassland.
NC21	Thamesmead Historic Area and Wetlands (2.5)	Series of wetlands providing a range of wetland habitats from reed beds to deep water. Scrub, tall herbs and brackish flora on surrounding land.
NC22	Twin Tumps and Thamesmere (10)	Two tumps and adjoining moats fringed with reeds. Water voles to be re-introduced following decontamination work. Large waterbodies of Thamesmere support common waterfowl. Grass snakes occur.
NC23	Greenwich Ecology Park and Southern Park (5)	Part of the Millennium Village development. Ecology Park is recent habitat creation scheme containing a range of habitats, managed for environmental education. Diversity of aquatic and marginal plants. Southern Park is amenity grassland which contains extensive plantings of native trees and wildflower meadows around the edges.

Table 14 Sites of Importance for Nature Conservation - Sites of Borough Importance, Grade II

No.	Site (area in hectares)	Description
NC24	Repository Wood and Charlton Cemetery (14.1)	Comprises secondary woodland with areas of possibly ancient woodland, lake and ponds. Some neutral and acid grassland.
NC25	Plumstead Cemetery (12.2)	Close mown acidic grassland, with some rare species of grass.

No.	Site (area in hectares)	Description
NC26	St Nicholas Churchyard, Deptford (0.31)	One of the best sites in Royal Greenwich for ferns, with some uncommon species. Numerous mature trees.
NC27	The Ridgeway (10)	Mosaic of rough grassland, tall herbs and scattered scrub. Valuable habitat for common birds, including linnets (a UK BAP priority species), butterflies and invertebrates. An important green corridor
NC28	Eastmoor Street Park (1.71)	Recently created park with a range of habitats. Diverse grassland, small pond and native shrubs and trees.
NC29	Belmarsh Ditches (1.97)	Emergent vegetation in ditches, neutral grassland and associated scrub. Water voles present (priority species in UK and London BAPs).
NC30	Deansfield (2.43)	Diverse rough grassland with scattered scrub. Young trees colonising from adjacent woodland (Shepherdleas Woods NC2)
NC31	Eltham Park North (6.33)	Meadow grassland with common wild flowers. Small lake supporting common waterfowl.
NC32	Woolwich Cemeteries and Rockliffe Gardens (15.9)	Wide variety of grasses and common wild flowers. Some scrub and secondary woodland. Rockliffe Gardens contains dense shrubberies and a small pond.
NC33	Quaggy River at Blackheath Park (1.51)	Section of river with natural banks but little aquatic vegetation. Hedgerows, bramble scrub and rough grassland. Proposed Environment Agency river enhancements will increase the value of this site.
NC34	Royal Blackheath Golf Course South (21.6)	Variety of grassland, areas of developing woodland, ponds and ditches. Support a range of common birds and animals.
NC35	Gallions Reach Park (3.16)	Recently landscaped park with range of habitats including flower rich grassland, scrub and wetlands. Nesting site for song thrush (UK BAP priority species).
NC36	Plumstead Railway Cutting (2.28)	Secondary woodland, scrub and grassland. Supports good populations of common birds, butterflies and other animals. Part of an important green corridor.

No.	Site (area in hectares)	Description
NC37	Westcombe Park Railsides (6.4)	Secondary woodland with small areas of rough grassland and bracken. Sizeable area of undisturbed habitats.
NC38	Blackheath to Falconwood Railsides (16.3)	Secondary woodland, scrub and rough grassland providing habitats for a wide range of common birds and other animals. A valuable green corridor.
NC39	Mottingham and New Eltham Railsides (11.3)	Secondary woodland, scrub and rough grassland providing habitats for a wide range of common birds and other animals. A valuable green corridor.
NC40	River Ravensbourne (0.02) <i>NB Site is too small to be visible on the Proposals Map</i>	The river here is in a vertical concrete channel, but is still of importance for fish, including eels, flounders and sand gobies, which pass through between the Creek and the naturalised river channel just upstream in Brookmill Park.
NC41	Sutcliffe Park (6.06)	Environment Agency flood alleviation scheme. The Quaggy has been restored to the surface in a natural-looking, meandering channel, flowing through a flood plain with a mosaic of damp grassland and wetlands. A sizeable lake with extensive reed beds and other marginal and emergent vegetation, and several smaller, permanent ponds, as well as temporary wetlands. Kingfishers are regularly seen. Facilities include a boardwalk and pond-dipping platform, outdoor classroom, seats and interpretative signs. Local Nature Reserve.

Table 15 Sites of Importance for Nature Conservation - Sites of Local Importance

No.	Site (area in hectares)	Description
NC42	St John the Baptist Churchyard, Eltham (1.08)	Diverse grassland between the graves; gravestones support numerous lichens. Several large trees.
NC43	The Oaks, Plumstead (0.7)	Woodland, possible ancient.
NC44	Southwood Recreation Ground, New Eltham (2.16)	Sportsfield surrounded by tall grassland and scrub. Small stream and area of damp grassland.

No.	Site (area in hectares)	Description
NC45	The Tarn (3.6)	Secondary woodland set aside as a bird sanctuary. Large pond with good marginal vegetation.
NC46	The Westcombe Woodlands (1.57)	Small secondary woodland with dense shrub layer. Future strategy and management under review.
NC47	Anglesea Road Open Space and School Wildlife Area (0.37)	Small secondary woodland. School nature garden contains a range of habitats including pond, marshy area, wildflower meadow and scrub. Well used for environmental education.
NC48	Eaglesfield Wood (2.53)	Secondary woodland with dense shrub layer, rough grassland and pond. Used for environmental education by adjacent school.
NC49	St Marys Churchyard, Woolwich (1.88)	Grassland with common wild flowers and mature trees. Vegetated walls support scarce ferns.
NC50	Academy Place Orchard (1.75)	Recently planted orchard with a wide variety of fruit trees, on a covered reservoir. Neutral grassland and old hedge.
NC51	Mycenae House Gardens (1.3)	Mature garden with large trees, dense shrubberies and grassland. Diversity of habitats for common birds and other animals. Bats may also be present.
NC52	Plumstead Common Nature Reserve (0.6)	Small woodland, possibly ancient. Supports common birds and invertebrate. Managed as a nature reserve.
NC53	East Wickham Open Space (0.09) <i>NB Site is too small to be visible on the Proposals Map</i>	Informal open space, mostly in Bexley. Mature poplars, rough grassland and nettles which may be of value to breeding butterflies.
NC54	Well Hall Pleasaunce (4.0)	Recently restored Victorian garden with mature trees, shrubbery and herbaceous borders. A moat, stream and several ponds provide additional habitats. Wild area of grassland.
NC55	Twinkle Park (0.17)	Small park with very attractive pond with good marginal vegetation. A boardwalk surrounds the pond, facilitating its use for pond-dipping by school groups.

4.6 Environment and Climate Change

"Sustainability measures, to meet challenges such as climate change and flooding, will have been incorporated into new development and significant progress will have been made in assimilating them into existing areas. These measures will have reduced waste, water and energy consumption and zero carbon and low carbon developments will be the norm thus ensuring a cleaner, greener Greenwich."

4.6.1 Climate change is now recognised as one of the most important issues to be considered that affects the world as a whole. The anticipated climate change in the UK is expected to involve increased frequency of extreme weather conditions and the possibility of flooding. The Greenwich Strategy aims to reduce greenhouse gas emissions, particularly carbon dioxide and encourage the design of buildings and environments that minimise energy use.

Green roof at Woolwich Royal Arsenal



4.6.2 The Royal Borough aims to address climate change through mitigation and adaptation. Mitigation refers to limiting further climate change by reducing greenhouse gas emissions particularly carbon dioxide. Adaptation refers to the actions taken in preparation for the impacts of climate change, which are now inevitable.

4.6.3 Policies that seek to reduce pollution and improve air quality are set out in the detailed policies section of this chapter.

STRATEGIC POLICIES

Climate Change Mitigation

4.6.4 Carbon emissions are a significant contributor to climate change. Mitigation policies seek to reduce the carbon emissions from new development and encourage the use of sustainable energy sources and decentralised energy systems. The Mayor seeks to achieve an overall reduction in London's carbon emissions of 60% (below 1990 levels) by 2025.

Policy EI Carbon Emissions

Carbon emissions will be reduced in accordance with the Mayor's energy hierarchy by:

- i. First, requiring all development to reduce demand for energy through its design (Be Lean);

- ii. Second, requiring all developments, with a gross floor area greater than 500sqm, or residential developments of five or more units, to connect to an existing decentralised energy network. Where this is not available a site wide decentralised energy network is required. Where it is demonstrated that a site wide decentralised energy network is unfeasible and / or unviable, developments will be required to provide sufficient infrastructure to enable a connection to a decentralised energy network for immediate or future use (Be Clean);
- iii. Third, supporting the incorporation of renewable energy generation within development proposals (Be Green).

All major development proposals will require an energy assessment.

Support

4.6.5 In Royal Greenwich the main emitters of carbon dioxide are domestic activities, which account for 39% of total emissions, and commercial and industrial activities, which account for 36% of total emissions. Transport accounts for 25% of total carbon dioxide emissions⁽²²⁾.

4.6.6 The Royal Borough is committed to tackling climate change and reducing carbon dioxide emissions. The Royal Borough's Climate Change Strategy aims to achieve this by reducing demand for energy, increasing energy efficiency and promoting the use of renewable energy technology in line with the energy hierarchy. All development should achieve carbon dioxide reductions in line with policy 5.2 of the London Plan.

4.6.7 Royal Greenwich will experience significant levels of development and population growth over the plan period. Consequently there is the potential for carbon dioxide emissions to rise significantly. The level of new development and population growth therefore represents a key challenge and also an opportunity to ensure that a reduction of carbon emissions in Royal Greenwich is achieved.

4.6.8 The energy efficiency of a building is largely determined by its design and choice of materials. The principles of sustainable design and construction should be applied at the earliest design stages to reduce the energy demands of developments. The Greener Greenwich Supplementary Planning Document will provide further guidance on how to achieve this.

4.6.9 A priority of the Royal Borough is to reduce reliance on the national grid and move towards a borough-wide decentralised low carbon energy network such as combined (cooling) heat and power (C(C)HP)⁽²³⁾. The Royal Borough will assess how it could develop a larger centralised system which could serve the heat and power needs for a larger geographical area. Royal Greenwich currently has CHP systems at the Glyndon Estate,

22 Climate Change Strategy 2011

23 Climate Change Strategy 2011

Royal Arsenal, Greenwich Peninsula and the Eltham Centre. Combined heat and power systems use fuel more efficiently and increased use of this technology will reduce Royal Greenwich's carbon dioxide emissions.

4.6.10 Policy EI requires developments to incorporate decentralised energy. A study should be carried out to evaluate the feasibility and viability of installing a Communal Heating / Combined Cooling Heat and Power system. Where it is demonstrated that this is not feasible or viable, developments are required to include a connection to a decentralised network for immediate or future use. This reflects London Plan Policy 5.6.

4.6.11 A post-commissioning assessment completed by an independent assessor will be required for any Combined Heating /Combined Heat and Power/ Combined Cooling Heat and Power system installed, certifying that it has been well designed, runs efficiently, has reliability of supply, a reasonable customer tariff and appropriate management and maintenance arrangements in place.

4.6.12 London Plan Policy 5.2 sets out the minimum level of information that should be included within an energy assessment.

4.6.13 A significant challenge in tackling climate change is the large amount of existing building stock within Royal Greenwich. Energy efficiency improvements to existing buildings can contribute substantially to the reduction of carbon dioxide emissions. Policy H5 in Section 4.1 requires that for domestic refurbishment the BREEAM "Excellent" rating is required.

4.6.14 Transport is a significant contributor to carbon emissions and it is necessary to reduce dependence on private vehicles and encourage use of public transport, cycling and walking. Measures to achieve this are covered in section 4.8. The requirement for new developments to reduce emissions from transport is set out in Policy E(c) in section 4.6.

Climate Change Adaptation and Flood Risk

4.6.15 Development should make the fullest contribution to climate change adaptation. New development should incorporate the most effective techniques to adapt to warmer, wetter winters and hotter, drier summers, as well as extreme weather events.

Policy E2 Flood Risk

The Royal Borough's Strategic Flood Risk Assessment must be used to inform development and reduce flood risk in Royal Greenwich by:

- i. Applying the sequential and exceptions tests as detailed in the National Planning Policy Framework and accompanying Technical Guidance;
- ii. Demonstrating consideration of all forms of flood risk by preparing flood risk assessments, in line with advice from the Environment Agency. These must demonstrate:

1. that the consequences and probability of flooding will be reduced, where possible, and that there will be no increased risk of flooding elsewhere;
2. how actual and residual risk to the development and flood risk to others from all sources will be managed over the lifetime of the development, taking into account climate change;
3. that development will be safe through the layout, form and floor levels of the development and mitigation measures;
4. that development will be safe in terms of dry access, egress and refuge, and that emergency planning is considered;
5. that development will not constrain the natural function of the floodplain, either by impeding flood flows, reducing storage capacity or otherwise increasing flood risk elsewhere; and
6. that development will safeguard existing tidal and fluvial flood defences.

Support

4.6.16 Flood risk is a serious issue for London. To understand and respond to possible flood scenarios in Royal Greenwich, the Royal Borough has produced a Strategic Flood Risk Assessment (SFRA) for Royal Greenwich, following current Government guidance and endorsed by the Environment Agency. The underlying objective of the SFRA is to provide a means for consistent consideration of flood risk for the duration of the plan and to provide detailed information on Royal Greenwich to be used in the application of the sequential and exception tests.

4.6.17 The SFRA has identified that there are significant areas of flood risk within Royal Greenwich. Fluvial flood risk, while limited to defined river corridors, affects areas of Royal Greenwich alongside the River Quaggy, Ravensbourne, Shuttle, Deptford Creek and Butts Canal. Some channel modifications and flood alleviation works have taken place in Royal Greenwich, most notably the flood alleviation scheme on the River Quaggy at Sutcliffe Park.

4.6.18 Royal Greenwich is fully defended from tidal flooding from the River Thames by existing defences of the Thames Barrier and raised defences such as walls and concrete capped embankments. However, a breach in the raised defences together with an extreme tide level, although a low probability of occurrence, would have significant consequences, causing flooding of the Thamesmead, New Charlton and Greenwich Peninsula areas of Royal Greenwich. The eastern areas would be at the greatest risk due to low ground elevations, the absence of any natural topographic barriers and the presence of canals in the area.

4.6.19 Surface water flooding does not appear to be problematic in the majority of Royal Greenwich but areas such as Abbey Wood have experienced problems in the past, including during the heavy rainfall events of July 2007. Surface water modelling did however highlight areas of the Borough which are potentially at risk from surface water flooding. These included areas of Eltham, Kidbrooke, Greenwich Peninsula, New Charlton, Royal Arsenal East, Plumstead and Abbey Wood. Development should ensure that surface water run-off is managed in line with the London Plan's sustainable drainage hierarchy (policy 5.13). A Surface Water Management Plan will be prepared to address this through the Drain London project and developments should demonstrate how the principles of this have been applied.

4.6.20 Sewer flooding does not appear to be problematic in the majority of Royal Greenwich but areas such as Eltham have experienced problems in the past.

4.6.21 Royal Greenwich is underlain by a large area of minor aquifer, which coincides with the sand silt and gravel bedrock, and a small area of major chalk aquifer. This area of major aquifer has been classified by Defra as a groundwater emergence zone and could be at risk from significant ground water flooding when the water table is high.

4.6.22 Flood resistant development should aim to reduce the exposure of new development to flooding and reduce the reliance on long-term maintenance of built flood defences. Within areas at risk from flooding, it is expected that developments will contribute to a reduction in the magnitude of the flood risk. Where developments are proposed in locations at risk from flooding, the Royal Borough will need to consider whether the development is appropriate in that location. Where a development is vulnerable to flood risk, alternative locations in Royal Greenwich should be considered. Where there are no such alternative locations, the development should proceed only when flood resistance and flood management are achieved. This process is called the sequential and exceptions test.

4.6.23 The spatial strategy for Royal Greenwich and the London Plan's housing targets for Greenwich cannot be achieved without development in areas of Royal Greenwich at risk of flooding. However, the Royal Borough seeks to ensure that any development reduces as far as possible the risk of flooding to both new and existing development. In line with the National Planning Policy Framework it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk. Where possible the most vulnerable uses should be located towards the lowest risk areas (Zones 1 & 2) and the breach modelling analysis that forms part of the SFRA will enable the differentiation of risk within a flood zone to be defined which will then inform the sequential approach. This process will involve placing the least vulnerable and water compatible land uses in areas of greater hazard.

4.6.24 Where a development is proposed, flood risk assessments should be undertaken for all developments in flood zones 2 and 3. Additionally, flood risk assessments should be undertaken for developments located in flood zone 1 greater than one hectare, where surface water flooding is shown as 0.3m or deeper, within 100m of a sewer flooding incident or within 250m of a groundwater flooding incident. Flood risk assessments should assess the risk of flooding to the development and identify options to mitigate the flood risk to the development, site users and the surrounding area. They should be developed in liaison with the Environment Agency.

4.6.25 For developments within areas of high residual flood risk, the risk should be reduced primarily through a combination of design and emergency planning measures as set out in Appendix F of the SFRA, 'Guidance for Housing Development in Areas of High Residual Flood Risk' (JBA Consulting, 2011).

4.6.26 Tidal and fluvial defences are an essential means of protecting low-lying areas from flooding. Where development relating to the tidal defences is permitted, the Royal Borough may use this opportunity to extend the public access to the waterside and protect and enhance existing ecological features. The Royal Borough will work with partners to maintain and enhance the existing flood defences. Development should take into account the need to raise these defences and otherwise accommodate increased river levels in the future and must be sufficiently set back from them to allow for their inspection, maintenance and renewal. Horizontal set-back distances should be calculated relative to the landward extent of the defences, in order to allow for a range of engineering options for future works. Development should aim to be 6 metres plus R from the flood defences, where R is the vertical height from the foreshore at that point to the ground level immediately behind the flood wall. Site specific constraints may affect the amount of set back that can be achieved, for example where sites are very narrow (less than 40 metres) and run parallel to the river. In these instances, a smaller set back may be acceptable.

4.6.27 The Draft Thames Estuary 2100 Flood Risk Management Plan provides a strategic framework through to the end of the century and provides guidance on the flood management actions that will be required over the short (2010-2034), medium (2035-2069) and long term (from 2070) and sets out a range of options for managing flood risk. However, it is yet to be decided how continued protection will be achieved over this period. London is already well protected from tidal flooding with the Thames Barrier and other associated defences. The strategy will ensure that these defences are maintained and enhanced and that there is continued protection from flooding.

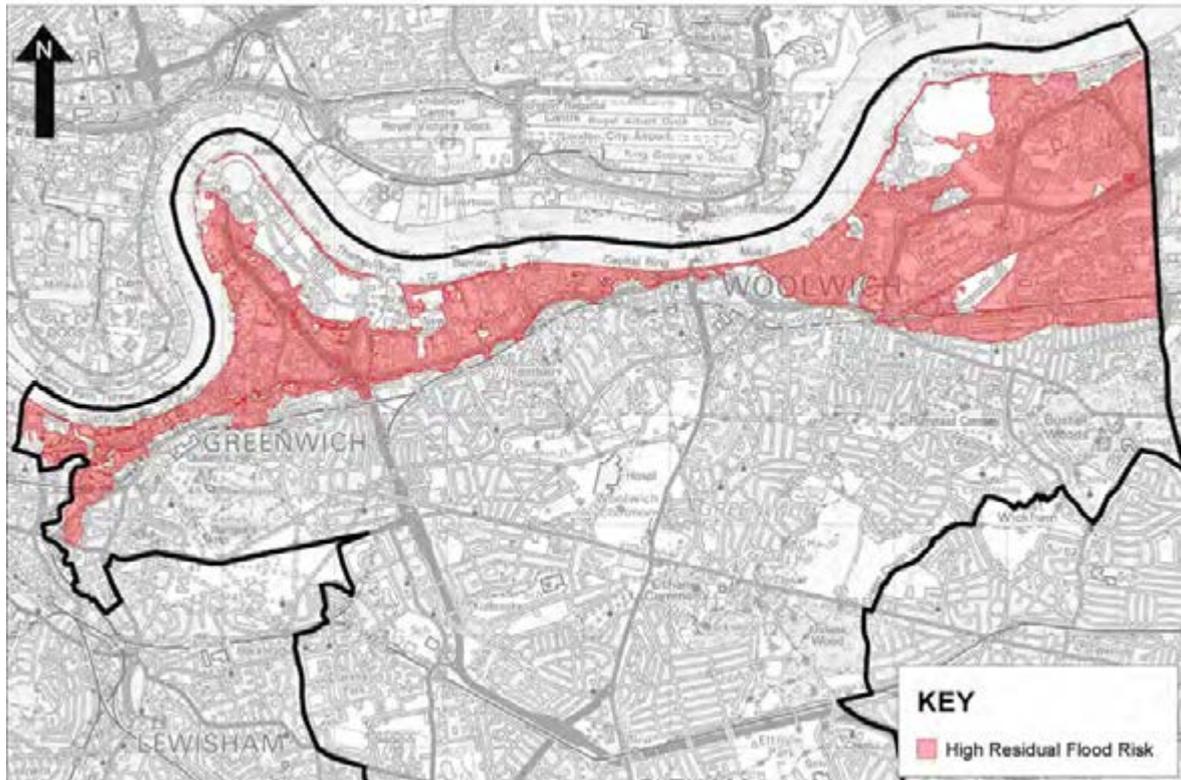
Policy E3 Residual Flood Risk

In addition to the measures within policy E2, development within those areas protected by flood defences but with a high residual risk classification - as indicated on Figure 8 below - should implement risk reduction measures with the primary aim of reducing risk to life.

Applicants, as part of their flood risk assessment must provide details of indicative breach flood water levels, ground levels, ground, first and second floor levels in metres AOD, and show the floor level for bedrooms and safe refuges, providing justification for the options chosen.

Applicants must also provide a flood plan, detailing evacuation and flood response procedures.

Figure 7 High Residual Flood Risk



Support

4.6.28 Although much of Royal Greenwich along the river Thames falls within flood zones 2 and 3, it is currently fully defended from tidal flooding by existing defences of the Thames Barrier and raised defences such as walls and concrete capped embankments. However, a breach in the raised defences together with an extreme tide level, although a very low probability of occurrence, would have a extreme consequences, causing flooding of parts of Thamesmead, New Charlton and the Greenwich Peninsula. The eastern areas would be at the greatest risk due to low ground elevations, the absence of any natural topographic barriers and the presence of canals in the area. Any developments in such areas with a residual risk, must firstly apply the sequential test in order to determine the appropriateness of development within this location and consider the points within policy E2.

4.6.29 Flood resistant development should aim to reduce the exposure of new development to flooding. The requirements to meet flood risk management and place making objectives, particularly in areas already defended by flood defences where there is relatively low risk, initially appear contradictory. Focusing on one objective at the expense of the other risks creating unsatisfactory or unsafe developments. It is therefore important that developments strike an appropriate balance between flood risk mitigation and good place making.

4.6.30 The residual risk from a breach of the tidal flood defences in Royal Greenwich is very low. It is therefore appropriate to rely on these tidal defences, but the risk to life should still be managed through effective emergency planning, structural measures and/or design.

A report titled 'Guidance for housing development in areas of high residual risk' (Appendix F of the Greenwich SFRA) has been prepared for Royal Greenwich, which provides more detail on development in areas of residual risk. When determining the steps to take to reduce residual risk in their development, developers should refer to this guidance. Although the guidance is specifically aimed at residential development, many of the principles and design options discussed also have relevance for other forms of development too.

4.6.31 The main options available to reduce residual flood risk are as follows:

Structural and Design Measures

4.6.32 A combination of the measures discussed in the guidance is often most appropriate. The use of raised floor levels and, in particular, raised bedrooms, can minimise the impact of internal flooding in the event of a breach whilst also helping to achieve wider objectives for sustainable living and place-making. It is recommended that if these measures are used, the building design should be resilient to flooding from a breach event in the 1 in 200 year (0.5% AEP) tidal scenario, considering climate change. In the event of a severe flood, residents will need to seek refuge within the buildings and remain in place until rescued. Building design measures should consider safe refuges, how residents will be evacuated from their homes and how utility services can be designed to provide at least an emergency level of service during this period.

4.6.33 Defending of individual developments through land-raising or local flood defences on the site reduces the potential depth of flooding to buildings. However, the simple solutions that maximise the area available for development are far from ideal from design, place-making and inclusion perspectives. To create the type of development aspired to, it will be necessary to carefully integrate defences, development, access and green infrastructure, thereby reducing the size of the development where necessary.

4.6.34 Structural strengthening of buildings should also be considered, where this could reduce risk to life. This should incorporate building design that is resistant to flooding up to 0.6m.

4.6.35 It is important that the cumulative impact of any structural measures taken are considered and it must be ensured that the measures proposed do not increase flood risk to other areas.

Emergency Planning

4.6.36 Developer flood plans must be prepared by a qualified emergency planner and should aim to ensure that appropriate evacuation and flood response procedures are in place to manage the residual risk associated with an extreme flood event. They should consider the feasibility of evacuation from the area should it be flooded, including the location of safe refuges, and safe access and egress must be maintained for the lifetime of the development. Access must also be provided for the emergency services.

4.6.37 The preparation of community flood plans is also supported. These plans are prepared by the community at risk with the support from the local authority and the Environment Agency. The community flood plan is informed by the developer flood plan

and the measures put in place by the developer to minimise the risk of harm to residents from a failure in the Thames tidal defences and any other emergency that the community might face.

Strategic Defences

4.6.38 Reinforcement of strategic defences would provide a comprehensive reduction in risk to all properties within the areas of high residual risk, both existing and new. The Royal Borough will work with partners, including the Environment Agency, to consider the benefits of further defence improvements in the future. Any programme of improvements would need to be developed on a borough wide basis and once completed, the residual risk reassessed. As those forms of defences with a higher probability of breach failure are the earth embankments within the London Borough of Bexley, close co-operation would also be required between both Councils to implement this successfully.

DETAILED POLICIES

Pollution

Policy E(a) Pollution

Planning permission will not normally be granted where a proposed development or change of use would generally have a significant adverse effect on the amenities of adjacent occupiers or uses, and especially where proposals would be likely to result in the unacceptable emission of noise, light, vibrations, odours, fumes, dust, water and soil pollutants or grit.

Housing or other sensitive uses will not normally be permitted on sites adjacent to existing problem uses, unless ameliorating measures can reasonably be taken and which can be sought through the imposition of conditions.

Planning permission will be granted for developments for new outdoor lights, where the applicant can demonstrate that the proposals are designed to minimise light pollution. Lighting proposals which would adversely affect residential dwellings, sites of nature conservation value and protected or priority species and their habitats will be regarded as unacceptable.

Support

4.6.39 Policy E(a) aims to protect the amenity of where people live and work. The Royal Borough will seek to separate them from problem uses. Problem uses are those which would result in unacceptable emission of noise, light odours, fumes, dust, water, soil pollutants, grit or vibration.

4.6.40 Noise Pollution is covered in London Plan Policy 7.15 Reducing noise and enhancing soundscapes.

4.6.41 The Greener Greenwich SPD provides further guidance on pollution.

Policy E(b) Pollution from Existing Uses

The Royal Borough will seek to reduce nuisance caused by existing uses from the emission of noise, fumes, light, dust, grit, odours, or vibration by:

- i. Negotiating reduction of activity or installation of ameliorating measures;
- ii. Encouraging relocation where appropriate;
- iii. Refusing planning permission for consolidation or expansion of problem uses, or imposing conditions on planning permission; and
- iv. Taking enforcement action where appropriate.

Support

4.6.42 To improve the amenities of occupiers and users of adjoining sites adversely affected by existing operations.

Policy E(c) Air Pollution

Development proposals with the potential to result in any significant impact on air quality will be resisted unless measures to minimise the impact of air pollutants are included. Such planning applications should be accompanied by an assessment of the likely impact of the development on air quality.

All new developments with a floor space greater than 500sqm or residential developments of 10 or more units are required to reduce carbon dioxide (CO₂), particulate matter (PM₁₀) and nitrogen dioxide (NO₂) emissions from transport through the use of measures such as those set out in DEFRA guidance 'Low Emissions Strategies: using the planning system to reduce transport emissions Good Practice Guidance -January 2010'.

Residential development proposals within areas that are currently exposed to air quality concentrations above the National Air Quality Strategy (NAQS) Objectives for particulate matter (PM₁₀) and nitrogen dioxide (NO₂) should take into account the need to reduce exposure by the following design mitigation hierarchy:

- i. Separation by distance;

- ii. External layout;
- iii. Internal layout; and
- iv. Suitable ventilation.

Support

4.6.43 The declaration of the whole Borough as an Air Quality Management Area (AQMA) for particulate matter (PM₁₀) and nitrogen dioxide (NO₂) indicates the seriousness of air pollution in Royal Greenwich. Poor air quality has a significant impact on health which is why when considering development proposals, a minimisation in air pollutants and reducing residential exposure will be sought. All developments must comply with London Plan Policy 7.14 Improving Air Quality.

4.6.44 Development proposals that have been assessed as having any significant impact on air quality, for which advice is given in the Environmental Protection UK guidance document 'Development Control: Planning for Air Quality 2010', will be required to minimise the impact of air pollutants in the surrounding area.

4.6.45 The DEFRA 'Low Emissions Strategies - Good Practice Guidance, January 2010' sets out a range of measures to reduce emissions from transport, including:

- Provision of electric charging points
- Car clubs (including provision of low emission vehicles or electric charging vehicles)

4.6.46 In areas of existing poor air quality, where the location of the development proposal shows that concentrations of pollutants are above the air quality standards and objectives as set out in the latest UK Air Quality Strategy (AQS) (2007), the residential development will be required to implement the design mitigation hierarchy. The mitigation hierarchy is based on advice given in the Environmental Protection UK guidance document 'Development Control: Planning for Air Quality 2010'. The Council will aim to meet the EU limit values for PM_{2.5}, PM₁₀ and NO₂ from the EU Air Quality Directive 50/2008 as set out in Table I.1 of the Mayor's Air Quality Strategy 2010.

Policy E(d) Hazardous Materials

Proposals which concern the storage, handling, production or disposal of hazardous materials will only be permitted subject to conditions to safeguard public health and if safety and the ecology of the natural environment can be maintained. The Royal Borough will seek to control the location of new establishments where hazardous substances are present and the development of land within the vicinity of such establishments.

Support

4.6.47 Hazardous materials can compromise the fragility of the natural environment and present a risk to public health and safety. Proposals involving such materials on development sites will be subject to conditions including a safety audit and survey for hazardous materials and the advice contained in Circular 04/00: Planning Controls for Hazardous Substances.

Policy E(e) Contaminated Land

A preliminary site investigation, prior to the determination of a planning application, will normally be required if a site is known to be, or is likely to have been, in contaminative uses. Where contamination is found, the Royal Borough will need to be assured that the development can be built and occupied safely without any adverse environment or health impacts, otherwise conditions requiring full remedial action will be imposed to deal with:

- i. The particular type or types of contamination;
- ii. The problems of the ground exhalation of gases;
- iii. The protection of controlled waters; and
- iv. The restoration of land to beneficial use.

Support

4.6.48 Policy E(e) aims to avoid the health and safety hazards associated with polluted land and to protect the community. Contaminated land is often found on sites which have a history of landfill, or which have previously accommodated a polluting industrial use. Once these sites, or areas adjacent to these sites become available for redevelopment, it is essential that a full technical investigation is carried out.

4.6.49 Further guidance on contaminated land is included in the Greener Greenwich SPD.

Policy E(f) Living Roofs and Walls

New build development proposals should be designed to incorporate living roofs or walls.

Living roofs are required to have a soil substrate depth of between 80mm and 150mm. The depth of the substrate is required to vary within this range to maximise the biodiversity benefits.

The design, installation and maintenance of living roofs should be consistent with the most recent version of the GRO Green Roof Code.

Support

4.6.50 Living roofs and walls offer a range of environmental benefits and are an important element of the sustainable design and construction of a building.

4.6.51 Living roofs can enhance Royal Greenwich's biodiversity by creating habitats and providing opportunities to actively encourage flora and fauna. Different types of green roofs support different habitats and species according to the type of vegetation and substrate they contain. A varying substrate depth across the living roof is required to provide a range of habitats and species. Developers should consider the objectives of the Greenwich Biodiversity Action Plan when designing green roofs.

4.6.52 Living roofs can contribute to mitigating the effects of climate change by reducing the Urban Heat Island Effect which results in higher temperatures in built up urban areas due to absorption and conversion of heat from impermeable surfaces. Living roofs can also reduce the volume of surface rainwater run off from the roof, therefore reducing the risk of flooding from intense rainfall.

4.6.53 The range of layers that make up a living roof including soil and vegetation provide thermal insulation, helping buildings to keep cooler in summer and warmer in winter.

4.6.54 The GRO Green Roof Code is a code of best practice providing guidance on green roof design, specification, installation and maintenance to ensure that the benefits of green roofs are maximised.

4.6.55 Living walls are those covered in some form of vegetation. They usually consist of climbing plants and can enhance biodiversity by providing breeding and nesting habitats. Living walls may also improve the thermal insulation and cooling properties of a building and can provide visual and amenity benefits.

4.6.56 The Greener Greenwich Supplementary Planning Document provides further guidance on living roofs and walls.

Climate Change Mitigation

4.6.57 Climate change mitigation is covered in Policy EI which seeks to reduce carbon dioxide emissions. In addition to the measures set out in Policy EI, there are detailed policies in the London Plan which should be referred to:

- Policy 5.3 Sustainable design and construction
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.8 Innovative energy technologies

Climate Change Adaptation

4.6.58 In addition to Policy E2 Flood Risk, the London Plan sets out detailed policies on adapting to the impacts of climate change which should be referred to:

- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roof and development site environs
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies

4.6.59 With regard to sustainable drainage, the Flood and Water Management Act 2010 sets a requirement for developers to build new surface water drainage systems to standards that reduces flood damage and improves water quality. Local authorities have responsibility for approving, adopting and maintaining new Sustainable Drainage Systems (SUDS) where they affect more than one property.

4.7 Cohesive and Healthy Communities

"By 2028 Greenwich will be at ease with the wide ranging needs of its vibrant and mixed communities. The Council will have provided for the health and wellbeing requirements of its diverse population and reduced the inequalities between neighbourhoods."

4.7.1 A cohesive and healthy community is one that is both mixed and integrated, where there are good quality local services and facilities for the community to use, where there is a choice of housing, where people feel safe, where people feel that they have an influence in decision making and perhaps, most importantly, where people have a pride in the community that they are part of. The development of cohesive and healthy communities plays an important role in reducing the levels of deprivation within Royal Greenwich and in addressing the existing spatial inequalities, particularly in health.

Cycling in Thamesmead



4.7.2 The successful implementation of such a cross-cutting policy requires effective partnership working with other stakeholders and the coordination of policies and strategies within Royal Greenwich.

4.7.3 The Greenwich Strategy states: *"We will continue to provide access to opportunities and services, allowing all our residents to take advantage of the benefits of living, working, learning in and visiting our Borough.... We are committed to improving the health of the population by working with our partners on better services and by ensuring we maximise the potential to improve health through our efforts to deliver better housing, greater employment opportunities, higher educational attainment and healthy urban planning"*.

STRATEGIC POLICIES

Policy CHI Cohesive Communities

All development must include measures that help to create and maintain cohesive communities, that encourage diversity and reduce inequalities between areas. Developments are expected to:

- i. support the development of new and improved community facilities where there are identified local needs and where the development is in line with the Royal Borough's strategy for the provision of services (see also Policy IMI and the Infrastructure Delivery Plan). Facilities must be easily accessible for all and be located in or on the edge of town or local centres unless a special need for a location elsewhere can be demonstrated;
- ii. consider community safety and aim to discourage crime;

- iii. ensure that publicly accessible spaces and buildings such as streets, parks and public squares are well maintained and provide opportunities for natural surveillance;
- iv. create safe streets, including measures that allow for shared surfaces/spaces and improve the permeability of the environment;
- v. encourage the shared use of community facilities;
- vi. protect local services and encourage a mix of community and retail uses in existing local centres and neighbourhood parades; and
- vii. encourage the successful integration of tenures in new developments, including a Community Development Strategy for developments of over 50 dwellings.

Support

4.7.4 Lifetime Neighbourhoods are designed to be welcoming, accessible and inviting for everyone regardless of age, health or disability, and are sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community. In order to successfully implement the above policy and achieve improved community cohesiveness within Royal Greenwich, the Royal Borough will work with the Greenwich Partnership and other partners to ensure that the policies are achieved.

4.7.5 Enhanced digital connectivity can offer significant benefits to Royal Greenwich and developments that take steps to improve connectivity and opportunity for residents and business will be encouraged. Developments can take advantage of advances in technology to improve Royal Greenwich in areas such as; energy efficiency, flexibility of business space, accessibility to telecommunications and internet services, and waste management. Further, residential automation networks have the potential to improve the quality of life for residents with different types of needs.

4.7.6 Community safety can often be enhanced through design. The design of development and the public realm should consider issues surrounding community safety and provide measures to help reduce crime levels and increase natural surveillance. Entrances to buildings should be clearly visible and path networks to link buildings and spaces should follow natural desire lines. The maintenance of public spaces will also be encouraged in order to further discourage crime, relating to the objective in the Greenwich Community Safety Plan of 'creating cleaner and safer environments.' It is not the intention of this policy to promote development in the form of 'defenced enclaves' protected by security gates and accessible only to residents. Generally security is better promoted by ensuring that developments are permeable and overlooked as much as possible, but with clearly defined ownership. Policy 7.3 of the London Plan provides further detail on designing out crime.

4.7.7 Community safety and aiming to discourage crime should also be considered in terms of the proposed use of the site. Where the proposed use is seen to risk encouraging crime or promoting anti-social behaviour, the proposal will be resisted.

4.7.8 Good design will help people to find their way around and will ensure that places are well used and feel safe. Place-based communities are formed around the streets within them. Ensuring that these streets are safe places to be and that pedestrians' safety needs are balanced with vehicle access, even in the presence of works or other extraordinary events, can foster community cohesiveness. This can also lead to the increased use of these streets as a community resource. These priorities will be implemented in conjunction with the Local Implementation Plan. The provision of safe routes to school will also be encouraged, impacting both on safety and health.

4.7.9 For smaller scale developments, it is possible to demonstrate fulfilling most of the expectations of this policy through relatively simple measures. Applicants are encouraged to be creative and tailor their approach to the specific site in meeting the expectations and the Royal Borough will assess applications against this policy mindful of the scale and type of proposed development.

4.7.10 Community facilities play an important role in developing stronger and more cohesive communities. They can provide a focal point for a community and can help to encourage a sense of belonging. It is important to ensure that the provision of community facilities continues to reflect the needs of a changing and increasingly diverse population, and that these facilities are accessible to all. Development of community facilities within Royal Greenwich will be required to demonstrate that they are for the local community and meet their needs. They should also reflect the Royal Borough's delivery strategy, as the pattern of providing these community facilities evolves in response to legislative and organisational changes, changes in the needs of the community and changes in methods of service delivery.

4.7.11 Community facilities are those facilities used by the local community. These can include:

- Buildings used by voluntary sector groups;
- Social service and day centres;
- Places of public worship or religious instruction;
- Medical or health services, and healthy living centres (except for the use of premises attached to the residence of the consultant or practitioner);
- Fire safety, policing and other criminal justice and community safety facilities;
- Facilities for youth provision;
- Sport, leisure and recreational facilities;
- Arts and cultural facilities;
- Crèches, day nurseries or other childcare facilities;
- Schools, education and training centres; and
- Ancillary community uses.

4.7.12 The Infrastructure Delivery Plan provides more detail on the requirements within Royal Greenwich for many of these facilities, and demonstrates how the Royal Borough can work with partners to identify gaps in provision and to encourage these to be addressed.

4.7.13 There are currently 46 GP practices in Royal Greenwich, most operating from privately owned or leased premises. As the population grows there will be an increasing need for additional health facilities such as GP practices and dentist surgeries. These are seen as appropriate uses that can operate in residential areas, helping create a more cohesive community.

4.7.14 Schools and other places of education are a particularly important community facility and the Royal Borough is committed to providing high quality education for all children in Royal Greenwich to enable them to realise their full potential. Education has an important role to play in developing sense of citizenship, respect and tolerance among young people. This makes an important contribution to our work to promote community cohesion.

4.7.15 The demand for primary school places is predicted to continue to increase in Royal Greenwich, particularly in the north. Although proposals are already in place for expansion and rebuilding of a number of existing schools, further future requirements for remodelling, expansion and new primary schools are likely. The demand for secondary school places is also predicted to continue to increase, particularly post-2016. Again, although plans for the rebuilding of five schools are already in place in Eltham, Blackheath, Plumstead and Greenwich, there are still likely to be further future requirements and it is predicted that one new secondary school will be required in the Borough by 2020. Flexibility will be required, particularly for sites in the north of the Borough, to ensure that sufficient school places are provided to meet this demand. The Royal Borough will also work with partners to deliver improved post-16 education facilities and a new University Technical College in the north of the Borough. The population growth and pressures outlined for schools is mirrored for early years and children's centres, with the need for additional early years and childcare provision in some areas in the future. New nursery provision will be welcomed in Royal Greenwich. Any proposal should consider locating close to the residents it is serving. It must also satisfy the space standards set out by OFSTED.

4.7.16 There are no specific plans for any new libraries or leisure centres in Royal Greenwich at this stage and a review of the future of library provision is currently underway. Libraries have and will continue to evolve to maintain their role as an access point for knowledge and culture in light of technological advancements. Similarly, the emergency services have no detailed plans for growth at this stage. There is likely to be a continued need for services of this kind in Royal Greenwich however, as the population continues to grow.

4.7.17 Community facility buildings need to be fit for purpose and of an appropriate size and layout for the proposed use. It is not felt that existing dwelling houses would readily convert for use as a place of worship.

4.7.18 Local services, such as local centres and shopping parades, are also important in the creation of cohesive communities. These local services are particularly important for those without access to their own transport, the elderly and those with mobility problems.

The provision of such services can mean that people are able to remain in their neighbourhood for longer, thus leading to an increased sense of belonging and a more cohesive community, and can also lead to healthier lifestyles, often providing local access to affordable fresh food.

4.7.19 A Community Development Strategy sets out how a development will facilitate a sense of community within new development and across all tenures. A recommended way of achieving this is the establishment of a management company that includes the involvement of residents from all tenures, with community development included within its constitution. It may also be appropriate to employ a community development officer for the first few years of occupation of a development. This role can help the process of community development, for example by establishing residents' organisations (on large developments this might be on a block by block basis), organising social events for residents and engaging with existing communities surrounding the new development to assist with integration.

Policy CH2 Healthy Communities

All development must allow and enable residents to lead more healthy and active lifestyles. Measures that will help to build healthier communities and address health inequalities must be incorporated into development where possible, and developments are expected to:

- i. promote healthy and active living for all age groups, including older people;
- ii. for major developments, take account of the impact of development on health inequalities, which should include a Health Impact Assessment (HIA). The Healthy Urban Planning Framework (HUPF) checklist should also be used as appropriate;
- iii. ensure health facilities in Royal Greenwich are accessible to all by walking, cycling and public transport and that new development of health facilities is appropriate to local needs;
- iv. ensure that Royal Greenwich's parks, play areas, open spaces and leisure facilities are accessible to all and encourage increased provision where appropriate to meet the needs of the local community (see also policy H5, E1 and OS (c)), particularly in areas of deficiency;
- v. ensure access to local healthy food (see also policy CH1, policy TC7 and policy TC (c)), including the protection of street and farmers' markets and encourage new markets where appropriate;
- vi. promote active living, through creating places that are easily accessible, that connect to existing walking and cycling routes and extend/enhance these where possible (see also policy DHI & policy IM3);
- vii. safeguard existing allotments and, for major developments in deficiency areas, include appropriately sited allotments or community gardens;

- viii. maximise opportunities associated with the Olympic Legacy; and
- ix. provide public toilets in publicly accessible major developments.

Support

4.7.20 The Royal Borough encourages decisions that make the healthy choice a convenient and attractive option for residents, helping them to lead healthier lives more easily. The policy aims to ensure that developments reduce adverse impact on health and maximise the positive impacts, considering the whole lifetime needs of occupiers. Improving our health and well-being is not just about improving access to medical treatment and services, but is also about how the environment in which we live influences our health. High standards of health and well-being can provide an intrinsic value to the community. Healthy and active people are generally less dependent on the health care system so there are also tangible economic benefits in encouraging and making it easy for as many of the population as possible to lead healthy lifestyles. Attention to older people can include specialist aids for keeping them in communication with family and care providers when at home.

4.7.21 ■ For smaller scale developments, it is possible to demonstrate fulfilling most of the expectations of this policy through relatively simple measures. Applicants are encouraged to be creative and tailor their approach to the specific site in meeting expectations and the Royal Borough will assess applications against this policy mindful of the scale and type of proposed development.

4.7.22 The policy is supported also by the Joint Strategic Needs Assessment (JSNA)⁽²⁴⁾, which aims to understand the social determinants of health outcomes and health inequalities and to determine a list of priorities to close the gap in outcomes between Royal Greenwich residents in the lowest fifth of deprivation and the highest fifth in a generation whilst also improving health outcomes overall. The JSNA builds on existing work to understand health outcomes in Royal Greenwich and delves deeper to understand the social determinants (including the role of health services) of those outcomes and existing health inequalities.

4.7.23 Pockets of deprivation can be found throughout Royal Greenwich with more extensive deprivation to be found in the northern parts. The determinants of health are closely linked to factors such as ability to earn a reasonable wage, access to good quality housing, access to open space, an active lifestyle, access to healthy food, access to community and cultural facilities, and easy access to health care facilities. Therefore, addressing health inequalities in Royal Greenwich requires a comprehensive approach. The Royal Borough will work with the Government, NHS Greenwich (the Borough's Primary Care Trust), Greenwich Community Health Services, and other local partner groups to encourage healthier lifestyles and reduce the health inequalities within Royal Greenwich.

4.7.24 A Health Impact Assessment (HIA) assesses the impact of the wider determinants on the population's health and well-being. Guidance from the Mayor London⁽²⁵⁾ on promoting public health includes advice on a range of tools, including health impact assessments, available to help assess the impact of a development. This policy is also consistent with Royal Greenwich's emerging Healthy Urban Planning Framework (HUPF), which recognises that appropriate planning and designing of the built environment can promote better health outcomes in Royal Greenwich. It further recognises existing joint working to deliver health outcomes.

4.7.25 Communities are healthier when they have sufficient access to good quality local services and facilities. By providing for good local public services, public participation and ownership can be encouraged, the need to travel minimised and improvements in health realised. Mixed use developments encourage a reduction in the need to travel long distances in particular, and can often help in ensuring that services and facilities are accessible. Policy IM1 also aims to ensure the provision of appropriate social infrastructure with new development.

4.7.26 Access to parks, play areas, open spaces and leisure facilities all have important implications for health. There are substantial health benefits associated with access to, and use of, parks, play areas, open spaces and leisure facilities, including better physical and mental health and increased social interaction. Poor physical access impacts crucially on older and disabled people and can contribute to social isolation. Parks and open spaces provide a vital free resource in which people of all ages can play, exercise, relax and enjoy the natural world, and are particularly important in promoting activity in young children, when obesity levels increase the most.

4.7.27 Access to local healthy food is also an important aspect in a healthy community. Most people buy the food they need from shops and markets, so it is important they are located in places that are easily accessible by walking, cycling or public transport. Policy TC7 encourages access to healthy food by protecting shops in local centres and neighbourhood parades. It is also important to protect markets in Royal Greenwich, which are also providers of healthy food, and to encourage new markets where appropriate.

4.7.28 Community food growing is important, not only in helping to provide people with healthy local food, but also because it involves exercise, fresh air and interaction with the natural environment which has proven to be positive for mental well-being. There is a continuing interest in allotment gardening and it is generally a localised activity with plot holders living within easy walking distance of their plots. The demand generally exceeds the supply of plots and further development will therefore be encouraged where appropriate. The Open Space Study demonstrates that there are two small areas in the north and centre of Royal Greenwich that are deficient in allotments. Additional allotments or community gardens in these areas will meet the needs of residents who are unable to benefit from current allotment provision. The standard of provision for allotments is 0.12 hectares per 1000 population.

25 Health Issues in Planning: Best Practice Guidance (Mayor of London, 2007)

4.7.29 The provision and enhancement of walking and cycling routes and the encouragement of active travel is also supported. This can not only improve public health, but can also lead to improved accessibility to local facilities, making it easier for people to feel a part of their community, contributing to community cohesion and to the safety of places.

4.7.30 An Olympic legacy has the potential to increase awareness of different sports and activities, healthy lifestyles and promote increased participation in sports. This will have positive health benefits for the people of Royal Greenwich and should be maximised.

4.7.31 The quantity and quality of public toilet provision in a place has particular health impacts. Many people are unwilling to leave the house unless they can be sure of adequate and well-located toilet facilities and this can increase social isolation. In addition street cleanliness is reduced by this oversight. Public toilets should include baby changing facilities and appropriate provision for people with disabilities.

DETAILED POLICIES

Policy CH(a) Loss of Community Facilities

The Royal Borough will protect existing social and community facilities. Planning permission that would result in the loss of community facilities through change of use or redevelopment will only be granted where:

- i. there is evidence that the loss would not create or add to a shortfall in provision for the specific community use and
- ii. alternative community facilities of a similar nature are provided locally in the area which that facility serves; or
- iii. it would enable the implementation of the Royal Borough's strategy for the provision of community facilities.
- iv. the site is demonstrably unsuitable for continued use as a community facility.

Support

4.7.32 It is important that a range of community facilities are provided within Royal Greenwich to support and enable the community. This policy supports policy CH1 in the Strategic Policies section, by providing more detailed guidance on the loss of such community facilities. As with new community facilities, any loss of community facilities must also reflect and respond to the Royal Borough's strategy for the provision of these.

4.8 Infrastructure and Movement

"By 2028, Royal Greenwich will benefit from public transport improvements in the waterfront area and Crossrail stations at both Woolwich and Abbey Wood, helping to make Greenwich more accessible by public transport. Royal Greenwich will also benefit from improved river transport along and across the Thames, better walking and cycling provision including a completed Thames Path and reduced transport pollution and congestion. Transport links within Royal Greenwich will be improved by creating better cross river, north-south and orbital connections."

"Greenwich will have successfully accommodated a high level of sustainable growth, which will have a positive and enhancing impact on the existing environment and community. The growth will have been supported by infrastructure which will have been provided in a co-ordinated and timely manner to meet the physical and social needs of new development and regeneration."

Woolwich Arsenal DLR



4.8.1 It will not be possible to achieve the significant levels of housing and employment growth set out in the Core Strategy without the supporting essential infrastructure. It is important that the correct type and level of infrastructure is provided at the right time and place to ensure that adequate facilities and services are developed in a timely manner.

4.8.2 If additional infrastructure is not delivered alongside new development, it can put pressure on existing facilities that may not have the ability or capacity to cope with the additional

demand. This will have a negative impact on the existing population.

4.8.3 There are three types of infrastructure:

- **Physical infrastructure:** this includes facilities for transport, water treatment, waste processing, and power (gas and electricity).
- **Social infrastructure:** this includes health facilities, schools, libraries, emergency services and other community facilities. This is also addressed in the Cohesive and Healthy Communities Chapter of this Core Strategy.
- **Green infrastructure:** this includes open spaces and links between open spaces. This is also addressed in the Open Space Chapter of this Core Strategy.

4.8.4 Physical, social and green infrastructure is provided and managed by a wide range of organisations, not just the Royal Borough. This includes Transport for London and Network Rail, statutory undertakers such as Thames Water, other parts of the public sector such as Greenwich Community College and NHS Greenwich, the voluntary sector and the

private sector in the case of telecommunications and energy services. The Core Strategy will play a key role in securing private sector involvement in infrastructure delivery, and in aligning the programmes of the various providers.

Policy IM1 Infrastructure

The Royal Borough will ensure, through the use of conditions and planning obligations attached to planning permissions, that all qualifying development provides for the infrastructure, facilities, amenities and other planning benefits that are necessary to support and serve it and to offset any consequential planning loss to the local area in a way that secures the best use of land and a properly planned, well designed, accessible and integrated environment. The Royal Borough will seek appropriate planning obligations in accordance with its Planning Obligations SPD.

Developments incorporating a significant amount of infrastructure, public realm and open space should reach a Civil Engineering Environmental Quality Assessment rating of 'Excellent.'

Support

4.8.5 Development generating additional demand for infrastructure should provide adequate provision of this to meet the associated increase in demand. Although infrastructure is sometimes provided by the Royal Borough, the planning process can secure land for such uses and use planning conditions and section 106 obligations (in appropriate circumstances) to require developers to provide the facilities themselves. Implementation of this policy will help ensure that development in Royal Greenwich does not compromise the ability of Royal Greenwich's infrastructure to meet the associated increase in demand. Where possible, infrastructure should be provided prior to the completion of the development.

4.8.6 The Royal Borough has prepared an Infrastructure Delivery Plan, which provides further detail on the requirements for infrastructure in Royal Greenwich both at a strategic level and for that directly associated with development. It also sets out a schedule of costs and sources of funding for strategic infrastructure that will be required in the future to support the growth set out in the Core Strategy. Where necessary, developers will be required to demonstrate that there is adequate infrastructure capacity to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity problem and no improvements are programmed by the relevant infrastructure provider, the Royal Borough will require the developer to identify how any necessary upgrade will be delivered and completed prior to completion of the development.

4.8.7 The Royal Borough will continue to secure the provision of infrastructure to meet the costs that their development imposes upon this, as well as helping to ensure that developments help to deliver the wider policy aims of the Core Strategy and to meet other infrastructure needs that may arise.

4.8.8 The Royal Borough has established a Charging Schedule for the Community Infrastructure Levy (CIL). Revenue from the Community Infrastructure Levy (CIL) will be used to help finance strategic infrastructure in Royal Greenwich, maintain existing infrastructure and fund appropriate neighbourhood infrastructure. Planning obligations will continue to be used for infrastructure requirements directly related to a development and for site specific improvements. The Planning Obligations SPD is being updated accordingly.

4.8.9 The Civil Engineering Environmental Quality Assessment and Awards Scheme (CEEQUAL) aims to improve sustainability in civil engineering and public realm projects. CEEQUAL is a tool for project teams to assess how well they have dealt with the environmental and many social issues on their projects and provides a mechanism for having those assessments externally and independently verified and recognition gained. Project awards will need to be provided at application stage.

Policy IM2 Waste Apportionment

The Royal Borough will contribute to the sustainable management of waste in Royal Greenwich by working with the other south east London Boroughs, pooling the Boroughs' waste allocations and identifying sites within the sub-region that will meet the combined London Plan waste apportionment figure.

All existing waste transfer and management sites will be safeguarded for waste management use, unless appropriate compensatory provision is made in appropriate locations.

Support

4.8.10 In line with its London-wide strategy for waste, the London Plan requires every Local Authority to manage as much as possible of its future waste locally, with the objective of London becoming self-sufficient by 2031.

4.8.11 Table 5.3 of the London Plan apportions waste to be managed in each Borough; where MSW is Municipal Solid Waste and C & I is Commercial and Industrial Waste. The waste apportioned to Royal Greenwich is (thousand tonnes per annum):

Table 16 Royal Greenwich Waste Apportionment (from Table 5.3 of the London Plan)

2011			2016			2021			2026			2031		
MSW	C&I	TOTAL												
106	188	292	128	205	333	153	223	376	179	243	422	205	265	470

4.8.12 The five South-East London Borough's are working together to meet their sub-regional requirements for waste management facilities. The Joint Waste Apportionment Technical Paper shows that there are already enough existing waste sites in the sub-region to meet the waste capacity apportionment in the London Plan. The four main waste sites that Royal Greenwich relies on to meet its target are

- Waste Management and Recycling Facility, Nathan Way, Thamesmead;
- Civic Amenity Site / Waste Transfer Station, Nathan Way, Thamesmead; and
- Days Aggregates, Lombard Walk, Charlton.
- Murphys Waste Ltd, Horn Link Way, Greenwich

4.8.13 This does not preclude sites coming forward for waste use in the future. Any future proposals will be evaluated against the criteria in London Plan Policy 5.17B. The Royal Borough now runs a weekly kitchen / garden waste collection service and is seeking a site for an anaerobic digestion facility to handle this waste within the sub region.

4.8.14 The Royal Borough will continue to seek to reduce waste arisings. Where this is not possible, the Royal Borough will follow an approach based on the waste hierarchy; encouraging re-use, then recycling and composting before energy recovery and disposal; providing support with appropriate infrastructure. See Policy DHI for guidance regarding provision for waste within developments.

Policy IM3 Critical Physical Infrastructure

The Royal Borough will support those transport schemes that are critical to Royal Greenwich's development and will:

- safeguard land for the Crossrail route (see Proposals Map) and seek financial contributions, in accordance with Policy IM1;
- advocate and work in partnership with relevant agencies to deliver a new package of Thames river crossings in East London, including the continued safeguarding of the Silvertown Link Tunnel and the Gallions Reach crossing (see Proposals Map);
- support the intensification of the use of the river for transport of people and freight, including upgrades to the Woolwich Ferry service;
- protect and enhance river bus services and piers in Royal Greenwich, including supporting their extension eastwards;
- protect waterway support infrastructure and facilities;

- advocate and work in partnership with relevant agencies to deliver improved transport infrastructure at Thamesmead and Abbey Wood and along the waterfront area at Charlton Riverside and the Greenwich Peninsula; and
- support improved links between residential areas in the south of the Borough and employment areas in the north, including at the Jubilee line North Greenwich station.

Support

4.8.15 The above major transport proposals are considered to be critical infrastructure to support the proposed levels of growth in the Core Strategy. They are also intended to help to reduce congestion and air pollution in Royal Greenwich, by reducing the use of the car, and to improve accessibility. All supported projects must have due regard to the protection of amenity and the environment. Other sites for transport infrastructure will be safeguarded through the Local Plan: Site Allocations.

4.8.16 Crossrail is of particular importance to Royal Greenwich. It will improve accessibility and provide a lever for further investment, reducing overcrowding on existing rail services in Royal Greenwich and opening up new routes across London. The Royal Borough therefore welcomes and supports the implementation of Crossrail within Royal Greenwich.

4.8.17 Royal Greenwich features a significant amount of riverside and there is still potential to increase the usage of the river for transport purposes. Proposals that will increase the use of the river for transport purposes will be supported and encouraged. It is recognised that there is a need to improve cross river links. A package of measures that can help to deliver this improvement is supported, although the exact nature of these is yet to be determined. Any new crossings should ensure that they are fully integrated for use with public transport, walking and cycling. The Emirates Air Line cable car for pedestrians and cyclists has improved access by these means. Although the development of fixed river crossings remain the Royal Borough's priority, in the shorter term support will also be given to cross river ferry services, which can provide improved connectivity at a lower cost than a fixed crossing. Piers and river bus services are important infrastructure for increasing the use of the river and all riparian development, particularly in the east of the Borough, will be assessed to ascertain how it can contribute to increasing river use.

4.8.18 As required by national policy and legislation, land for Gallions Reach Crossing and land for a road-based tunnel crossing, known as the Silvertown Link, will continue to be safeguarded. The Silvertown Link would cross the Thames on the eastern side of Greenwich Peninsula and could provide a local crossing to reduce congestion at the Blackwall Tunnel.

4.8.19 There are currently poor transport links in Royal Greenwich between employment areas in the north (North Greenwich) and residential areas in the south (Kidbrooke, Eltham and beyond). The Royal Borough will work with Transport for London (TfL) towards a strategic review of bus provision and future demand. In 2010, this began with a review of

the bus strategy for Greenwich Peninsula in partnership with both TfL and stakeholders. Longer term, the Royal Borough supports 'fixed links' such as light rail extensions between the north and south of Royal Greenwich and has been undertaking feasibility studies of such schemes. The Royal Borough will work with rail providers to increase capacity on existing services.

4.8.20 Some areas of Royal Greenwich, particularly Thamesmead and Charlton riverside, are currently poorly served by public transport. This causes problems for the existing population and industry, hinders further development and regeneration and it can exacerbate poverty and social exclusion. These areas were previously proposed to be served by Greenwich Waterfront Transit (GWT), as bus based rapid transit system designed by TfL to link the transport hubs of Abbey Wood and North Greenwich via Thamesmead, Woolwich and Charlton. Unfortunately, in 2009, the Mayor of London cancelled the funding for this scheme and has subsequently removed it from the London Plan. The Royal Borough is continuing to work with TfL and new developments to try and secure commitment to the provision of improved transport infrastructure that will replace this, such as a bus transit service.

4.8.21 In the early stages of any major development proposal, the developer will be expected to liaise with the Royal Borough and Transport for London to determine an appropriate transport strategy for the scheme, including the need for any additional infrastructure. Land uses and transport facilities must be integrated. The existing network of public transport should be fully exploited in the interests of efficiency and maximising accessibility. It is particularly important that employment locations are well linked to housing areas, to provide employment opportunities for local residents.

4.8.22 Water, wastewater and energy infrastructure are also of importance and further details of the requirements for these are included in the Infrastructure Delivery Plan. The Royal Borough will work with Thames Water and other stakeholders to support the timely implementation of the Thames Tideway Tunnel project, including the connection of the combined sewer overflows in the Royal Greenwich.

Policy IM4 Sustainable Travel

The Royal Borough supports the development of an integrated and sustainable transport system that is extensive in coverage and meets the needs of residents, businesses, workers and visitors in Royal Greenwich. All development in Royal Greenwich should contribute to improved accessibility and safety, and reduce the use of the private car and the need to travel. Development should be designed for the needs of pedestrians, cyclists and public transport users first and intense uses, such as schools and shops, should be close to public transport, cycling and pedestrian nodes and interchanges to enhance connectivity.

Cycling and walking are supported within Royal Greenwich. The needs of pedestrians, including those with disabilities, and cyclists should be prioritised in development and the design and layout of development should reflect this. High standards of safety, accessibility and convenience will be required, including establishing and maintaining links with public transport.

All existing footpaths and cycleways, including the existing riverside and Thames paths, will be safeguarded and the development of new and improved footpaths and cycleways will be supported. Developments along the riverside must ensure that they incorporate the provision for a riverside pathway and contribute to improvements to this where it is required. Where development is proposed alongside Deptford Creek the provision of a waterside path should be included to provide public access to pedestrians and cyclists. Proposals to provide a pedestrian bridge across the Creek will be supported.

In order to reduce the use of the car, developments, must not go above those maximum parking standards set out in the London Plan and, where appropriate, should go below these.

Support

4.8.23 It is important that a range of transport options are available within Royal Greenwich. Not only does this increase choice for users, but more sustainable transport methods, such as public transport, cycling and walking can also help to reduce carbon emissions and congestion, improve air quality and promote more healthy lifestyles. All developments should give priority to pedestrians, cyclists and public transport users, including those relating to the arrangement of highways networks.

4.8.24 Increased congestion on Royal Greenwich's roads is a concern and the Royal Borough will work with TfL where necessary to help address capacity issues. All of those measures listed in Policy IM3 are aimed at alleviating transport capacity issues, as is promoting alternatives to the car, smarter travel programmes, continued maintenance of the existing network and appropriate parking standards in new developments (see policy IM(c)).

4.8.25 Reducing the need to travel will be encouraged. By locating development close to existing key services and ensuring transport infrastructure, including walking and cycling infrastructure, is easily accessible, distances travelled can be reduced.

4.8.26 As set out in the London Plan, Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or Residential Travel Plans (including deliveries and servicing, where appropriate) should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.

4.8.27 Walking and cycling are important forms of transport and should be as pleasant, safe and convenient as possible. The Royal Borough supports the Cycle Superhighways. The Royal Borough also recognises that walking and cycling are important leisure pursuits that can improve health, improve access to services, help to protect the environment and can

even encourage a sense of community. Pedestrianisation and improved pedestrian facilities can provide significant townscape and environmental benefits and will be focused in the town centres of Greenwich, Plumstead and Eltham. The pedestrian environment in and around developments should be of high quality and should promote the Legible London initiative to improve pedestrian way-finding.

4.8.28 Inclusion of the riverside pathway as part of the Thames Path National Trail is supported and development should ensure its protection where appropriate and provide improvements where necessary. The Thames path now extends along most of the riverside apart from a section to the east of the Thames Barrier. In this area, it is to be provided on the redevelopment of adjacent riverside sites. Pathways along other rivers and waterways in Royal Greenwich should also be provided, in order to further encourage walking and cycling and to improve accessibility to these. The area around Deptford Creek is identified in the London Plan as an Opportunity Area where tourism, culture and heritage-led development will be encouraged. The Royal Borough will expect development adjacent to the Creek to include a waterside path which enhances the historic setting, providing an opportunity for the public to appreciate Creekside's 19th Century industrial heritage. Pedestrian bridges across the Creek will also be supported.

4.8.29 The London Plan recommends maximum levels of parking for broad classes of development as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked trips and access to development for those without use of a car and to tackle congestion.

4.8.30 The Royal Borough will continue to work in partnership with relevant agencies to improve public transport infrastructure in under-served parts of Royal Greenwich. Improvements, including to capacity and frequency, in public transport networks will also be sought.

4.8.31 The Royal Borough's Local Implementation Plan provides further detail on Royal Greenwich's transport priorities. The Royal Borough's emerging Cycling Strategy provides further detail on cycling-specific measures in Royal Greenwich.

Policy IM5 Freight

The impact and movement of goods and materials on the road network will be minimised by:

- i. ensuring developments that generate high numbers of freight movements are located close to major transport routes;
- ii. safeguarding Angerstein, Brewery, Murphy's, Riverside and Tunnel Wharves and Victoria Deep Water Terminal, as defined on the Proposals Map, for river-based cargo handling. Alternative uses will only be considered if the wharf is no longer

- viable or capable of being made viable for river based cargo handling or, exceptionally, for a strategic proposal of essential benefit to London, which cannot be planned for and delivered on any other site in Greater London;
- iii. supporting proposals that increase the proportion of freight in Royal Greenwich that is either rail or water borne;
 - iv. safeguarding railheads for aggregate distribution, including Angerstein Wharf; and
 - v. maximising the movement of bulk materials by water, including construction and demolition materials.

Support

4.8.32 The use of narrow, difficult roads in land use areas of high sensitivity can be particularly intrusive and environmentally damaging. In general, only strategic routes are really capable of accepting major lorry flows. Where lorry traffic is considered acceptable, the provision of noise insulation for properties adversely affected will be sought.

4.8.33 The movement of goods by water or rail rather than road can help reduce traffic congestion, air and noise pollution and this form of movement will therefore be encouraged. The River Thames is Royal Greenwich's main navigable waterway and has potential for increased usage. There are a number of wharves in Royal Greenwich that enable the transportation of freight by water and these will continue to be safeguarded. Development proposals for safeguarded wharves are referable to the Mayor of London, who has a duty to periodically review the safeguarding and make recommendations to the Secretary of State with regards to existing or possible safeguarding directions. It should be noted that within the Mayor's most recent review of safeguardings⁽²⁶⁾, he has recommended the relocation of the Tunnel Wharf safeguarding and other changes to some of the wharf boundaries. Once these have been agreed, the proposals map will be updated accordingly.

4.8.34 As is demonstrated in the Charlton Riverside and Greenwich Peninsula West Masterplan SPDs, the Royal Borough intend to keep the status of Tunnel and Riverside Wharves under review and believe that there may be justification for their release from safeguarding in the future or for the relocation of Riverside Wharf. This would require their capacity to be retained and for equivalent facilities to be provided. It would be subject to further discussion with the relevant parties and in particular, the Port of London Authority and the GLA.

4.8.35 The main rail freight facility in Royal Greenwich is at Angerstein Wharf. This is within Royal Greenwich's aggregates zone and is used for the transshipment of aggregates. Land west of White Hart Road, known as the former Plumstead Coal Yard, is also designated as a rail freight site, as shown on the Proposals Map. In addition to the sites themselves, access from the road and/or river network to wharves and rail freight sites will be protected.

26 Safeguarded Wharves Review - Final Recommendation (GLA, March 2013)

4.8.36 Construction Logistics Plans and Delivery & Servicing Plans should be secured in line with the London Freight Plan and should be coordinated with Travel Plans. These should also consider opportunities for waste recycling and large scale developments should set aside land for the duration of the construction period to facilitate the sorting and storing of waste inert material. Uptake of the Freight Operators Recognition Scheme is also supported.

DETAILED POLICIES

Policy IM(a) Impact on the Road Network

When planning transport provision for major developments and extensive sites where comprehensive development can take place, developers should have regard to:

- i. The road hierarchy
- ii. Building into highways networks speed management and design criteria for speeds no greater than 20 mph; and
- iii. Incorporating appropriate traffic calming measures and encouraging residential roads to be designed as shared spaces.

Support

4.8.37 Impact of development on the road network is an important consideration. The Royal Borough will designate roads in Royal Greenwich as a hierarchy of strategic, London distributor and local roads and will have regard to these when assessing proposals for developments connecting to the highway network:

- Strategic roads: these are roads whose function is to provide for longer journeys, link to the London and national road system and aim to reduce traffic demands on London distributor roads. They include those on the Transport for London Road Network (TLRN), for which TfL is the Highways Authority and a statutory consultee on proposals that might affect them.
- London distributor roads: these link strategic roads, strategic centres and function as main bus routes.
- Local roads: these are used by traffic passing through a particular area, as well as providing access to land and buildings in the immediate vicinity. These roads should not be used by heavy goods vehicles except for essential deliveries and traffic here must not overwhelm the character of an area. Where possible, cycling and pedestrian routes should be identified and signposted showing links to the wider strategic walking and cycling routes.

4.8.38 Appropriate speed management on highways networks is important. Streets that are primarily residential in nature and are not part of any primary through route should feature a 20 mph limit. 20mph limits around schools, shops, markets, playgrounds and other areas where pedestrian and cyclist movements are high will also be encouraged.

4.8.39 However, speed restrictions on their own do not make a road safer and it is therefore important in major residential developments in particular that further traffic calming measures are put in place to improve safety in these locations and to reduce the prominence of the car on the road. The role and function of the street should be assessed, with the aim of people and vehicles sharing the space safely and on equal terms. The problem of rat-running should also be considered and measures put in place to reduce this where possible. This not only improves safety but will also provide air quality improvements in these residential areas.

Policy IM(b) Walking and Cycling

The Royal Borough is committed to protecting and enhancing Royal Greenwich's footpaths and cycle ways and new developments should provide for the needs of their users. Development in Royal Greenwich should:

- i. integrate with the existing footpath and both the London and local cycle networks and encourage the principles of shared space;
- ii. provide sufficient provision of changing and shower facilities for cyclists;
- iii. provide cycle parking in line with policy IM(c);
- iv. promote walking and cycling safety, with well lit, signed and well maintained routes and safe facilities for crossing roads and at transport interchanges;
- v. take account of 'desire lines' to local shops, services and schools, including safer routes to school and to public transport nodes; and
- vi. Take account of the Royal Borough's Cycling Strategy and in particular the development of primary and local cycle networks through Royal Greenwich.

Support

4.8.40 Walking and cycling are resource efficient, non-polluting and encourage healthy lifestyles. Increased and improved provision for pedestrians and cyclists will help to make these transport modes accessible to all and to increase the amount of walking and cycling that takes place in Royal Greenwich. Safety and convenience are of particular importance in relation to walking and cycling and must therefore be considered in the design of development. This includes the impact of a development on the wider network in terms of

pedestrian and cyclist safety as well as any route links with neighbouring Boroughs. Careful design of the pedestrian environment and of the public realm to enable access for people with disabilities is also particularly important.

Policy IM(c) Parking Standards

Developments must provide the minimum level of car parking provision necessary, for people with disabilities, as set out in the London Plan, and ensure provision for servicing, safe pick-up, drop-off and waiting areas for vehicles such as taxis and coaches, where that activity is likely to be associated with the development.

Developments supported by a high level of public transport accessibility and within Controlled Parking Zones should be car free. Development in areas of on-street parking stress should be 'car-capped.' For car capped developments, the Royal Borough will:

- limit on-site car parking to spaces designated for disabled people, any operational or servicing needs, and spaces designated for the occupiers of development;
- not issue on-street parking permits; and
- use a condition / legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

The Royal Borough will also strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across Royal Greenwich and seek the provision of electric charging points as part of any car parking provision, following the minimum standards set out in the London Plan.

Developments must meet, as a minimum, the standards for cycle parking as set out in the London Plan.

Support

4.8.41 For the Royal Borough's strategic approach to parking, please see Policy IM4.

4.8.42 The London Plan provides detailed parking standards, and these include:

- maximum parking standards for general car parking provision, to encourage people to consider all alternatives to private car travel;
- minimum cycle parking standards, to encourage people to meet their travel needs by cycling;
- minimum parking standards for people with disabilities to meet their needs; and

- minimum standards for servicing, taxi and coach activity, to provide an alternative to on-street provision.

4.8.43 The maximum car parking standards for residential developments set out in Policy IM4 are below the London Plan standards, to reflect the existing pressure on parking in Royal Greenwich. In residential areas where on street parking is already under pressure, a lower provision than this may be inappropriate. Where parking is provided with residential conversions, it should not necessitate the complete loss of front gardens as these are an important street amenity.

4.8.44 The maximum car parking standards for employment generating uses are intended to limit the potential for commuting by private car (other than by disabled people). A workplace's operational needs are only considered to include journeys to work if travel is at times when public transport services are severely limited or if employees need continuous access to a car for work purposes whether or not they are at the workplace.

4.8.45 Facilities and buildings should be safely accessible to all, and appropriate provision must be provided for servicing requirements and drop-offs, so as to avoid obstructions and ensure safety on the road network. Adequate space for turning, loading and unloading is necessary to serve developments properly while at the same time minimising intrusion into the street scene and potentially hazardous movements onto the public highway. This includes residential developments where there are likely to be regular delivery vehicles. Provision for emergency service access must also be made.

4.8.46 The Royal Borough will expect new developments in the most accessible parts of Royal Greenwich that lie within Controlled Parking Zones to be car free, and developments in areas of high on-street parking stress to be car-capped. Car-capped developments have a limited amount of on-site car parking, but no access to on-street parking permits for residents or their visitors, in order to avoid any impact on on-street parking. Areas of high on-street parking stress are defined as those that are already within a Controlled Parking Zone but where there is known to be limited further parking capacity, where the provision of additional on-street parking would be harmful to parking conditions. To implement car-capped development, the Royal Borough needs to remove entitlements for parking permits from future occupiers and the provision of permits for their visitors. The level of on-site provision must still meet the minimum car and cycle parking standards in the London Plan, and may, where required, include on-site space for people with disabilities, car clubs, servicing, coach and taxi activity. There should be no specific provision for visitor parking.

4.8.47 The Royal Borough accepts the need for a flexible approach to some aspects of the maximum parking standards, for example where the nature of the street frontages preclude access to on-site car parking, and may consider the potential for designating disabled parking bays on-street. Additionally, there may need to be some flexibility where there is a need for additional public parking in town centre locations.

4.8.48 Car clubs and pool cars offer the benefit of removing the need for car ownership for many households and discourage the use of the car for journeys, including commuting and business trips that could be made by more sustainable modes, thus reducing the use of

cars, the need for car parking spaces and air pollution caused by cars. The Royal Borough will support contributions to car clubs and pool cars from developments and the provision of free membership of these where possible. The Royal Borough will also strongly encourage developers to provide or contribute towards car club or pool car spaces as an alternative private parking. Provision of new spaces within developments will be encouraged in locations where they can be made available to car-club members.

4.8.49 The Royal Borough will encourage the provision of electric vehicle charging spaces in new developments, including for electric pool cars or electric car-club cars, in order to help reduce air pollution (see also policy E(c)). For general car parking, such spaces should be provided within the maximum parking standards set out in the London Plan. Policies E5 and IM3 promote the use of low emission vehicles and low emissions strategies.

4.8.50 All developments will be expected to meet, as a minimum, the cycle parking standards, as set out in the London Plan. The provision of cycle parking in new developments encourages a healthy and more sustainable alternative to the use of the private car. Cycle parking provision should be provided with convenient access to street level and must be secure and easy for everyone to use. Cycle parking for residents and employees cannot usually be met off-site due to the security and shelter necessary for long stays. Where applicants demonstrate that cycling provision according to these standards is not feasible on a development site, the Royal Borough will seek a contribution to off-site provision in lieu of provision within the site.

Policy IM(d) London City Airport

All applications for permission to develop sites within the outer safeguarding boundary, as shown on the safeguarding map for London City airport, will be determined having regard to the advice received from the Civil Aviation Authority.

Support

4.8.51 Although London City Airport lies on the north side of the river, it still has an important impact on those parts of Royal Greenwich which are located near it. For reasons of public safety and environmental protection, the development of land in the vicinity of London City airport may be limited and applications for permission for certain types of development should be referred to the airport's safeguarding consultee, as required by Circular 01/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002.

4.8.52 The CAA has published a map that indicates the outer safeguarding boundary for the airport, Figure 8, also shown below, and the type of development, in terms of building height, that must be referred to them. For pre-application advice on building heights and other safeguarding matters, applicants are advised to contact London City Airport's safeguarding consultee on 0207 6460200.

4.8.53 The airport also has a designated Public Safety Zone that falls within the outer safeguarding area, as shown on the Proposals Map, where there should be no significant increase in the number of people living, working or congregating. Other restrictions on development may include noise levels, as imposed by the airport operating at capacity. This is likely to restrict the location of certain noise-sensitive uses such as hospitals, schools and dwellings close to the airport. The Royal Borough recognises that London City Airport may grow in the future and that this could impact upon the public safety zone, any increase in the public safety zone will need to be considered during the planning application process.

Figure 8 London City Airport safeguarding map (image not to scale)

