

## 6. PLUMSTEAD

### PRESENT DAY CONTEXT

Plumstead is a primarily residential neighbourhood, with two distinct areas of focus. To the north, the area is centred on the retail and mixed-use corridor of Plumstead High Street. To the south, the area is structured around the interconnected open spaces of Plumstead Common and Winn's Common.

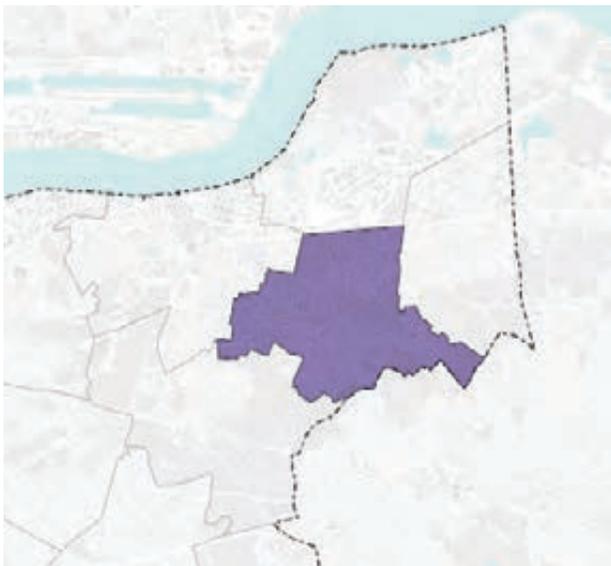


Figure 5.50: Location map



Image 5.19: Plumstead aerial image

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## HISTORIC DEVELOPMENT

The first record of the settlement of “Plumstede” was in 970; the place where plum trees grow. The St Nicholas parish church is of 12th century origins, albeit badly damaged in wartime bombing. Until the 19th century, the area was one of scattered farms and minor country houses. The High Street stretched towards Woolwich, though with few frontage buildings. The historic Plumstead common lands south of the High Street are divided in two; Winn’s Common to the east and Plumstead Common to the west, both north of Shooters Hill. Plumstead Common is characterised by open grassland with long views in all directions. Post war social housing blocks impact on views from the Common in an intrusive manner. Winn’s Common is deeply cut with combes, containing wooded groves with many views across this complex landscape.



Image 5.20: Late 19th century Plumstead

## PLACE STRUCTURE

Plumstead is structured by four key features crossing the area east-west as the land rises firstly to Plumstead Common and then further again towards Shooters Hill. At its northern boundary is the North Kent Rail Line, with a station at Plumstead. Running diagonally from the station is Plumstead High Street (A206), the main route through the area, which provides a corridor for retail and mixed-use development and serves Western Way, the access to Thamesmead before it crosses the railway line close to Plumstead Station. Across the centre of the area is a chain of open spaces from Plumstead Common to Plumstead Cemetery; there are also local centres facilities on Plumstead Common Road serving this area. And across the southern boundary is another chain of open spaces in neighbouring Shooters Hill and the adjoining borough of Bexleyheath. Due to the impermeability of the North Kent Rail Line (where there are no through vehicular routes) and the open spaces at Shooters Hill, there are no strategic north-south routes through Plumstead.

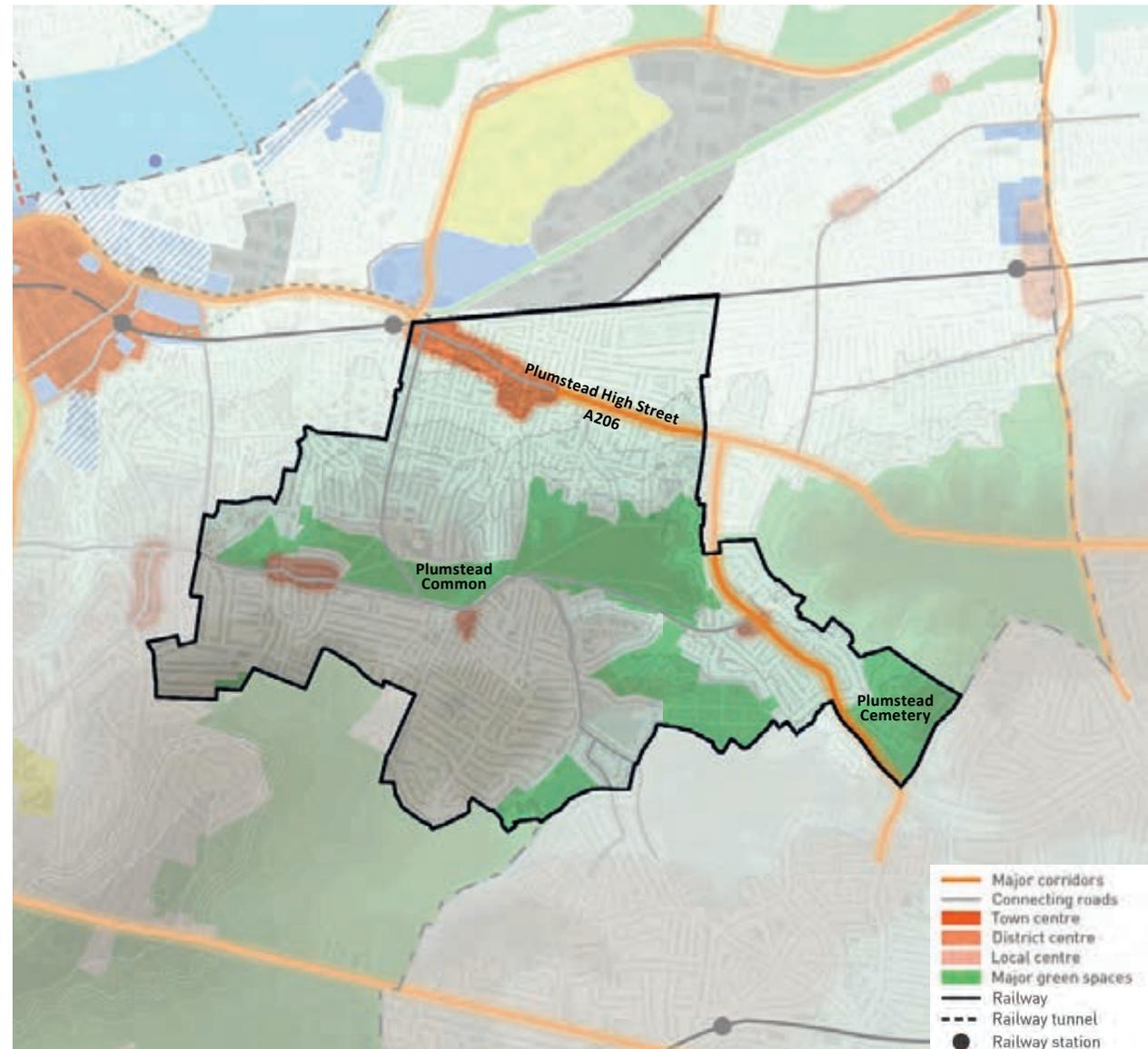


Figure 5.51: Place structure

## CHARACTER AND TOWNSCAPE FEATURES

Plumstead's character is shaped by a strong east-west striation in the settlement pattern as it steps up the gentle slope to Shooters Hill, with its elevated open spaces overlooking the estuary, and absence of north-south strategic routes.

The corridor of Plumstead High Street provides a focus for retail and mixed-use development in a variety of building types of different sizes and scales, which address the street in a conventional manner and maintain a degree of continuity and coherence along its length. This pattern is only broken by St. Nicholas Church, which is set back from the high street frontage behind the former graveyard, now a pocket park.

Development in the rest of the area is not only primarily residential but also primarily in the form of street-based housing dating from pre-1919 or the interwar era, and accordingly of a considerable coherence and sensitivity, with density reducing somewhat towards the south.

The few exceptions to this pattern include a postwar modernist estate of four residential towers at Grosmont Road on an outcrop at Winns Common, widely visible across the area, as well as occasional postwar and late century infill development, for example four-storey maisonette blocks at Granite Street, and a two-storey postwar landscaped modernist housing estate at Hartville Road.

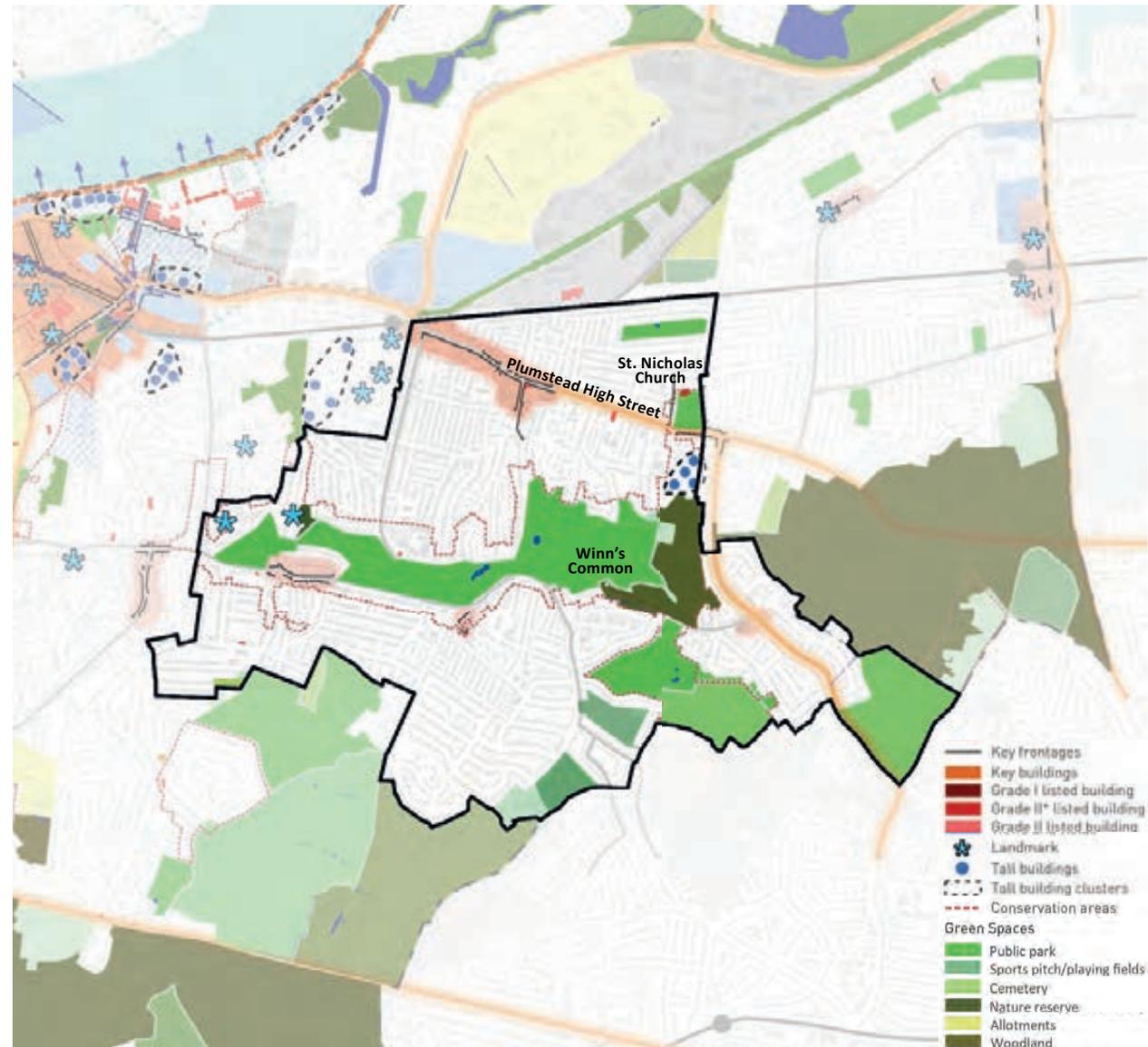


Figure 5.52: Character and townscape

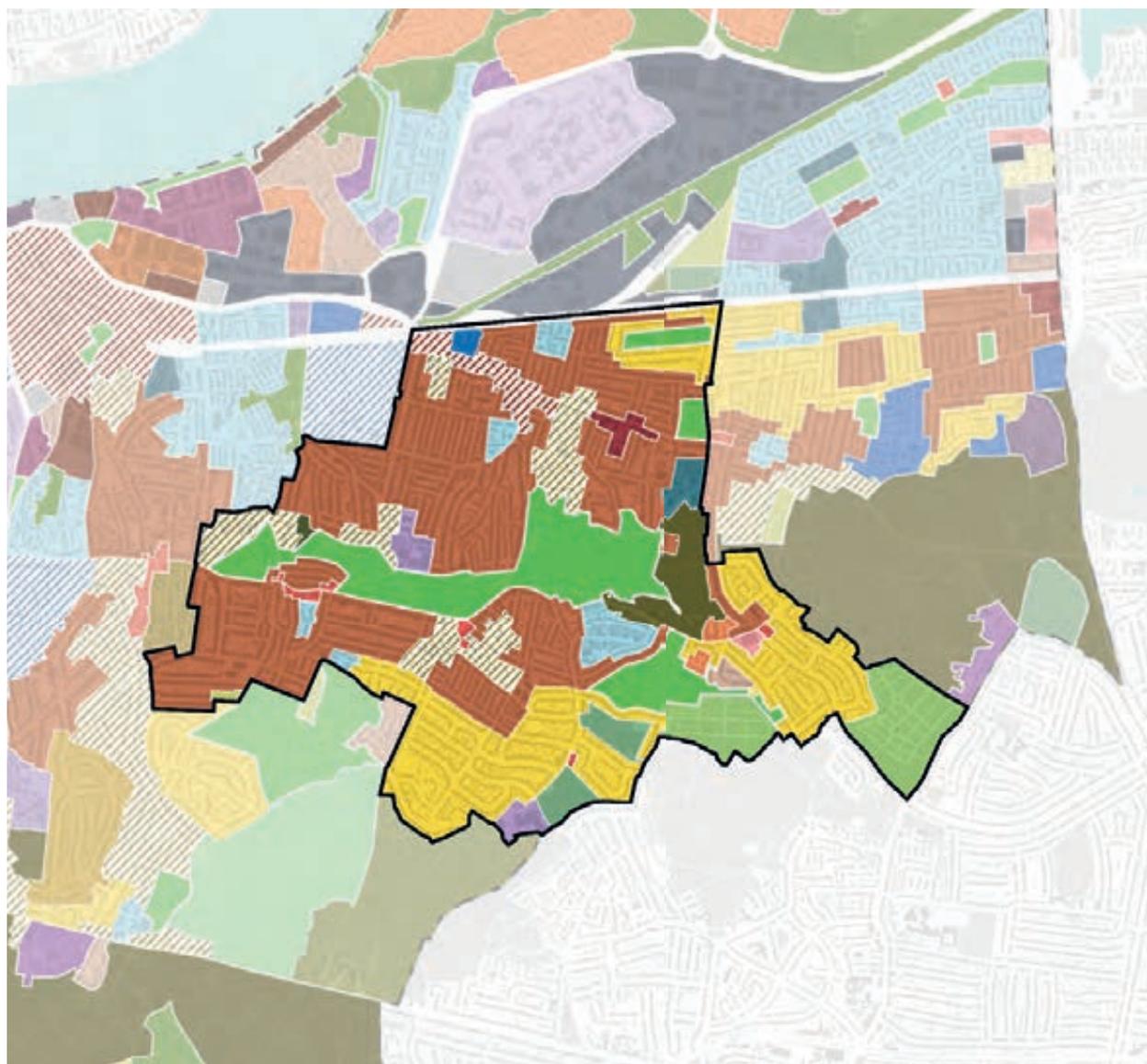


Figure 5.53: Urban typologies

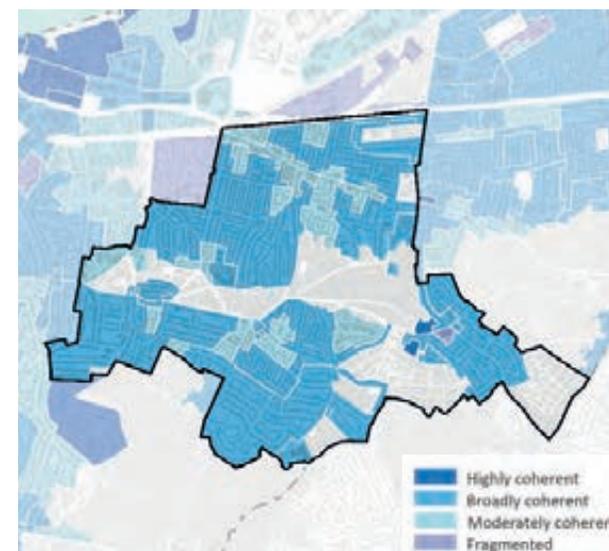


Figure 5.54: Coherence

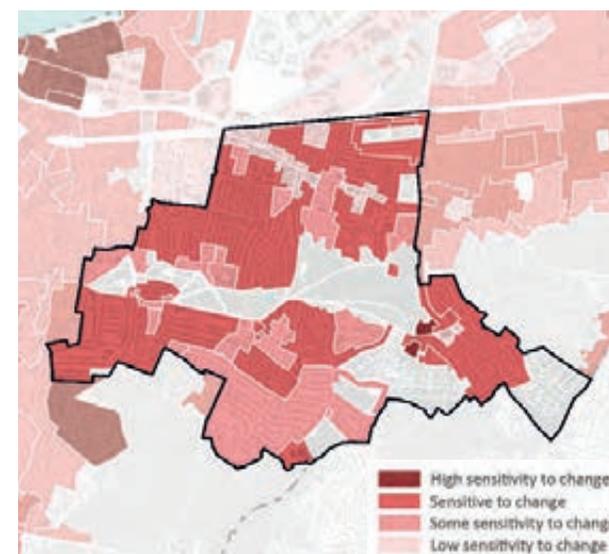


Figure 5.55: Sensitivity

There is little contemporary development in evidence across the entire area. The chain of open spaces east-west and the generally large front and back gardens give the area a mature landscape character.

The variety of response to topography—with streets sometime rising directly up the slope giving fine views, and other times fronting parallel to the slope and giving enclosure to open spaces—achieves a balance between the urban and landscape character of the place. This is further accentuated by the presence of Bostall Heath, Bostall Woods and other wooded areas in recurrent views along streets and across rooftops, and in the distinctive valley setting of Wickham Lane.

There are however a number of features which detract from the townscape quality. The high street is dominated by traffic and is provided with particularly narrow footways. Many of the shopfronts are of poor quality and buildings lacking investment detracting from its character. Across the residential areas some of the postwar estates break the scale and continuity of the surrounding streets and disrupt the coherence of the area as a whole.



Image 5.21: Plumstead high street

## BUILDING HEIGHTS

Plumstead is consistently low-rise, with building heights up to three and four storeys across most of the area, including Plumstead High Street, and buildings heights of two storeys common towards the southern edges of the area. The few exceptions to this pattern include a postwar modernist estate of four 12-storey residential towers at Grosmont Road at the eastern boundary, and two similarly-scaled towers overlooking Plumstead Common at the western boundary.

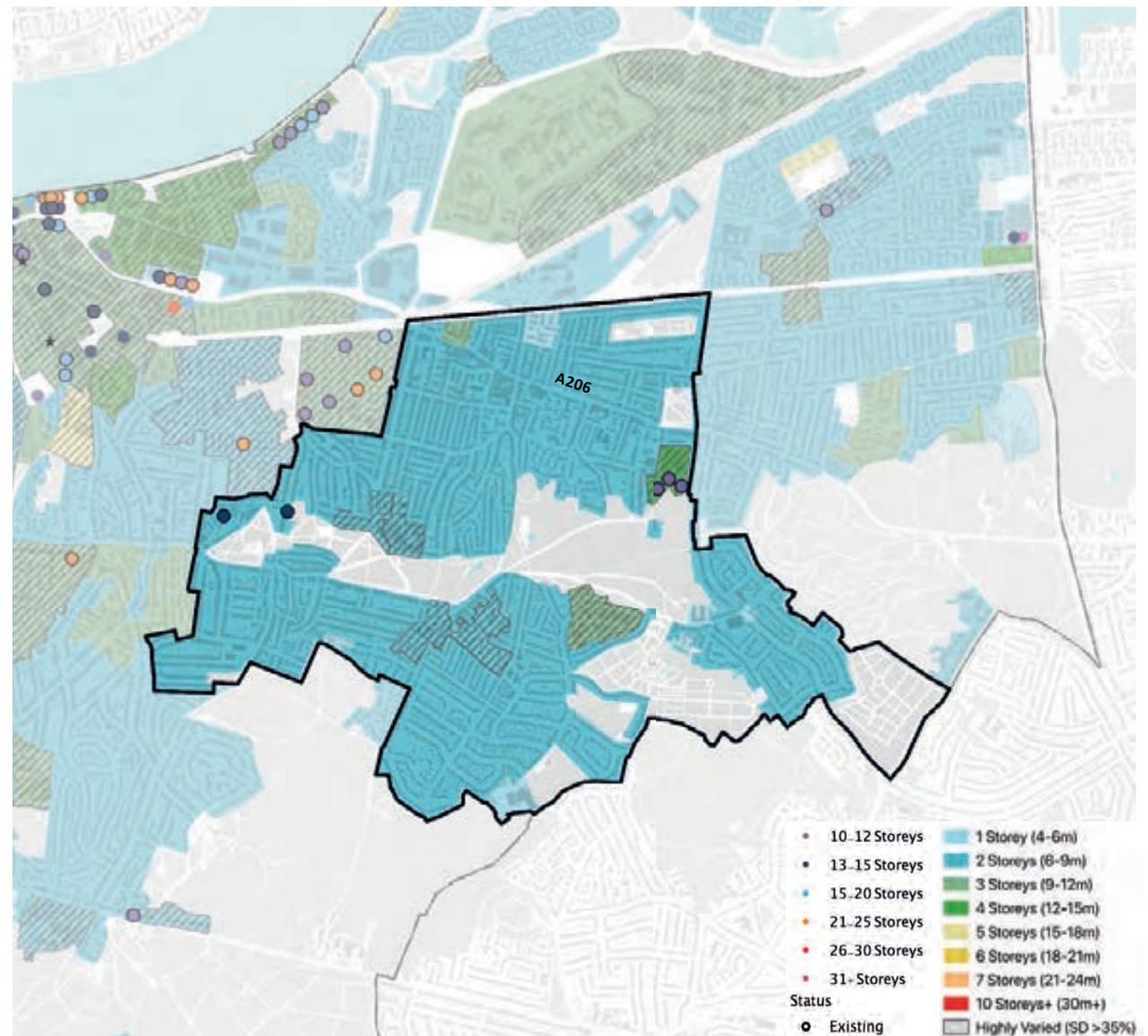


Figure 5.56: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)

## HERITAGE, CONSERVATION AND VIEWS

Plumstead Common Conservation Area crosses the entire area from east to west. It is primarily focussed on open spaces and their frontages at Plumstead Common and Winn's Common. It also extends northwards across Plumstead High Street to include St. Nicholas Gardens, and southwards to include Woolwich Cemetery and the memorial to the Princess Alice disaster. There are a number of listed buildings, including a notable interwar modernist residential terrace at Genesta Road by Lubetkin and Pilichowski.

An important view from Winn's Common northwards to the Thames is locally protected.

The elevated position of Plumstead Common allows for panoramic views, particularly southwards over the river Thames. Also highly significant are views into and out of the wild coombes, wooded groves and lakes, and views from the tower of St Nicholas Church.

Full details on significant views are provided in the Heritage Appendix.

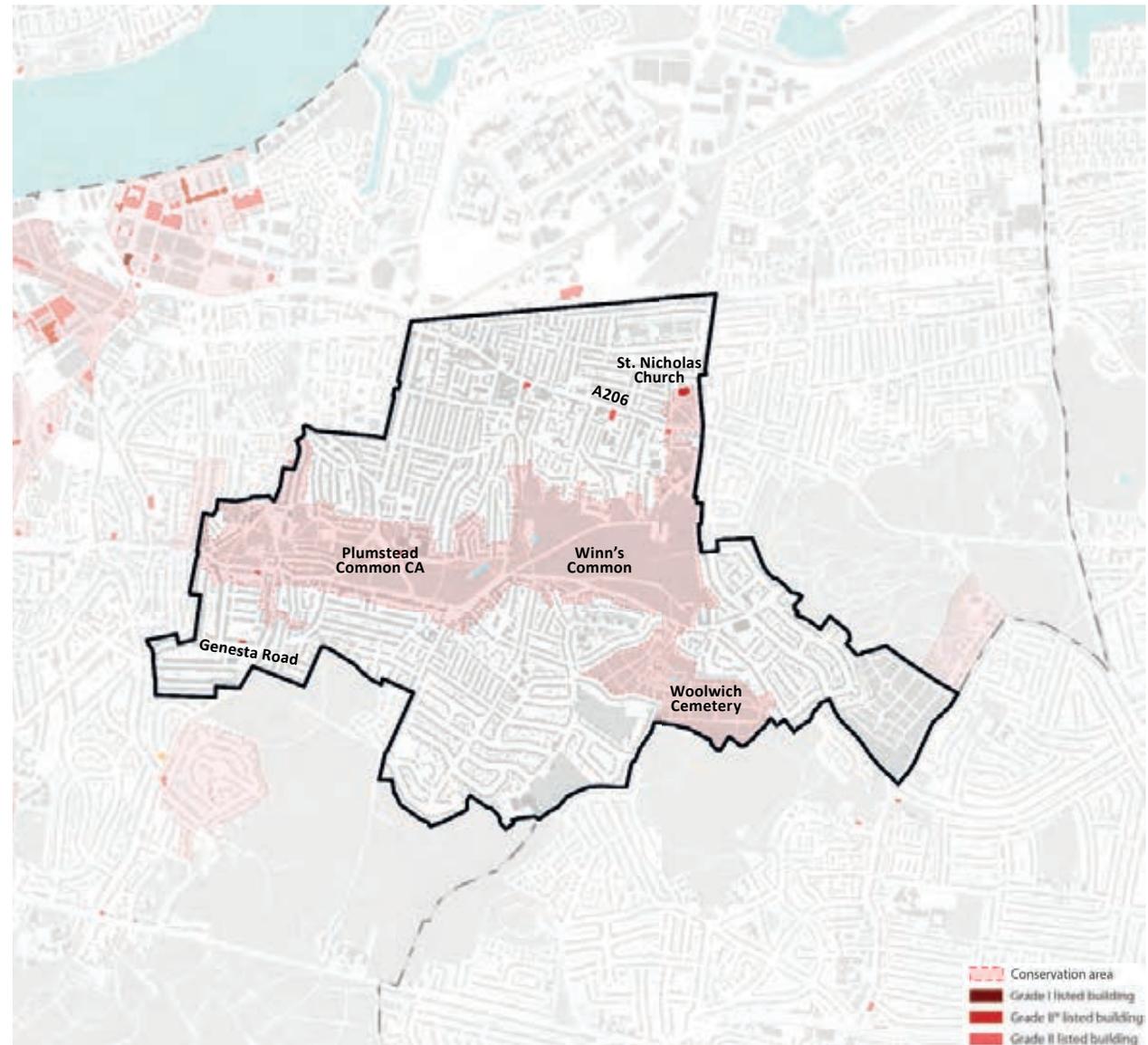


Figure 5.57: Heritage and conservation



Image 5.22: Church of St Nicholas (Grade II\*)



Image 5.23: The Plume of Feathers Public house (Grade II)



Image 5.24: View from Plumstead over Thamesmead

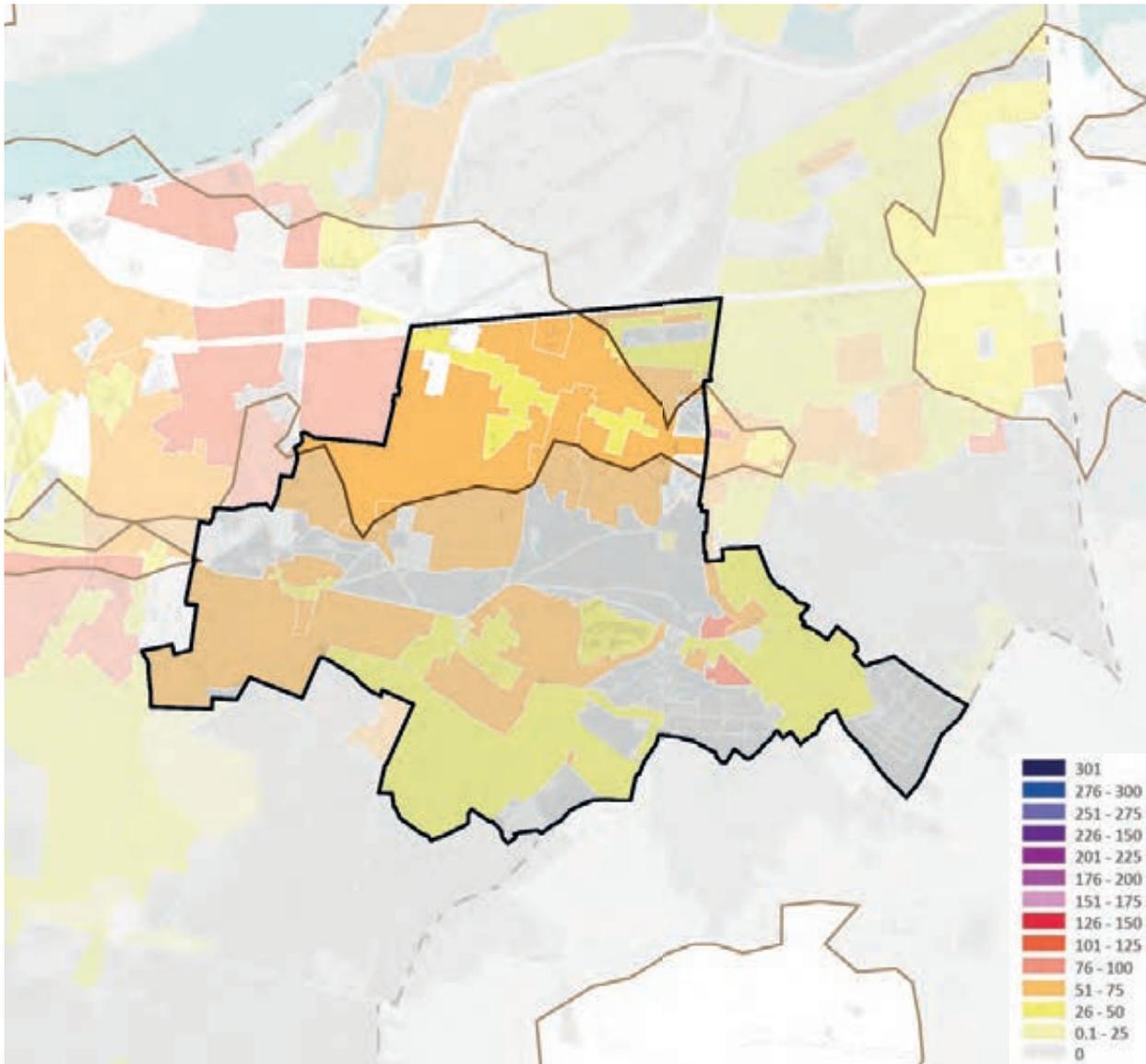


Figure 5.58: Dwelling density units/ha + PTAL 3+

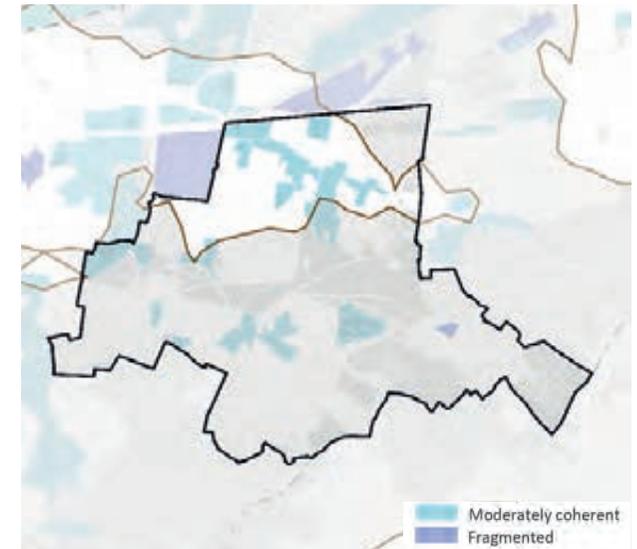


Figure 5.59: Coherence + PTAL 3+

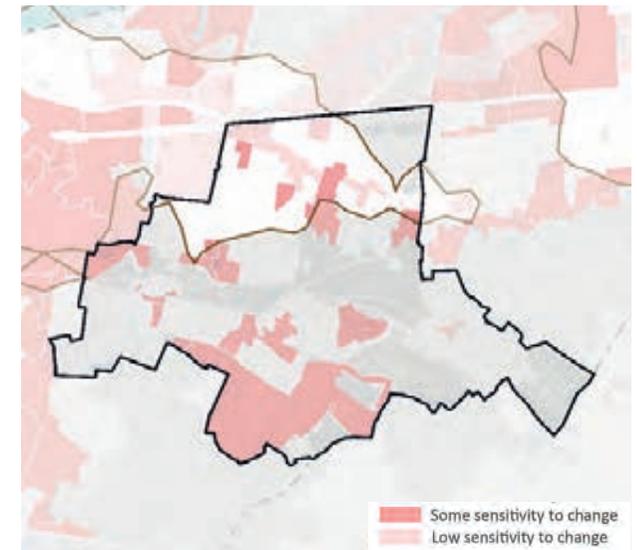


Figure 5.60: Sensitivity + PTAL 3+

## CAPACITY FOR GROWTH

Being located peripherally to Woolwich, the main transport hub, Plumstead's PTAL score is generally below 3, with the exception of the High Street and adjacent terraced streets. Plumstead high Street offers the most capacity for growth as it is of lower sensitivity, coherence and residential density.

## OPPORTUNITY FOR CHANGE

The historic nature of Plumstead means that development here should largely seek to reinforce the existing character through sensitive intensification. There are pockets of opportunity for transition in less sensitive areas and along the A206 corridor. Opportunity for Transformation is limited to the Wicks Store on Wickham Lane.

Each of these areas is discussed in detail on the following pages.

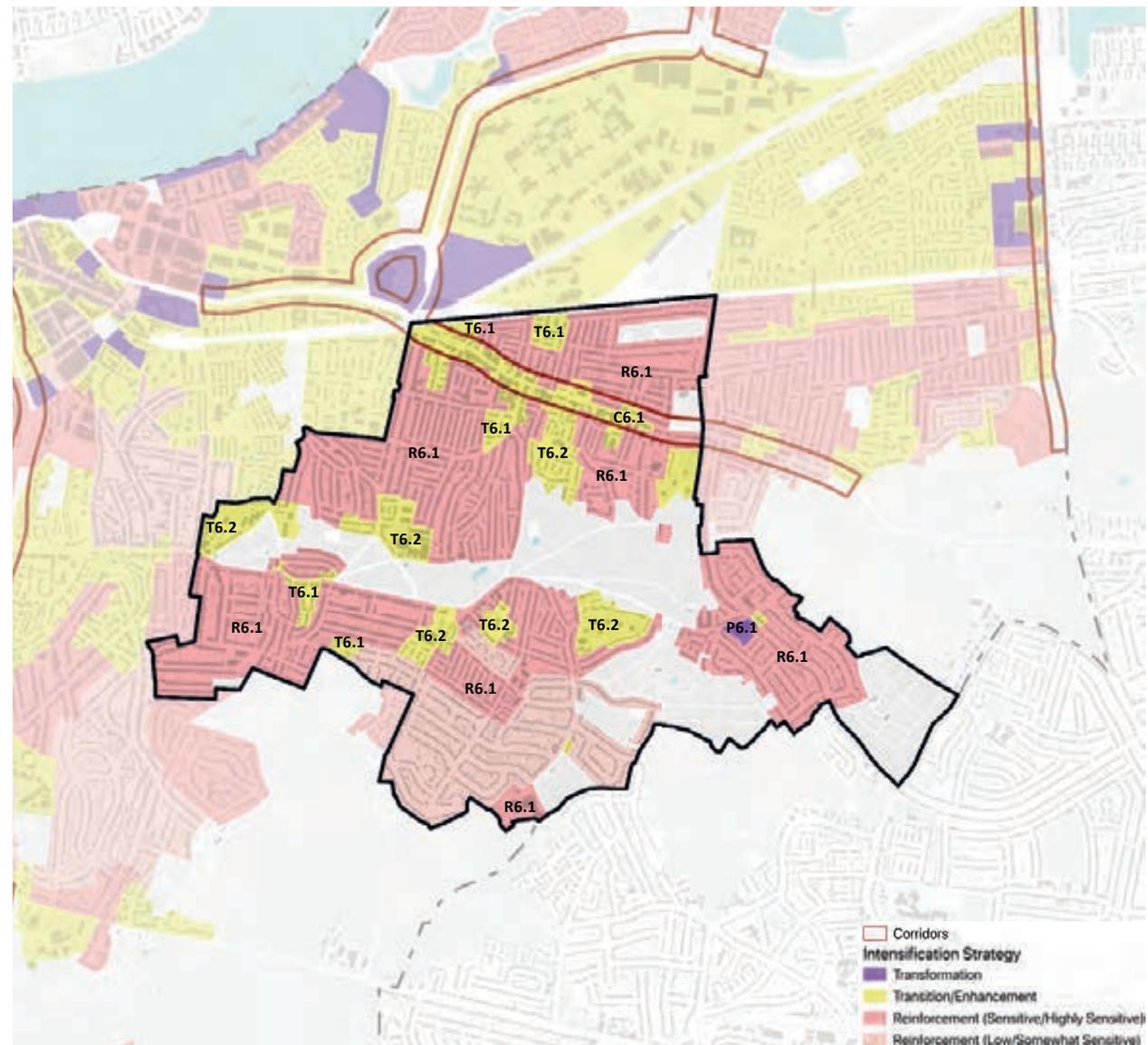


Figure 5.61: Intensification strategy

Transformation/ Placemaking	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Wicks Store On Wickham Lane(P6.1)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for comprehensive residential and mixed-use development of this site if it becomes available, to repair the urban fabric with a development project that responds to the urban grain and character of the surrounding area, and establishes positive frontages to streets;</li> <li>Heights up to 4 storeys including set back;</li> </ul>	<ul style="list-style-type: none"> <li>Plumstead Common CA</li> <li>Local views</li> </ul>

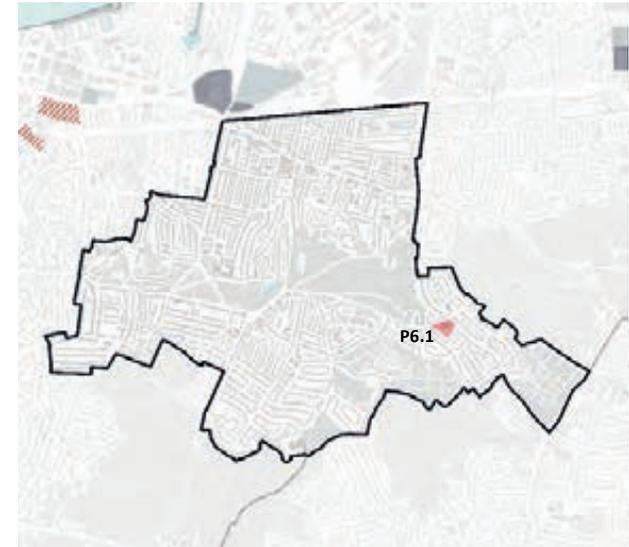


Figure 5.62: Transformation / placemaking

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Plumsted High Street (C6.1)</li> </ul>	<ul style="list-style-type: none"> <li>Transform road into an attractive high street, limiting traffic speed to max 20miles/hour, widen pavements and enhance the public realm, provide street planting and implement shop front improvements;</li> <li>Potential for smaller plots to be consolidated and redeveloped with larger mixed-use buildings to create better enclosure to the street and more appropriate development form;</li> <li>Larger buildings to be set back from current building line to provide more footway space and public realm;</li> <li>Active ground floors to be provided and frontages onto the street;</li> <li>Height up to maximum 4 storeys including set-back storey, stepping down in the vicinity of lower neighbouring development where necessary;</li> </ul>	<ul style="list-style-type: none"> <li>Listed buildings</li> <li>Adjoining low-rise context</li> </ul>

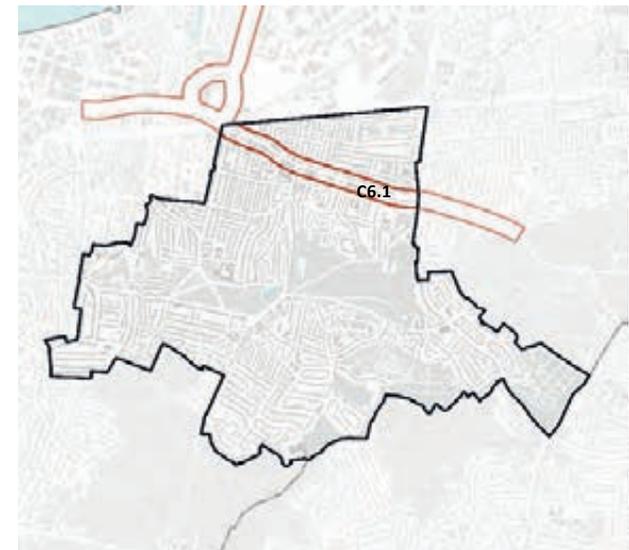


Figure 5.63: Corridor improvements

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Small Postwar Estates (T6.1)</li> </ul>	<ul style="list-style-type: none"> <li>Infill development of modest scale</li> <li>on 'leftover' spaces or surface car-parks, creating more defined streets with natural surveillance, turning corners and addressing back-to-front conflicts</li> <li>Better integrating larger scale blocks with the grain of the neighbourhood, potentially with low- or medium-rise additions at the base that responds to the network of streets;</li> <li>Potential to increase heights of low-rise blocks by one floor (or set back storey) where this benefits the street scene;</li> <li>Investment into estate to enhance the quality of accommodation, amenities and the public realm for existing residents as well as new residents;</li> </ul>	<ul style="list-style-type: none"> <li>Plumstead Common CA</li> <li>Adjoining low-rise housing</li> </ul>
<ul style="list-style-type: none"> <li>Fragmented residential or mixed use areas (T6.2)</li> </ul>	<ul style="list-style-type: none"> <li>Creating a greater level of coherence in the street scene and repairing the urban fabric;</li> <li>Infill development or selected redevelopment that creates continuous street frontage, responds to the fine grain of development and strengthens prevailing building lines and heights;</li> <li>Development to provide a common street interface and frontage towards the street;</li> <li>Improve the quality of the public realm;</li> </ul>	<ul style="list-style-type: none"> <li>Plumstead Common CA</li> <li>Adjoining low rise housing</li> </ul>

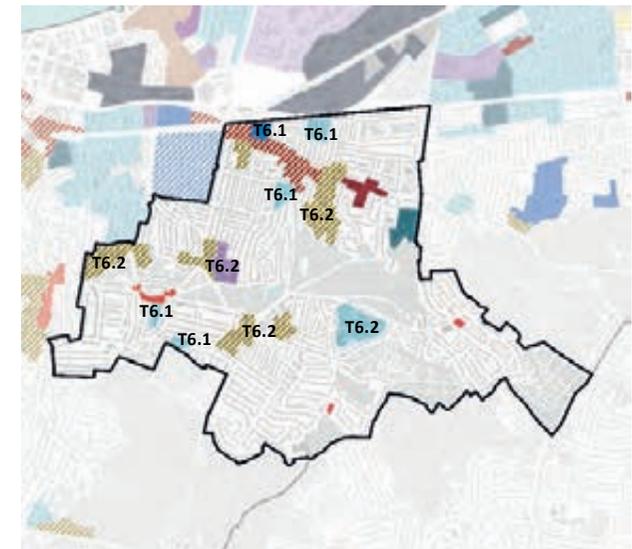


Figure 5.65: Transition

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Other Residential or Institutional areas (R6.1)</li> </ul>	<ul style="list-style-type: none"> <li>Contextual development (infill, selective redevelopment and extensions);</li> <li>Respond appropriately to surrounding context in terms of grain, massing and roof form, building line and materiality of existing development;</li> <li>Where possible address back-to-front conflicts and enhance legibility and connectivity of routes;</li> </ul>	<ul style="list-style-type: none"> <li>Plumstead Common CA</li> <li>Adjoining low-rise housing</li> </ul>

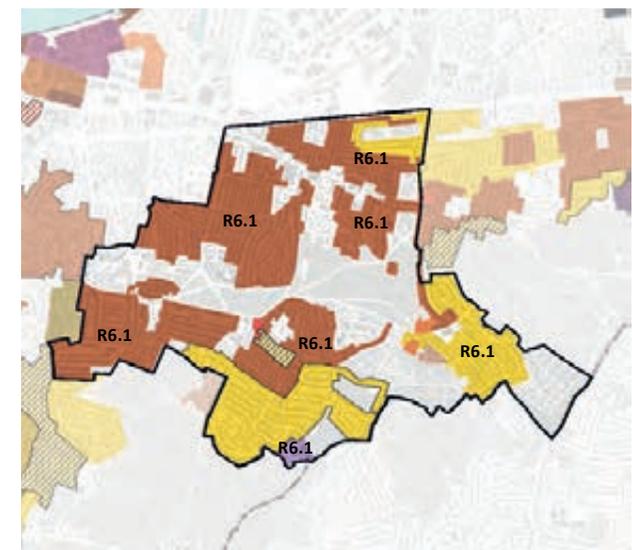


Figure 5.64: Reinforcement

## TALL BUILDING POTENTIAL

There is no opportunity for tall buildings in Plumstead due to the low scale and fine grain nature of the High Street and surrounding streets and lack of opportunity to create a meaningful landmark.

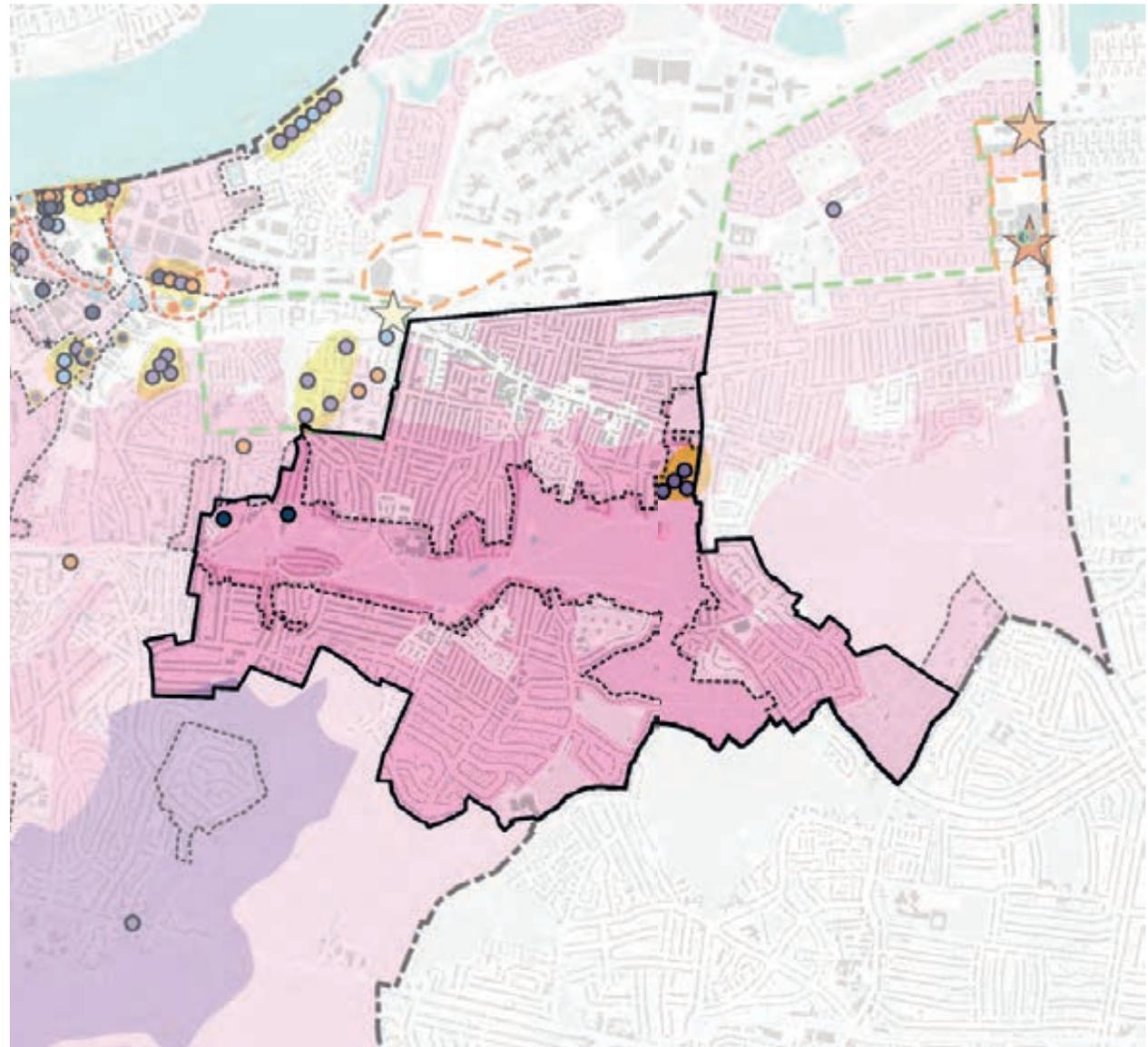


Figure 5.66: Tall building opportunities and sensitivities



Image 5.25: Plumstead High Street



Image 5.26: Cleanthus Road Water Tower

# 7. SHOOTERS HILL

## PRESENT DAY CONTEXT

Shooters Hill is located at the highest elevation in the borough, extending along both sides of Shooters Hill Road from Woolwich Common to Oxleas Wood. It is strongly characterised by its sequence of interconnected green spaces and large institutional sites, and a series of housing estates dating from the interwar period.

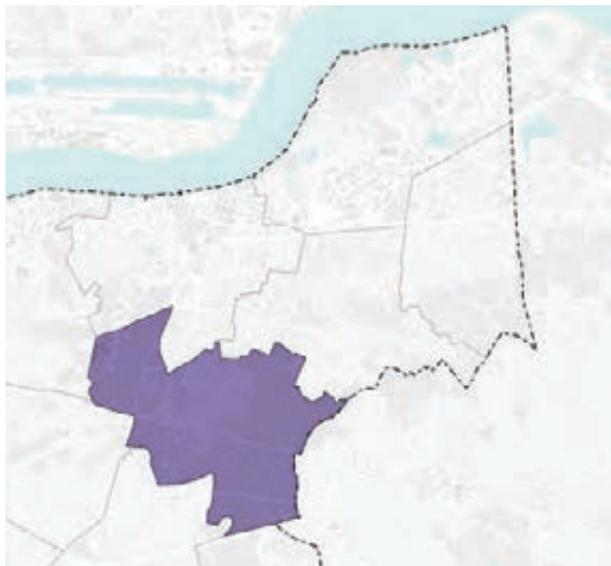


Figure 5.67: Location map



Image 5.27: Shooters hill aerial image

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## HISTORIC DEVELOPMENT

Shooters Hills Road is part of a historical route from London to Dover which dates from Roman times. The name Shooters Hill is thought to derive from the medieval use of the area for archery practice. Once heavily wooded throughout, the land around Shooters Hill Road was progressively cleared for development from the mid-19th century onwards, with Shrewsbury Park and Oxleas Wood the remaining fragments of this ancient woodland.

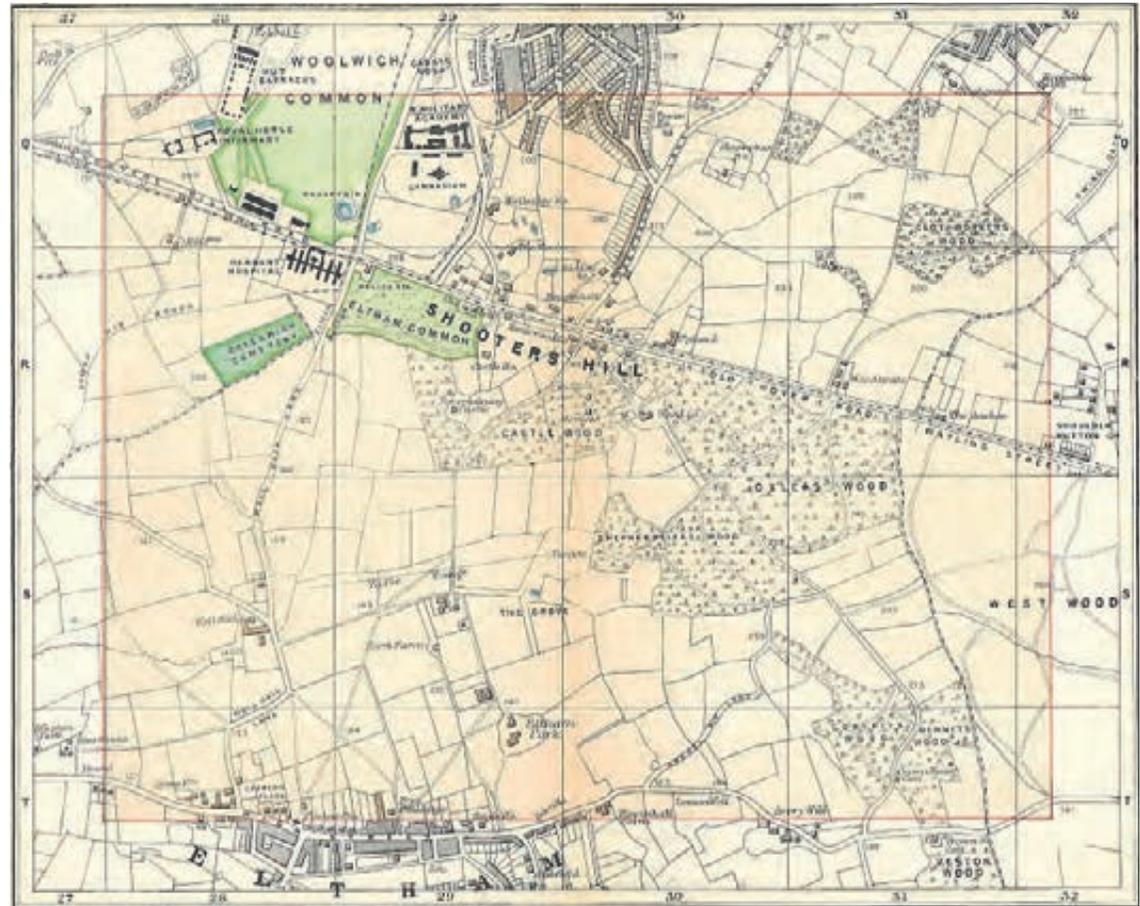


Image 5.28: Shooters Hill map, 1891

## PLACE STRUCTURE

The strong landscape structure of Shooters Hill is predominant. Occupying the crest of the hill at the highest elevation in the borough, a series of open spaces from east to west alternate between dense woodland and open common land, meadow, recreation ground and golfcourse—often incorporating extensive stands of mature trees.

These green areas are bisected by Shooters Hill Road, an ancient route between London and Rochester, and fringed by some clusters of development. Around the junction with Academy Road are a series of large institutional sites—the Royal Military Academy (now converted for residential and commercial use), Shooters Hill Sixth Form College, Greenwich Free School, Queen Elizabeth Hospital, and Memorial Hospital. North east of the junction is a contiguous interwar housing suburb of interconnected estates of largely terraced and semi-detached housing.

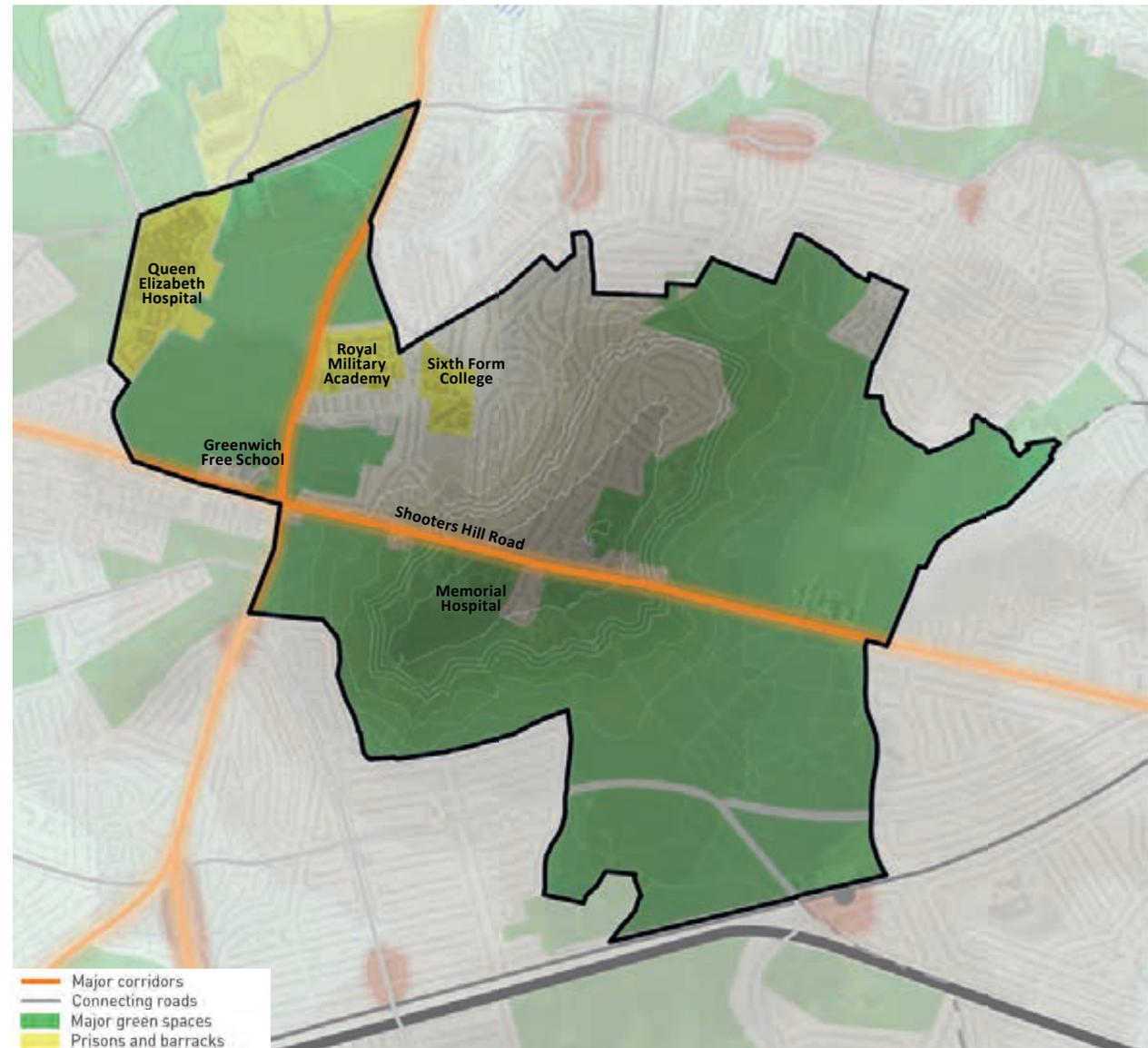


Figure 5.68: Place structure



Image 5.29: Shooter's Hill is located on sloping topography



Figure 5.69: View from Shooter's Hill looking north



Figure 5.70: View from Shooters Hill towards central London

## CHARACTER AND TOWNSCAPE FEATURES

Shooters Hill is a mature suburb with a strong landscape character. There are views over lower-lying land to the north at Woolwich and to the west towards Central London, including from the panoramic viewing point at Severndroog Castle. The landscape character of the area derives not just from its elevated position and extensive open spaces however, but also from the integration of strong landscape elements in its more built-up areas—for example copses of mature woodland as at Constitution Rise, parks and parklets as at Mereworth Drive and Bushmoor Crescent, mature street trees and stone retaining walls as at Shrewsbury Lane, historic artefacts such as the Shrewsbury Tumulus, countrified urban lanes such as at Mayplace Lane, and generally large front and back gardens throughout. Within the broadly coherent development pattern dating from the interwar period, there are numerous more recent infill developments; however their generally small size and scale, for example at Springwater Close, is easily absorbed by the continuity of their internal landscape and external landscape setting.

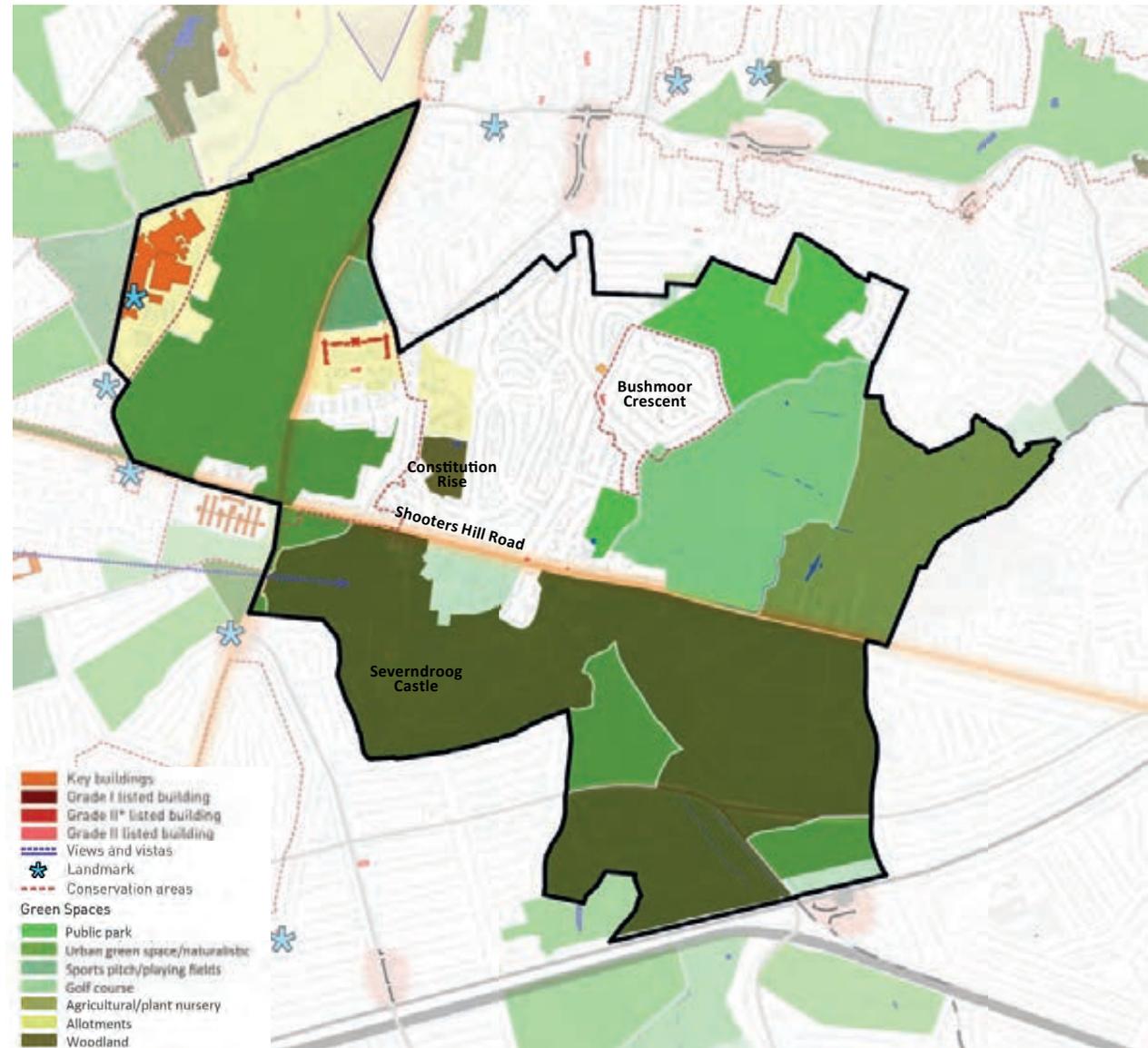


Figure 5.71: Character and townscape

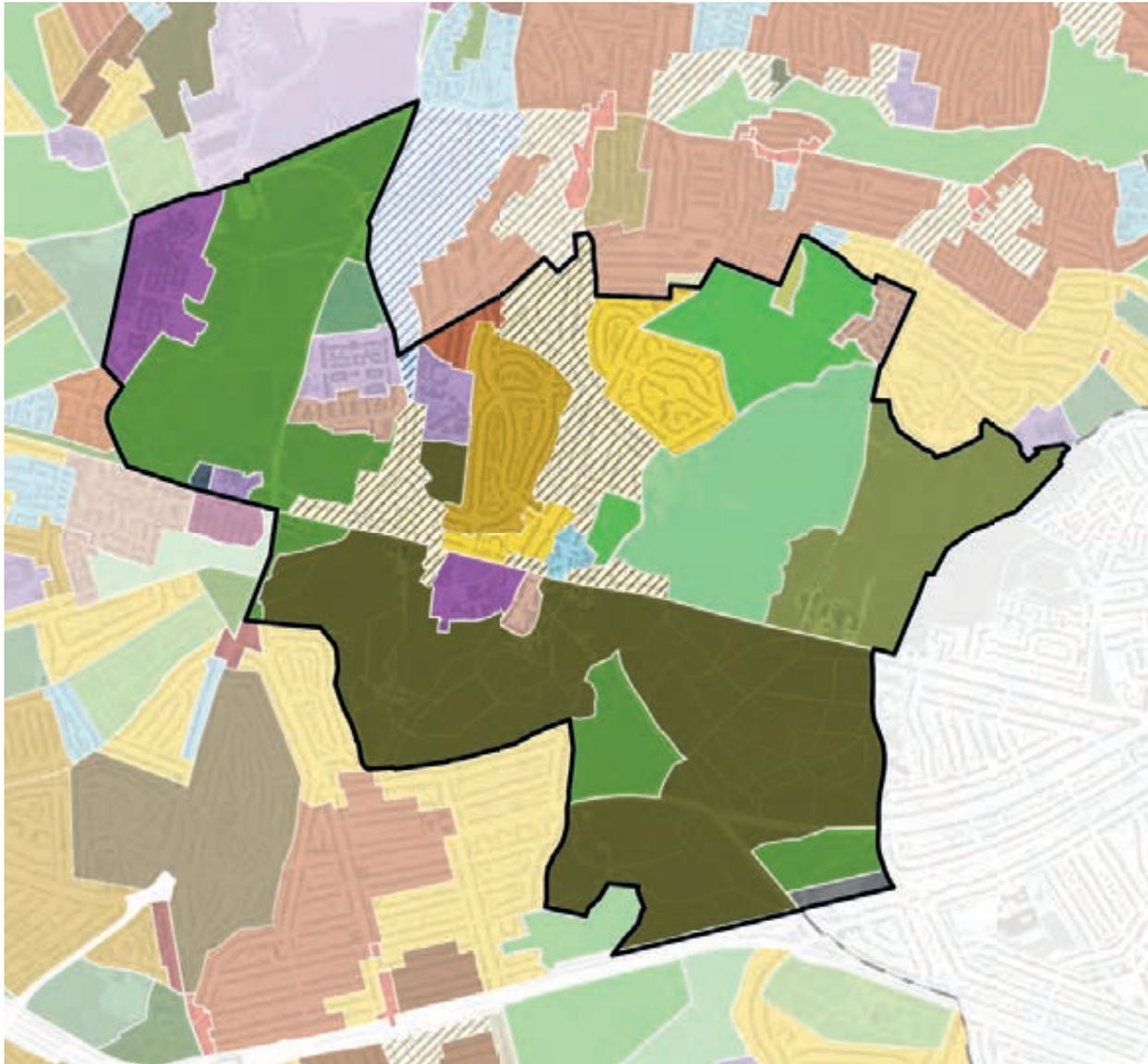


Figure 5.72: Urban typologies

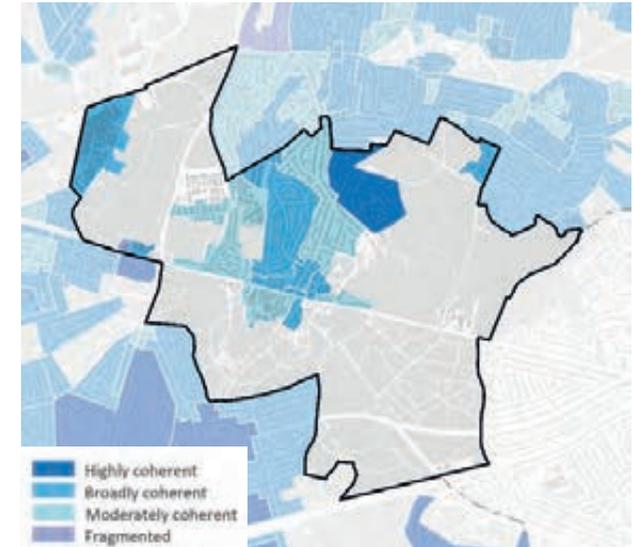


Figure 5.73: Coherence

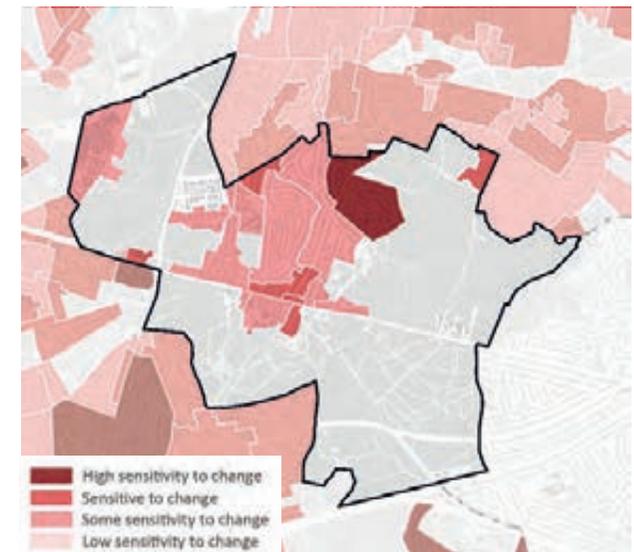


Figure 5.74: Sensitivity

Slicing through this bucolic landscape, Shooters Hill Road is dead straight and punctuated with important landmarks such as the historic Inn, early residential terraces, the Gothic Revival watertower, and the former Royal Military Academy. While the street layout in the residential areas behind this main route is often circuitous and serpentine, the street network is well-connected and there is little reliance on cul-de-sacs or loop roads. However there are few notable landmarks, leading to somewhat poor legibility generally once off the main arteries. The institutional sites of schools, barracks and hospitals are somewhat introverted and disconnected from the surrounding areas, though internally are often coherently laid out as at the Royal Military Barracks.

There are however a number of features which detract from the townscape quality. There are a number of postwar developments whose scale, form or uniform appearance do not respond well to the older, more intricate and fine grain urban fabric that is nestled into the landscape. Similarly the Queen Elizabeth Hospital lacks legibility and an appropriate presence in the landscape in respect of its important function.



Image 5.30: The elevated position offers many views across the Royal Borough

## BUILDING HEIGHTS

Shooters Hill is predominantly low-rise. The residential areas are entirely two, three and four-storey. The institutional sites have buildings of greater footprint but of a similar range of heights—apart from a single 12-storey building on the Queen Elizabeth Hospital site.

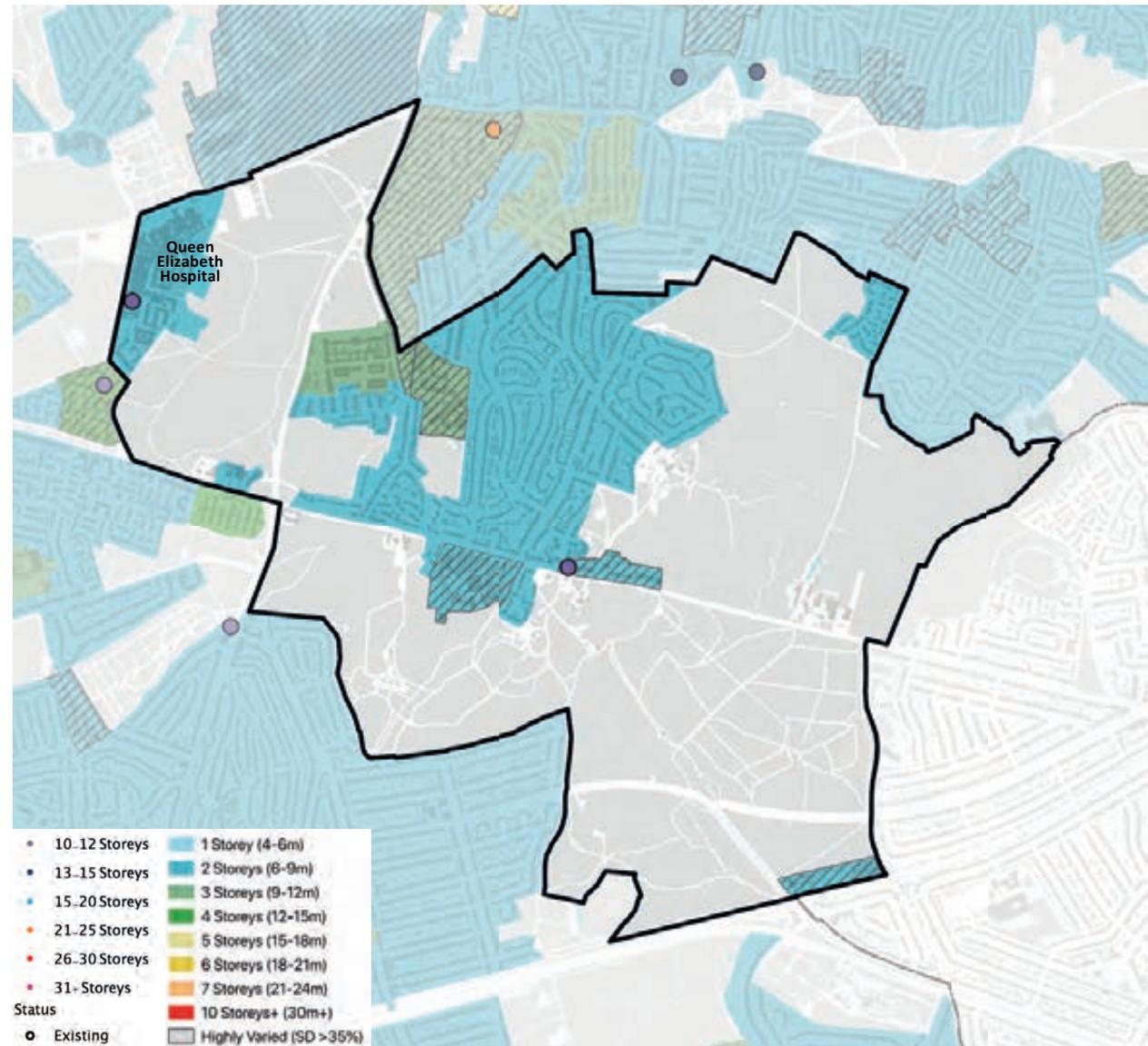


Figure 5.75: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)



Image 5.31: Low rise housing in Shooters Hill

## HERITAGE, CONSERVATION AND VIEWS

Two Conservation Areas cover parts of Shooters Hill: Woolwich Common CA and

Shrewsbury Park CA. The area has a number of important listed buildings, including the 18th Century Grade II\* Severndroog Castle in Castle Wood Park, and the Grade II\* Royal Military Academy— in Historic England’s appraisal, “one of the most important pieces of military architecture in the country”. Due to its elevated position, key views in all directions are locally protected: from Shrewsbury Park northwards to the Thames; from Eaglesfield Rec eastwards towards Bexley and the estuary; from Castlewood southwards; and from Shooters Hill towards central London.

The elevated position of Shooter’s hill as the highest point in the borough allows for panoramic views towards central London, Woolwich Common and Plumstead Common. Many local views exist towards Severndroog Castle and Cleanthus Road Water Tower, which are both highly visible heritage assets due to their height and elevated position.

Full details on significant views are provided in the Heritage Appendix.

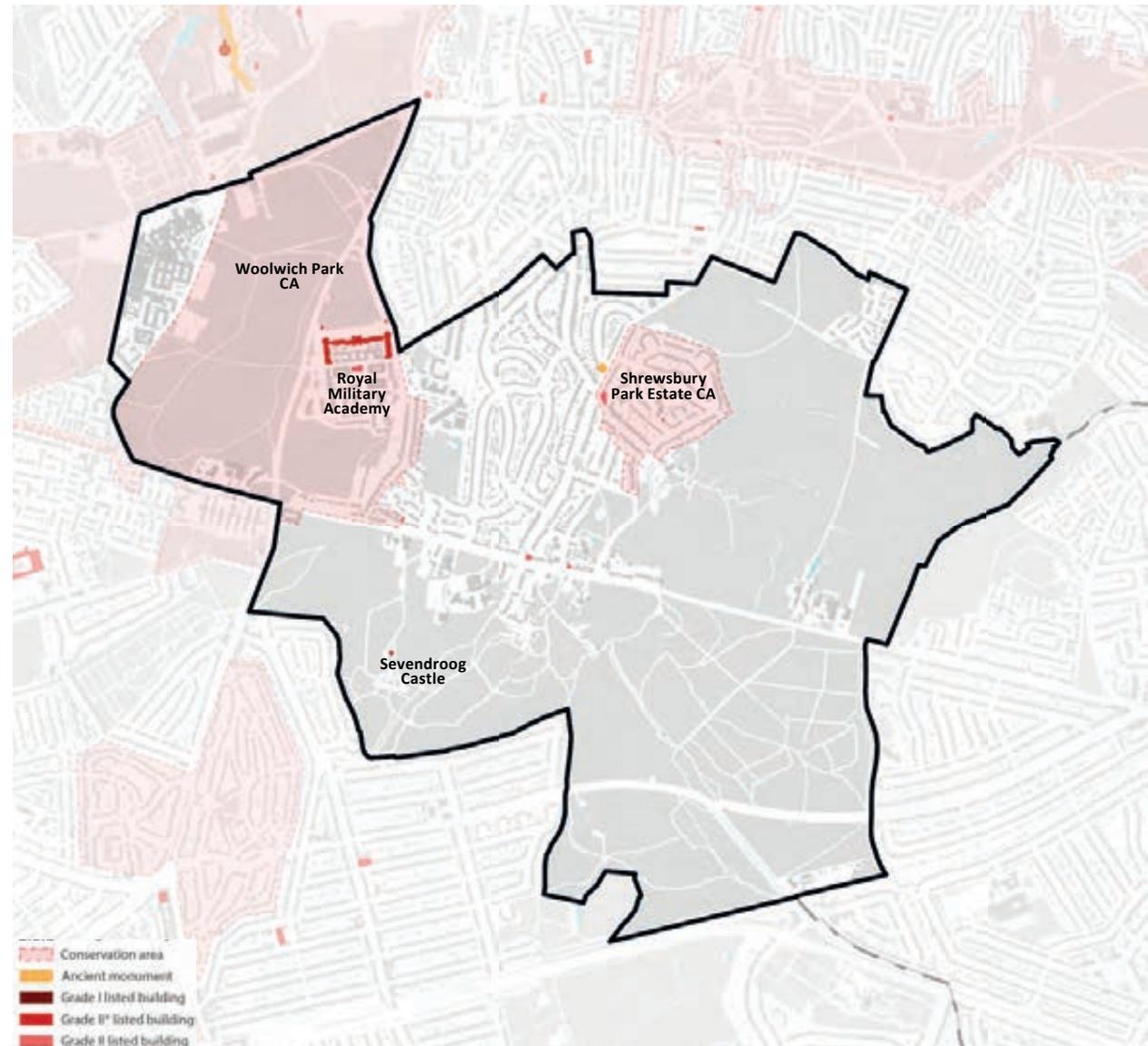


Figure 5.76: Heritage and conservation



Image 5.32: Severndroog Castle (Grade II\*)



Image 5.33: Cleanthus Road with Water Tower (Grade II)  
ROYAL BOROUGH OF GREENWICH  
CHARACTERISATION AND INTENSIFICATION STUDY



Image 5.34: Royal Military Academy (Grade II\*)

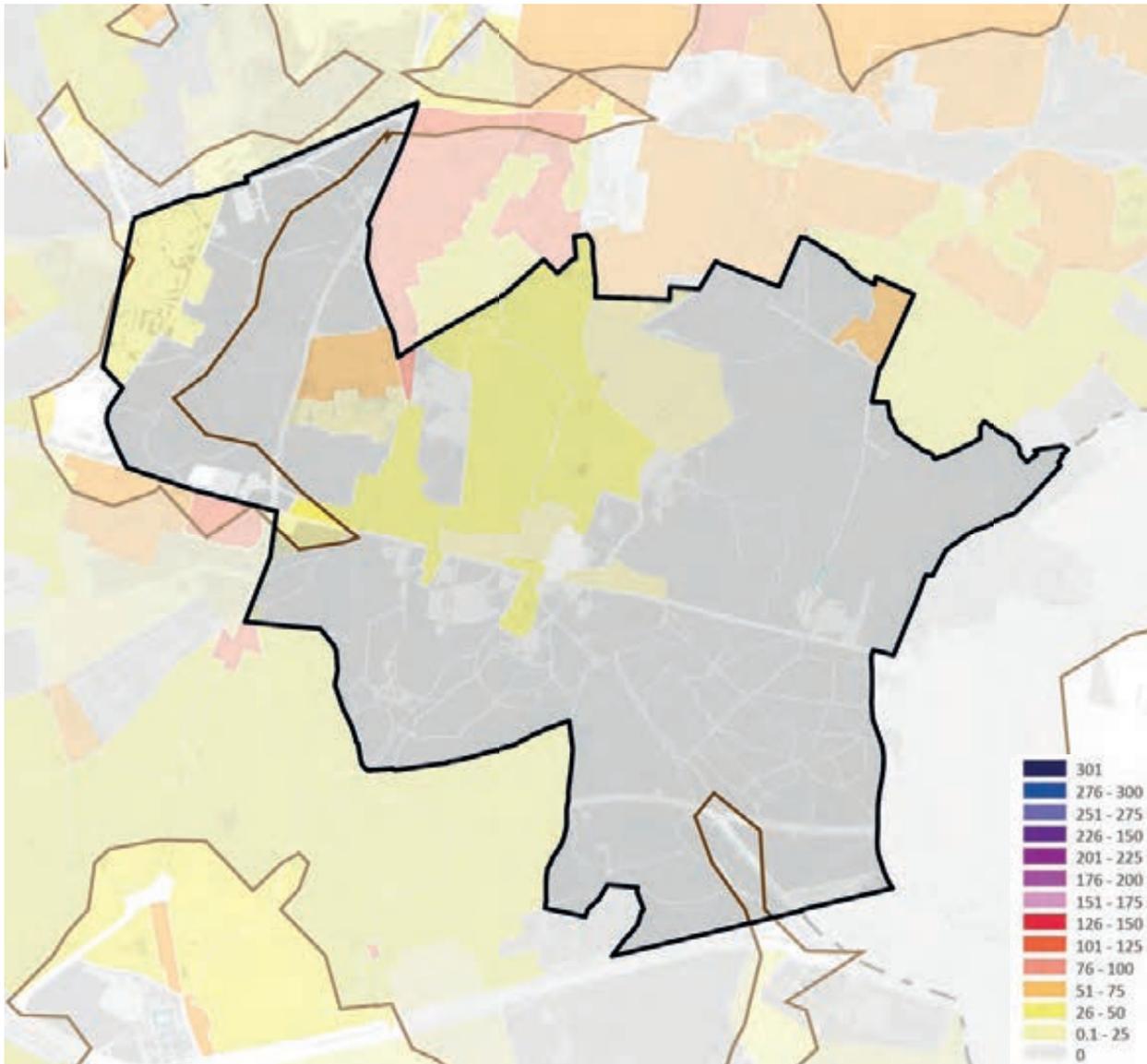


Figure 5.77: Dwelling density units/ha + PTAL 3+

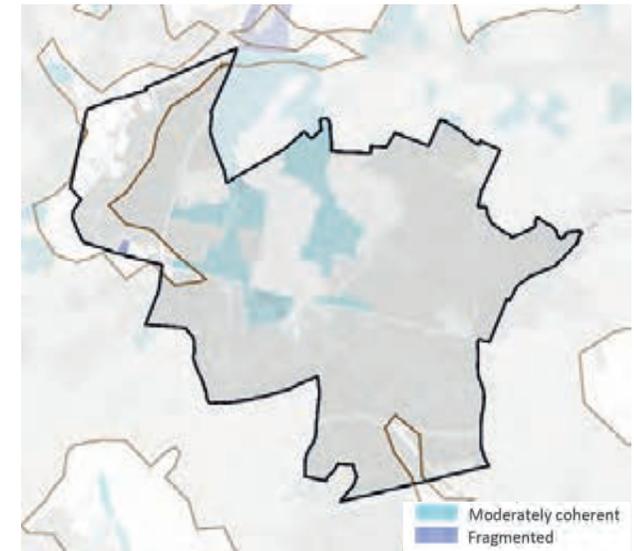


Figure 5.78: Coherence + PTAL 3+

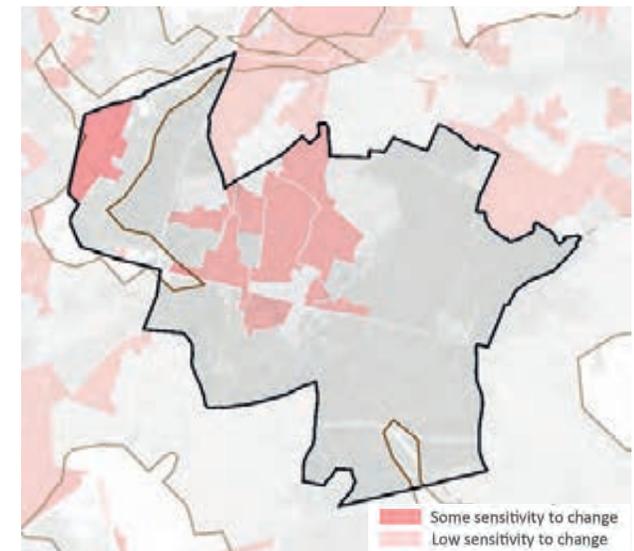


Figure 5.79: Sensitivity + PTAL 3+

## CAPACITY FOR GROWTH

Virtually all of Shooter’s Hill scores below 3 on PTAL, meaning it is not the ideal place for substantial growth. However, the general low density (below 50 homes per hectare) and lower sensitivity and coherence in some areas means there may be potential for more conservative intensification.

## OPPORTUNITY FOR CHANGE

The Shooters Hill Place is largely made up of open space that is not available for development. The built-up urban area offers relatively little opportunity for development and should be largely Reinforced through contextual development. Potential for a more substantial Transition in character is possible along the Corridors and in less coherent or sensitive areas.

Each of these areas is discussed in detail on the following pages.

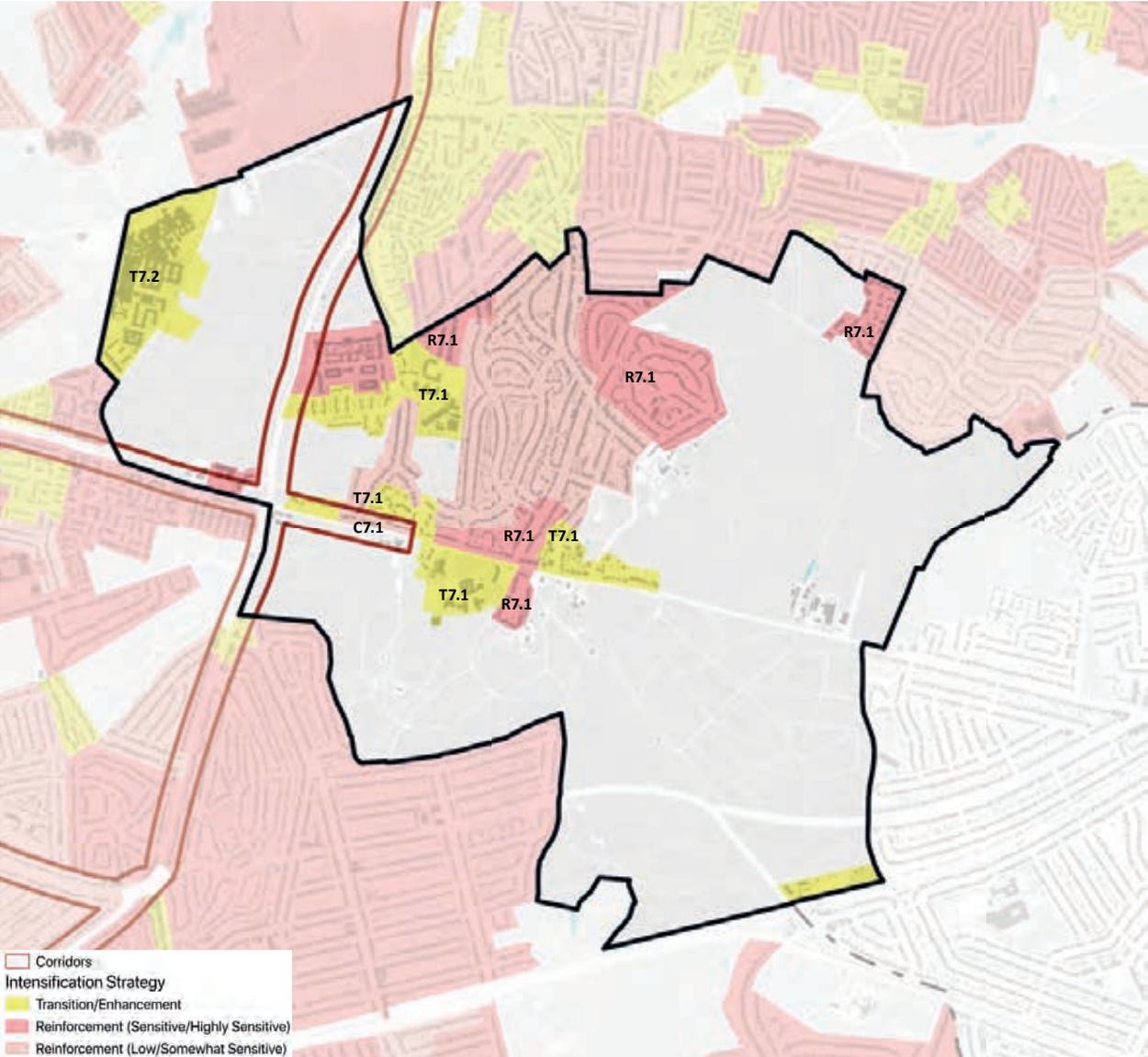


Figure 5.80: Intensification strategy

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Shooters Hill (C7.1)</li> </ul>	<ul style="list-style-type: none"> <li>Public realm improvements, enhancing the appearance of this route and improving walking and cycling facilities;</li> <li>Retain the rural nature with sparse urban development along this route;</li> </ul>	<ul style="list-style-type: none"> <li>Woolwich Common CA</li> <li>Listed and locally-listed buildings, buildings that make a positive heritage contribution</li> <li>Views to landmarks and panoramic views</li> </ul>

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Small estates and institutional development (T7.1)</li> </ul>	<ul style="list-style-type: none"> <li>Infill development or where appropriate partial redevelopment to break scale of monolithic or uniform building forms and to sensitively respond to the fine urban grain and the dominant landscape setting in this character area;</li> <li>Create better-defined streets with frontages;</li> <li>Heights to be modest given the visually exposed elevated location and to stay well below the tree line;</li> </ul>	<ul style="list-style-type: none"> <li>Woolwich Common CA</li> <li>Listed and locally-listed buildings, buildings that make a positive heritage contribution</li> <li>Views to landmarks and panoramic views</li> </ul>
<ul style="list-style-type: none"> <li>Queen Elizabeth Hospital (T7.2)</li> </ul>	<ul style="list-style-type: none"> <li>Any development of the hospital to respond to its landscape setting and high visibility, providing positive frontages onto and overlooking Woolwich Common and Hornfair Park;</li> <li>Celebrate arrival at the hospital campus and mark the entrance(s) to enhance legibility through landmark buildings of appropriate development form and exceptional architectural quality rather than exceptional height;</li> <li>Rationalise parking in a multi-storey structure and expand the public realm, opening campus to the west;</li> </ul>	<ul style="list-style-type: none"> <li>Woolwich Common CA</li> <li>Charlton Village CA</li> <li>Elevated and visually exposed location in the landscape</li> </ul>

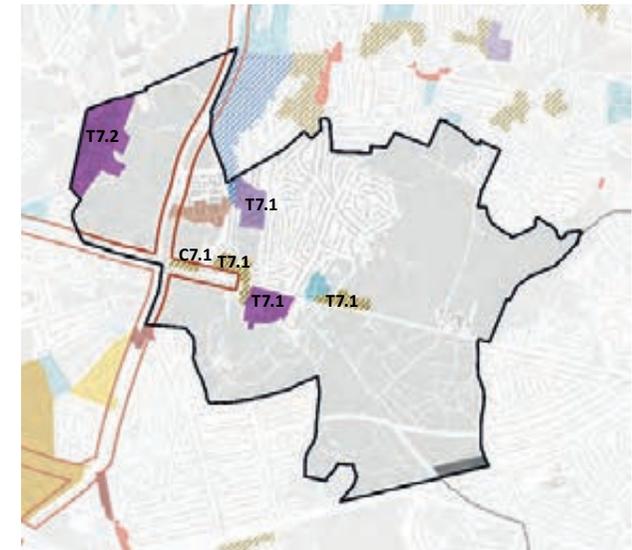


Figure 5.81: Corridor improvement / transition

# SHOOTERS HILL

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Residential areas (R7.1)</li> </ul>	<ul style="list-style-type: none"> <li>Contextual development (infill development, selective redevelopment and extensions);</li> <li>Respond appropriately to the grain, massing, height and roof form, building line and material quality of existing development;</li> <li>Development in garden spaces and/or in backland sites to be subordinate in scale to the main development at the street front;</li> </ul>	<ul style="list-style-type: none"> <li>Woolwich Common CA</li> <li>Local context</li> <li>Listed and locally-listed buildings, buildings that make a positive heritage contribution</li> <li>Views to landmarks and panoramic views</li> </ul>

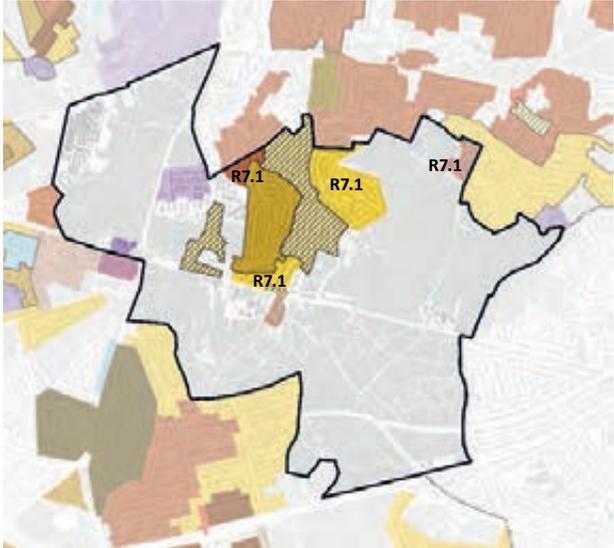


Figure 5.82: Reinforcement

## TALL BUILDING POTENTIAL

There are no opportunities for tall buildings within Shooter's Hill.

### Tall Buildings

★ Spires / Small tower

#### Heights

• 10-12 Storeys

• 13-15 Storeys

• 15-20 Storeys

• 21-25 Storeys

#### Status

● Existing

### Sensitivities

■ Highly Sensitive

■ Sensitive

□ Conservation Area

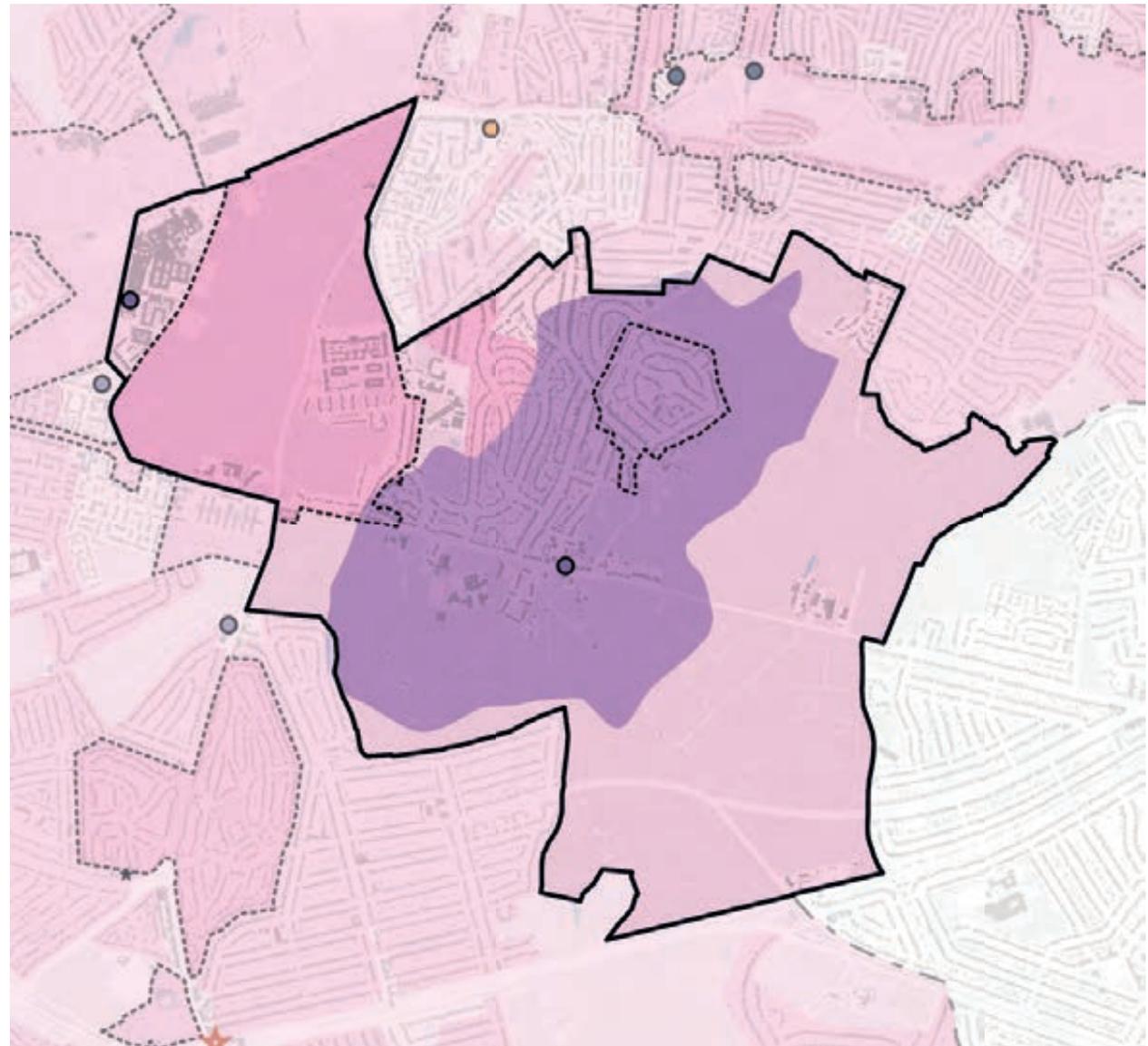


Figure 5.83: Tall building opportunities and sensitivities



Image 5.35: Cleanthus Road Water Tower



Image 5.36: Abbey Wood Station

## 8. ABBEY WOOD

### PRESENT DAY CONTEXT

Abbey Wood comprises three parts. To the north is the Abbey Estate, a postwar housing estate built on hybrid modernist principles. In the centre is the older pre-1919 residential neighbourhood of Abbey Wood as well as the postwar Bostall Estate. And to the south is the wood itself, a continuous woodland area with pockets of development and open space.

Abbey Wood and neighbouring Thamesmead have been designated by the Mayor of London as an Opportunity Area. The Opportunity Area Framework plans for 15,000 new homes and the creation of 8,000 new jobs in the area. A large urban expansion area is proposed in Thamesmead, which includes the creation of a new district centre. In the short to medium term the area is planned to be serviced by a new bus rapid transit system, whilst in the longer term the option for extending the DLR from Galleons Reach via Beckton Riverside into Thamesmead and beyond.

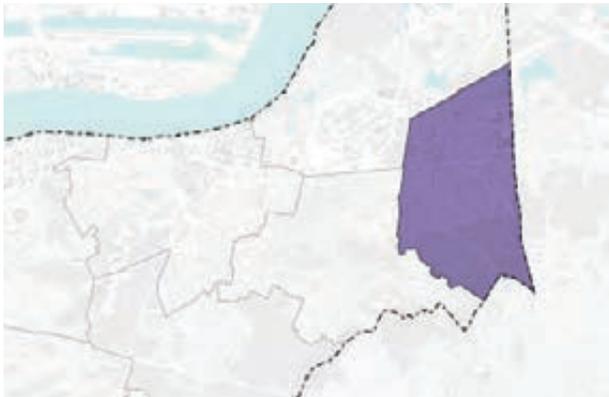


Figure 5.84: Location map



Image 5.37: Plumstead aerial image

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## HISTORIC DEVELOPMENT

The placename of Abbey Wood derives from the Abbey of St Mary and St Thomas the Martyr at Lesnes (or Lesnes Abbey), located nearby in the borough of Bexley and founded in 1178. The Abbey took a leading part in draining the marshland and maintaining the river embankments, but was closed by Cardinal Wolsey in 1525 and subsequently demolished, though some ruins remain on the site.

The Goldie Leigh Hospital Conservation Area is located at the eastern boundary of the borough. Built in 1902 by the Woolwich Workhouse Union as cottage homes for orphans, it later became a children's hospital run by London County Council. Its layout is loosely-planned on the landscaped Garden City model, and its housing is in Arts & Crafts style built in brick and rough-cast.



Image 5.38: Abbey Wood, 1930

## PLACE STRUCTURE

The residential areas of Abbey Wood are focused around a local centre at Abbey Wood station, but otherwise almost entirely bisected by the North Kent Rail Line. North of the railway, the postwar Abbey Wood estate is developed partly on modernist principles. A large distributor road, Eynsham Drive, serves separated traffic cells through loops and cul-de-sacs; vehicular movement is largely separated from pedestrian movement, which links through linear landscaped open spaces. The Ridgeway, an elevated pedestrian and cycling path over the above-grade Southern Outfall Sewer linking to the Crossness Sewage Treatment Works located along the north of the area, provides a physical and visual boundary to the area. The majority of the non-residential local centre uses are concentrated along Harrow Manorway, which provides the area's principal north-south linkage and is located along the borough's eastern boundary. In the context of future Elizabeth Line services to Abbey Wood Station, change in this area is guided by the cross-boundary Abbey Wood Opportunity Area planning framework.

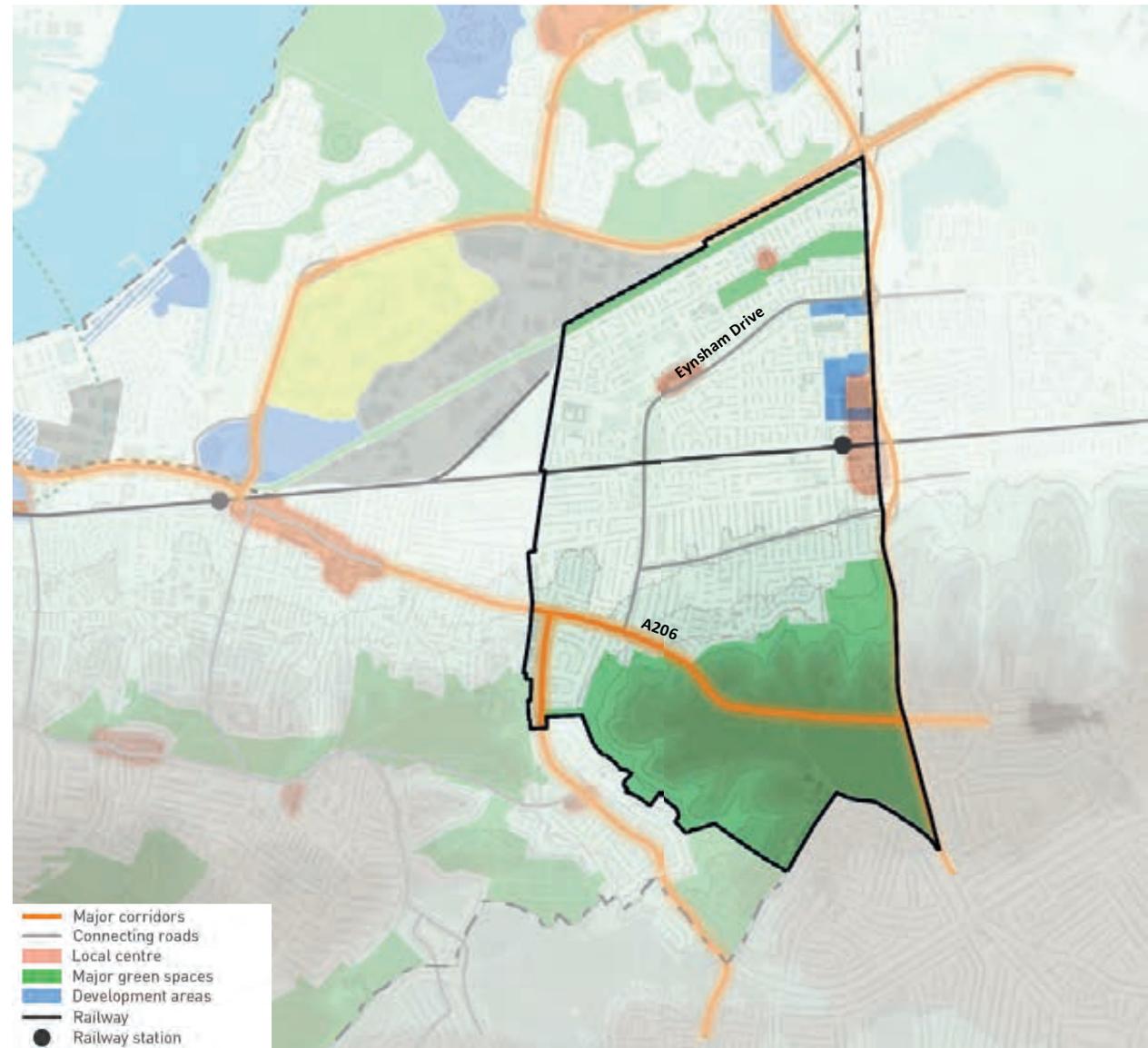


Figure 5.85: Place structure

South of the railway the residential development is almost entirely pre-1919 terraced housing, with a pattern of regular terraced housing blocks in north south orientation, crossed diagonally by McLeod Road. Some small-scale postwar estates are located along its northern edges between the railway and Blithdale Road, and along its southern edges at Bostall Lane and Federation Road. Regular terraced housing blocks in north south direction – McLeod Road diagonal route across

The south of the area is largely woodland and open space, incorporating allotments, a caravan park and a hospital, traversed by the main east-west route through the area, Bostall Hill, which forms part of the A206 linking between Greenwich and Erith.



Image 5.39: Mclead Road

## CHARACTER AND TOWNSCAPE FEATURES

While Abbey Wood's two principal residential areas are of similar scale, density, height and use, they are quite different in character. North of the railway, the Abbey Estate has a partially open structure, achieved through the configuration of short terraces, maisonette blocks and point blocks in a largely orthogonal though discontinuous pattern; this gives partial enclosure, surveillance and continuity to its open spaces, but without creating traditional streets as such. However the separation of vehicular and pedestrian movement here has not created the back-to-front conflicts common to later Radburn-style arrangements. The landscaping of this area is mature, and connects to the elevated Ridgeway atop the Southern Outfall Sewer forming the northern boundary of the estate.

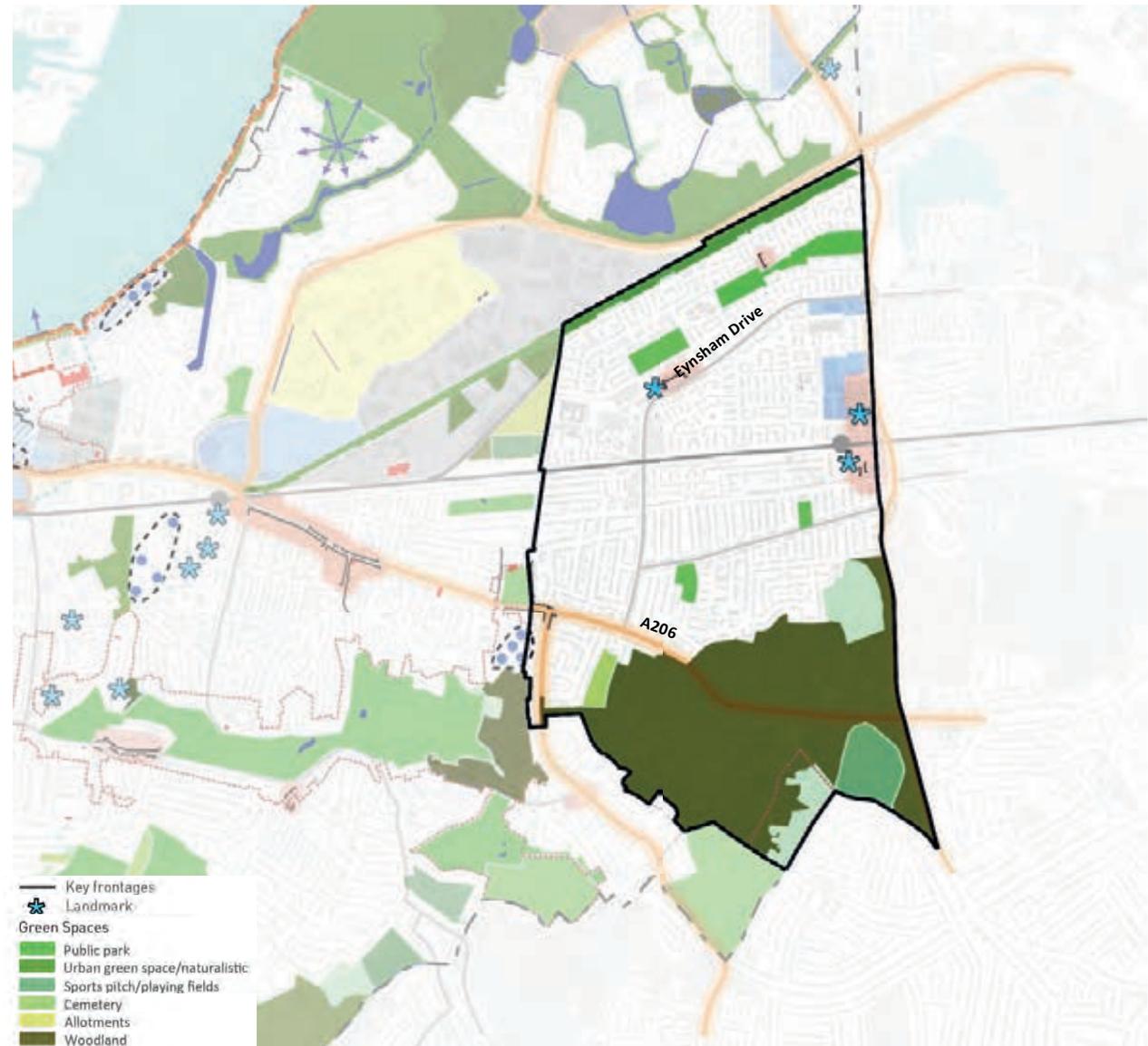


Figure 5.86: Character and townscape

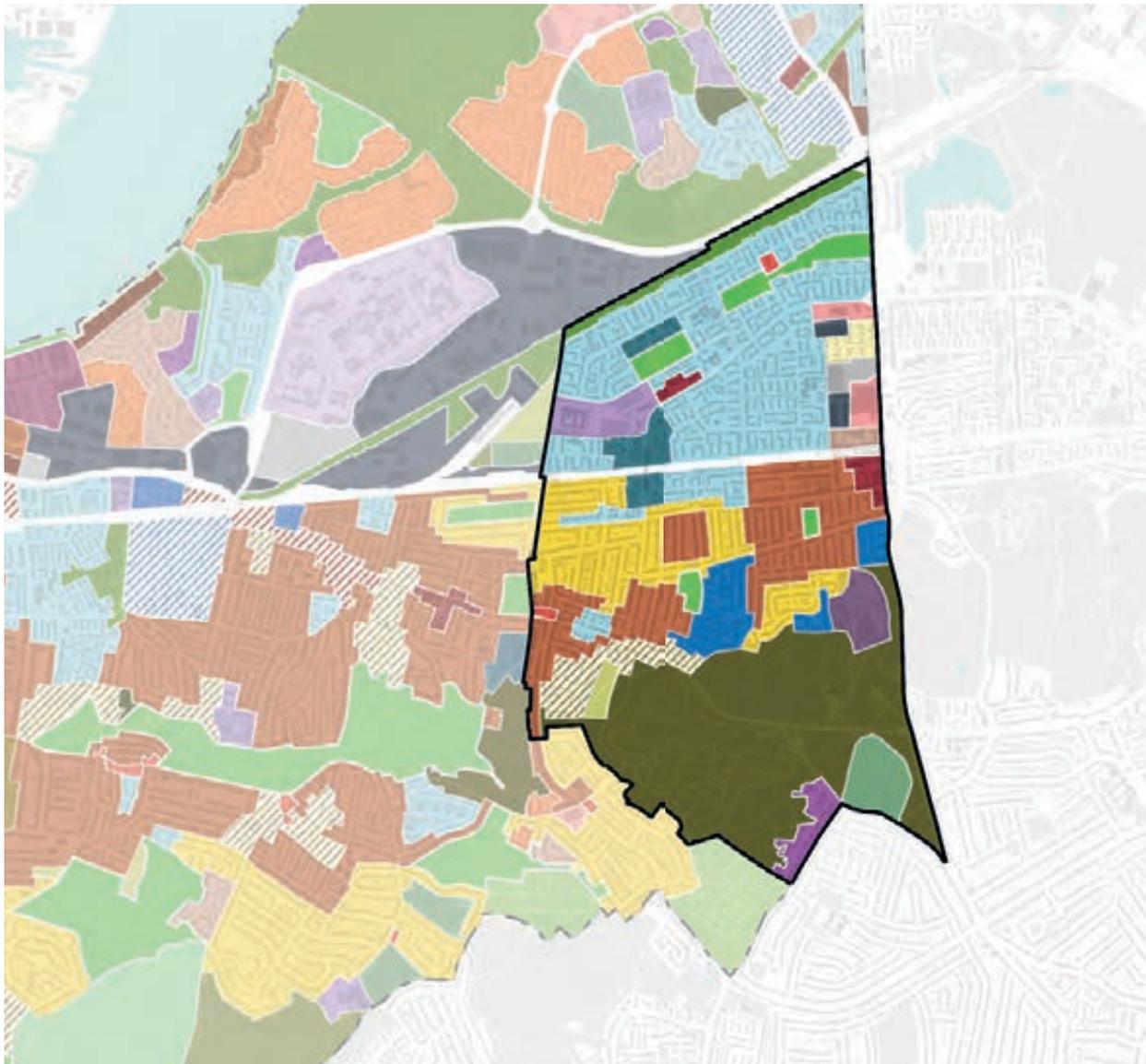


Figure 5.87: Urban typologies

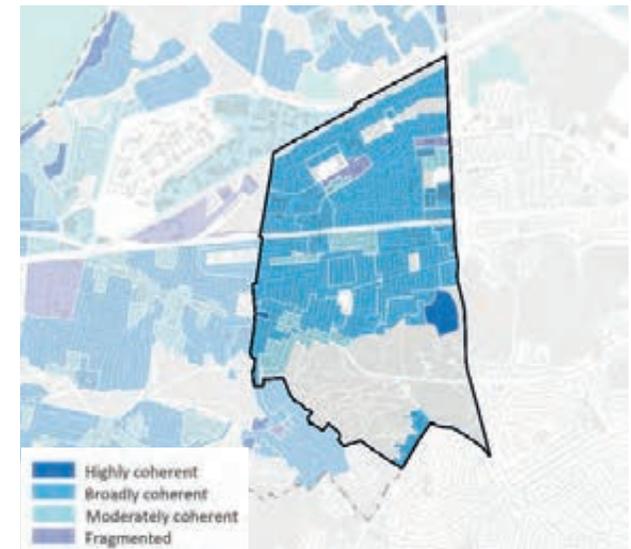


Figure 5.88: Coherence

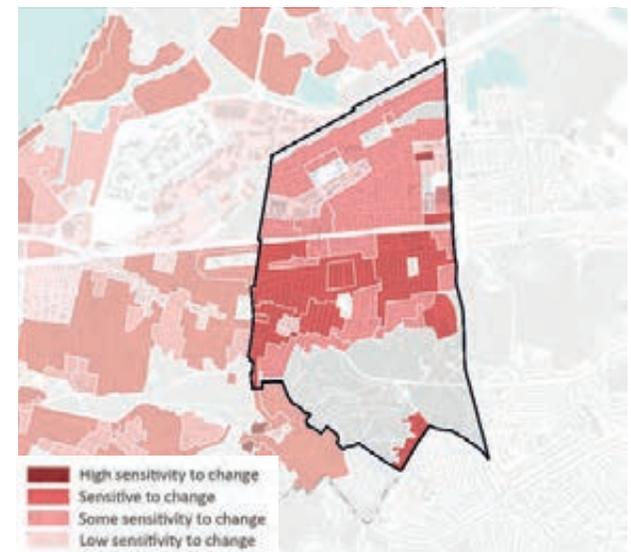


Figure 5.89: Sensitivity

South of the railway, the area is somewhat more mixed, though predominantly formed of pre-1919 terraced housing providing good continuity and enclosure to its coherent pattern of streets. As the topography rises towards Borstall Hill, the density and continuity reduces somewhat, with shorter terraces and larger gardens. Within this overall structure, some blocks are occupied by later developments of somewhat less coherence and sensitivity. These vary in type from Abbey-Estate type arrangements north of Blithdale Road, and modernist point blocks and maisonette blocks in the south at Carnation Road. The woodlands and open spaces at the south of the area are somewhat disconnected from the adjacent residential areas, with many properties backing on to the woodland boundary, though they have a strong presence in views from across the wider area.

There are however a number of features which detract from the townscape quality. Much of the open space in the Abbey Wood Estate is poorly-defined and underused. It is set within rather uniform and repetitive urban fabric with little differentiation and distinctiveness—even where there are local centre uses as at Eynsham Drive—making overall orientation difficult. The urban environment along Harrow Manorway is dominated by road traffic, and Abbey Wood station lacks a sense of arrival.



Image 5.40: Post-war estate - mid rise



Image 5.41: Contemporary terraced development



Image 5.42: Historic terraced housing



Image 5.43: William Temple Church

## BUILDING HEIGHTS

While Abbey Wood is generally a low-rise area, there is considerable variation in building height. North of the railway, in the Abbey Estate, the short residential terraces that shape most of the open spaces are two storeys, however the occasional free-standing maisonette blocks and point blocks that punctuate this arrangement are of four and five storeys respectively. A single point block of eleven storeys is located in the centre of the area, along the main distributor road, Eynsham Drive.

To the south, buildings heights are slightly and more consistently higher, with many of the pre-1919 residential terraces rising to three storeys. Towards the southern edge of the area there are several estates configured into four-storey flatted and maisonette blocks.

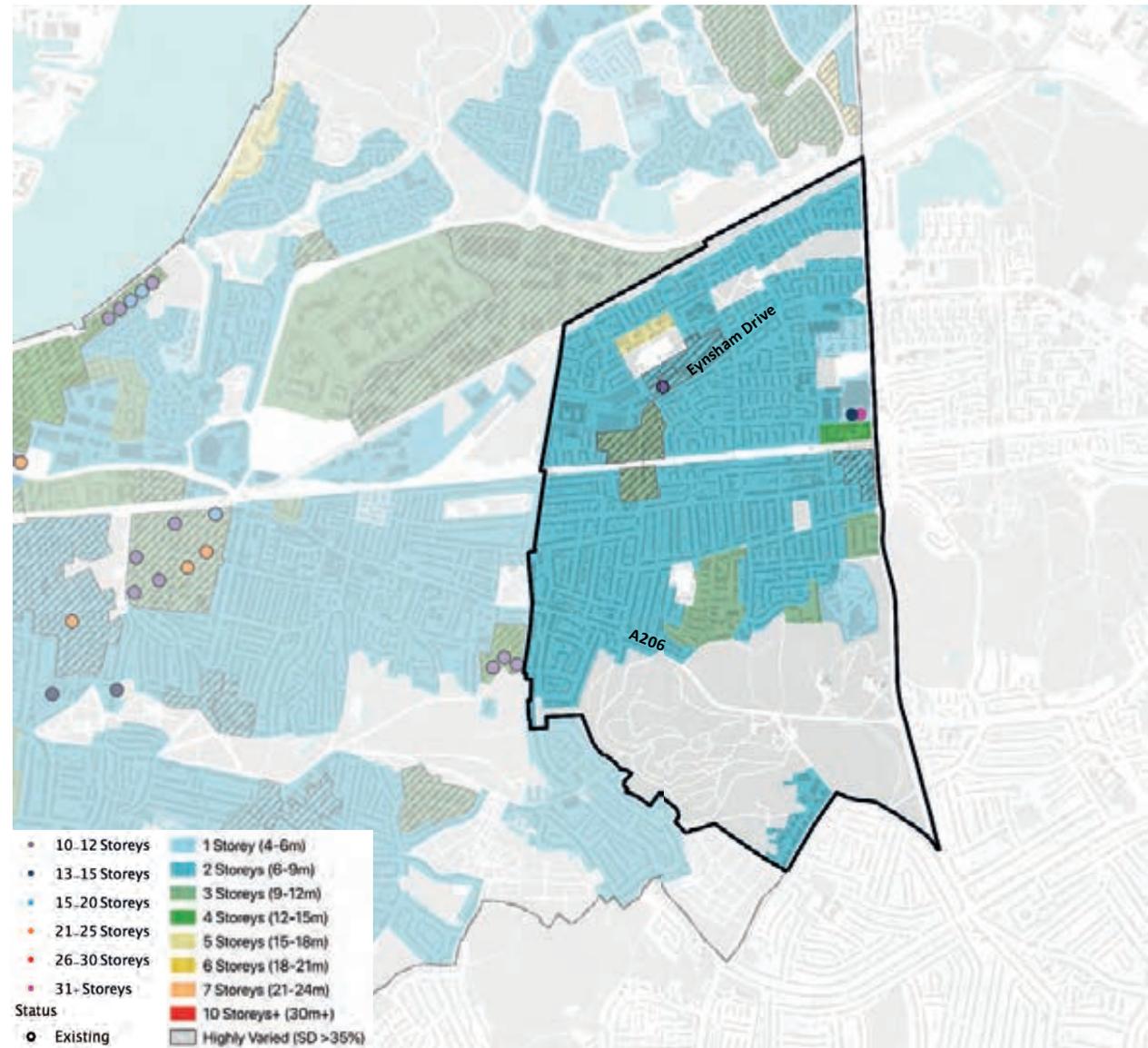


Figure 5.90: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)

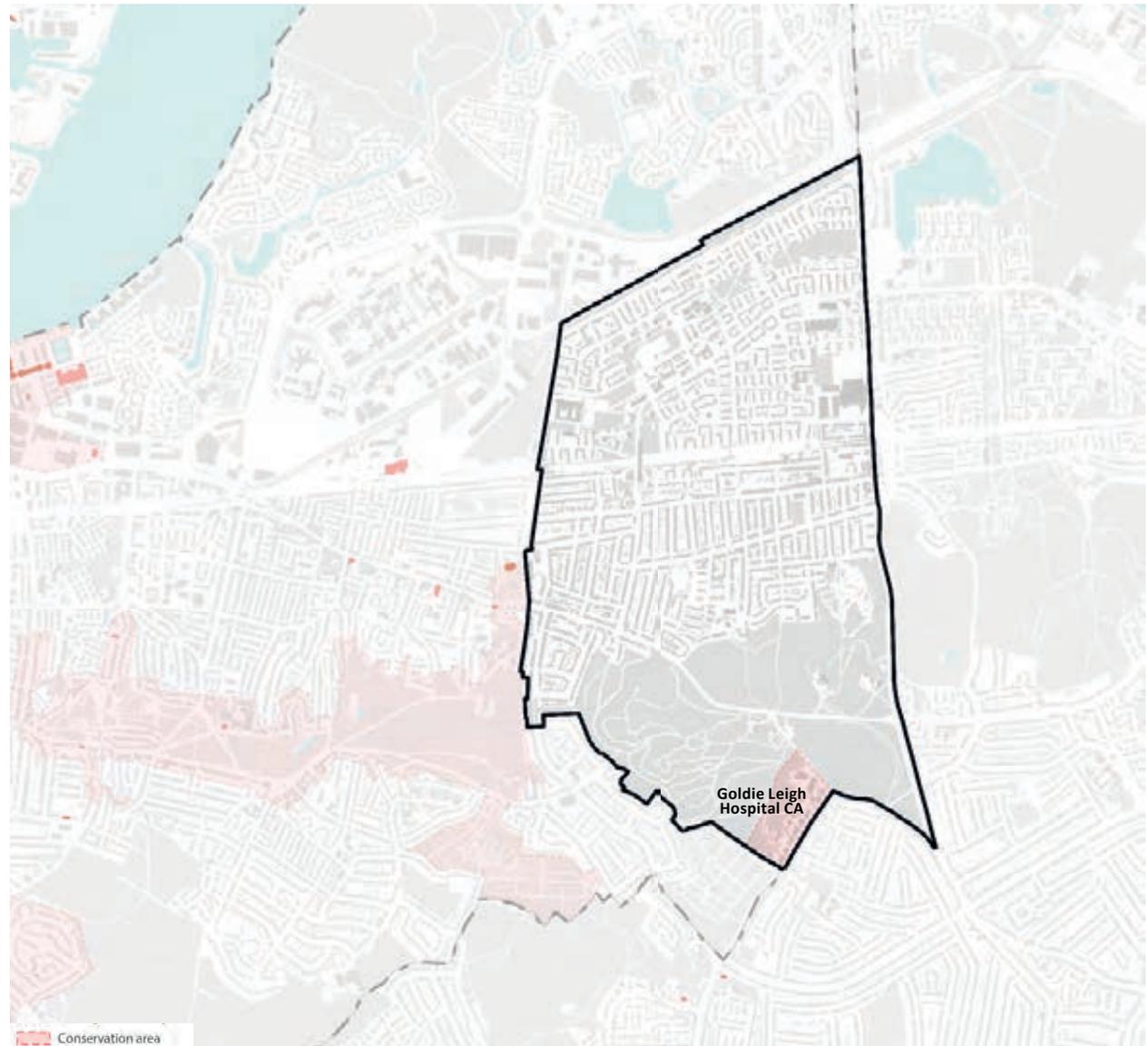
## HERITAGE, CONSERVATION AND VIEWS

Goldie Leigh Hospital Conservation Area is located in the south-east corner of the area, covering the series of what were originally called Children's Cottage Homes, dating from 1902. There are no listed buildings.

There are no identified heritage-related views within Abbey Wood. However, panoramic views of the area are possible from Plumstead Common.



**Image 5.44: St Michaels and All Angels Church - non-designated heritage asset**



**Figure 5.91: Building heights**

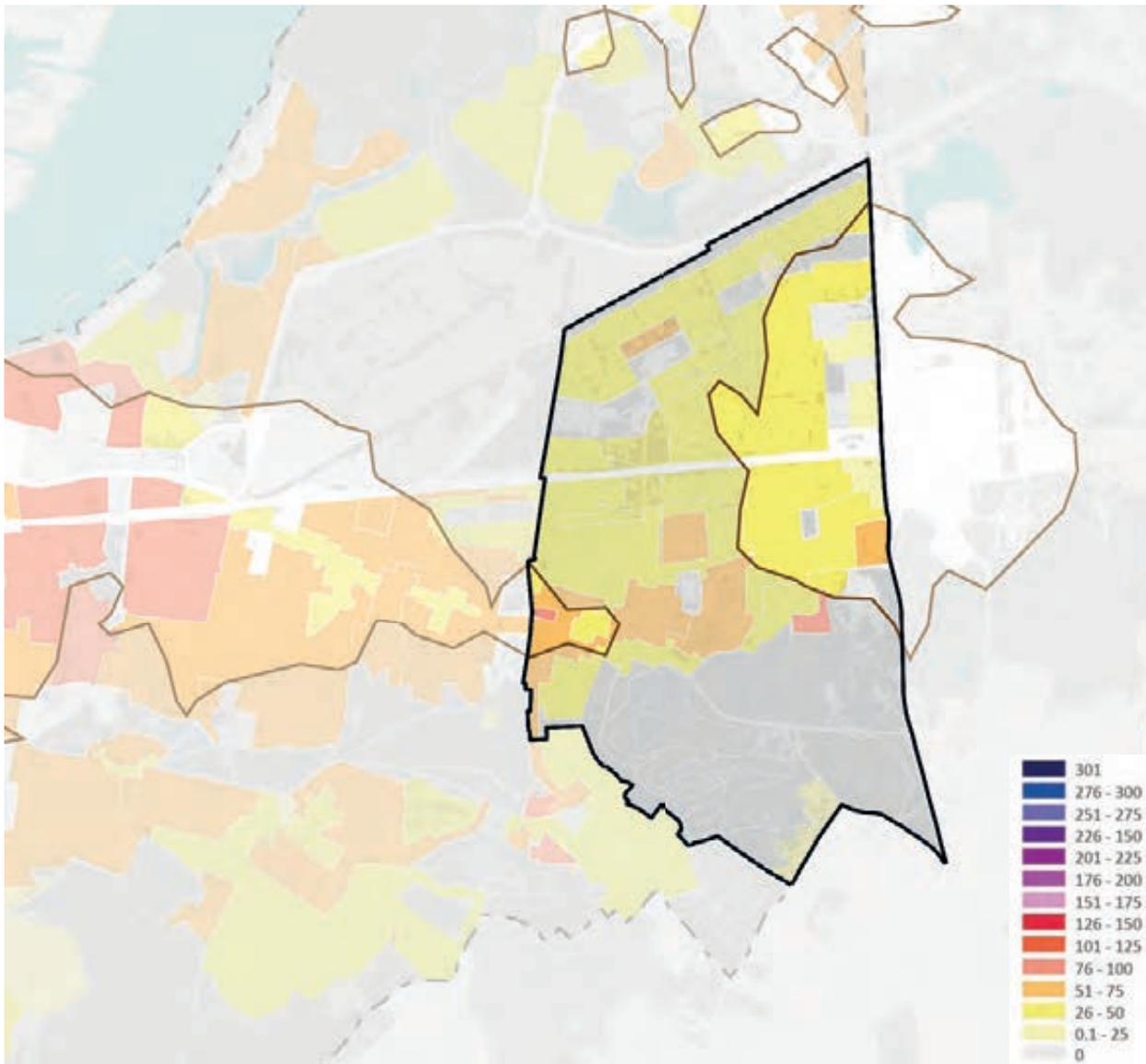


Figure 5.92: Dwelling density units/ha + PTAL 3+

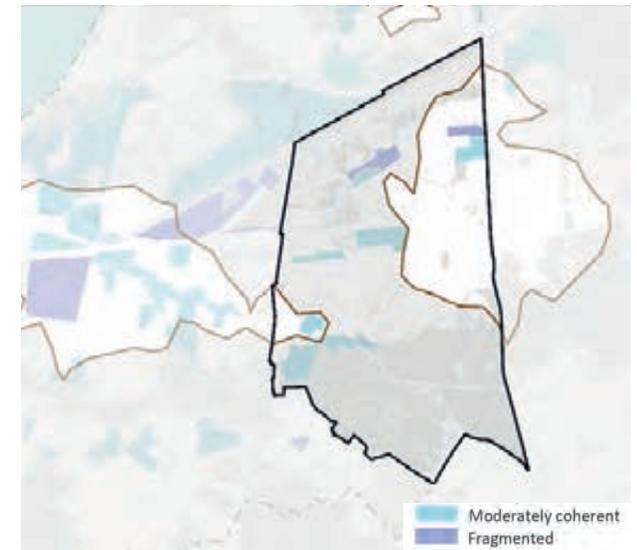


Figure 5.93: Coherence + PTAL 3+

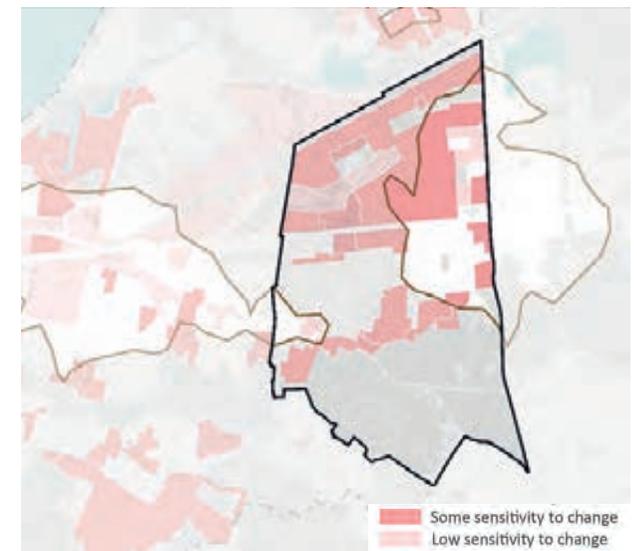


Figure 5.94: Sensitivity + PTAL 3+

## CAPACITY FOR GROWTH

The most accessible part of Abbey Wood is unsurprisingly around the rail station and centre, which will be further bolstered by the opening of Crossrail. This area is also generally of low density, with areas of lower sensitivity, suggesting potential for intensification and growth.

## OPPORTUNITY FOR CHANGE

Abbey Wood contains two distinct broad characters, separated by the rail line. To the north are low-rise, post-war estates that have potential for a Transition in character through partial redevelopment, infill development and densification. To the south are historic terraced streets that should be largely reinforced with contextual development. There are two sites in the town centre with potential for Transformation through substantial redevelopment.

Each of these areas is discussed in detail on the following pages.

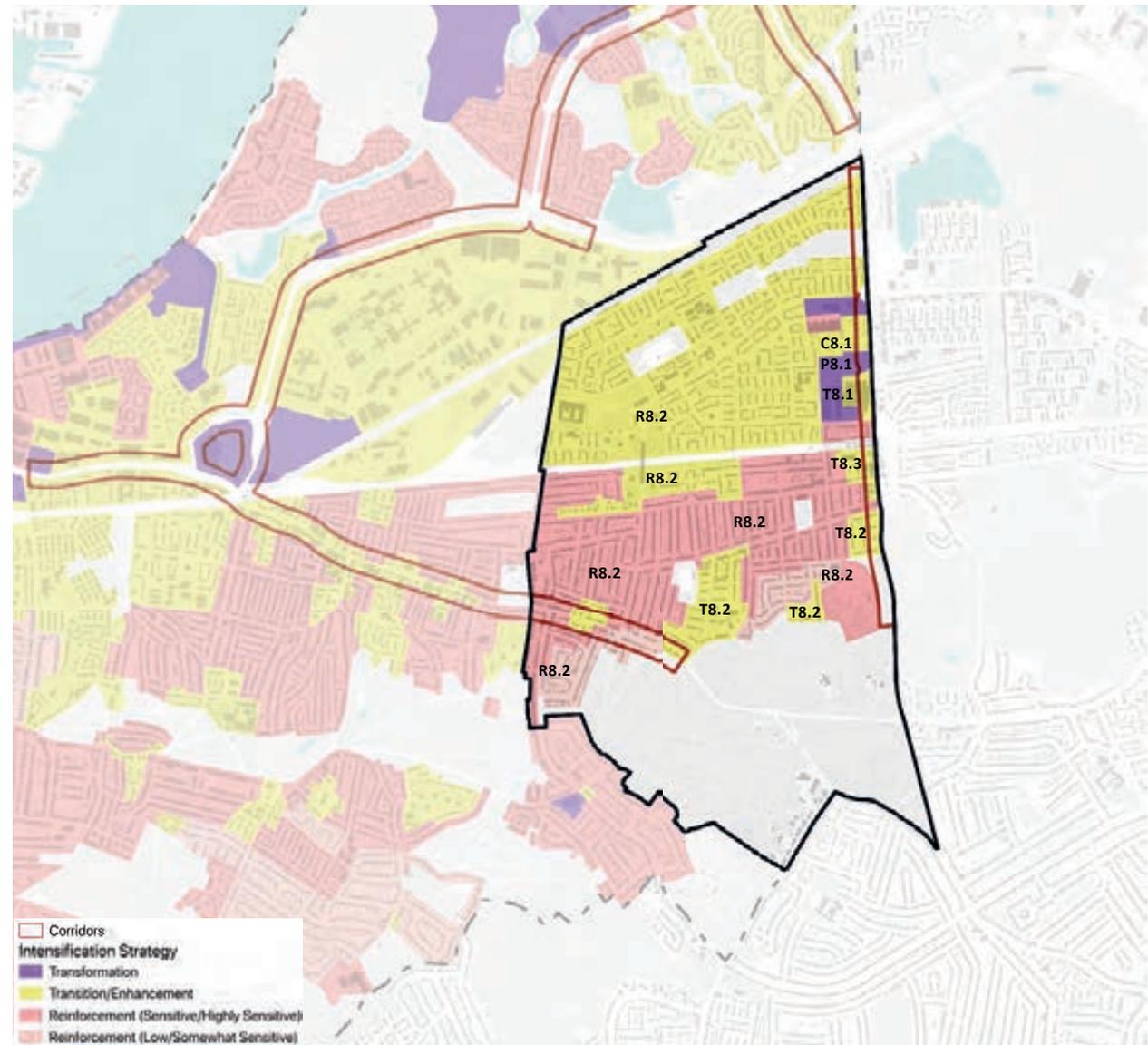


Figure 5.95: Intensification strategy

Transformation/ Placemaking	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Harrow Manorway frontage (P8.1)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for comprehensive development and placemaking led by masterplan;</li> <li>Street-based mixed-use quarter with urban density;</li> <li>Development layout to address Harrow Manorway and surrounding streets with consistent frontages and establish an urban character;</li> <li>Link into existing streets, provide street blocks, coherent building lines and natural surveillance to streets and private/communal block centres;</li> <li>General heights of up to 6 storeys;</li> <li>Potential for local high points up to 8 storeys to create a varied skyline, but not to undermine 10-storey Hippersley Point;</li> <li>Potential to mark corner at Eynsham Drive with local landmark up to 10 storeys;</li> </ul>	<ul style="list-style-type: none"> <li>Lower rise blocks</li> <li>Traveller Site</li> </ul>

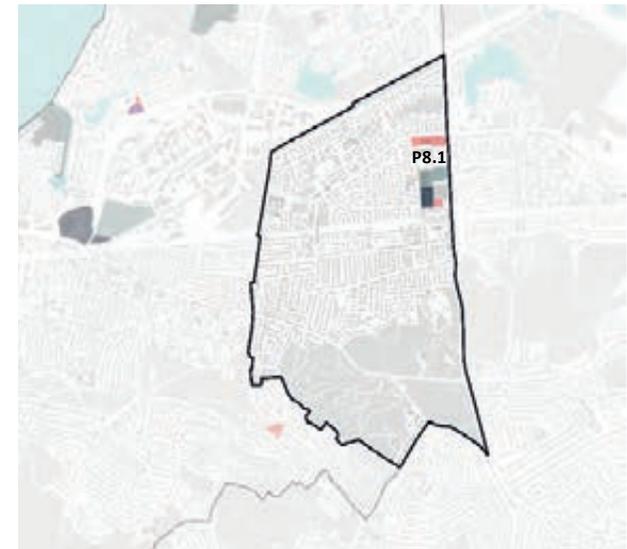


Figure 5.96: Transformation / place making

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Harrow Manorway frontage (C8.1)</li> </ul>	<ul style="list-style-type: none"> <li>Seek opportunities to enhance the interface of existing development with Harrow Manorway and to establish a consistent urban frontage along this corridor;</li> <li>Potential for infill development or selective redevelopment of underperforming properties with buildings that front onto the corridor and provide appropriate massing and scale;</li> <li>Provide consistent building lines set back from the corridor, allowing for wide footways and a green interface to enhance the walking environment;</li> <li>Heights of up to 6 storeys including set back as appropriate;</li> </ul>	<ul style="list-style-type: none"> <li>Lower rise blocks</li> <li>Traveller Site</li> </ul>

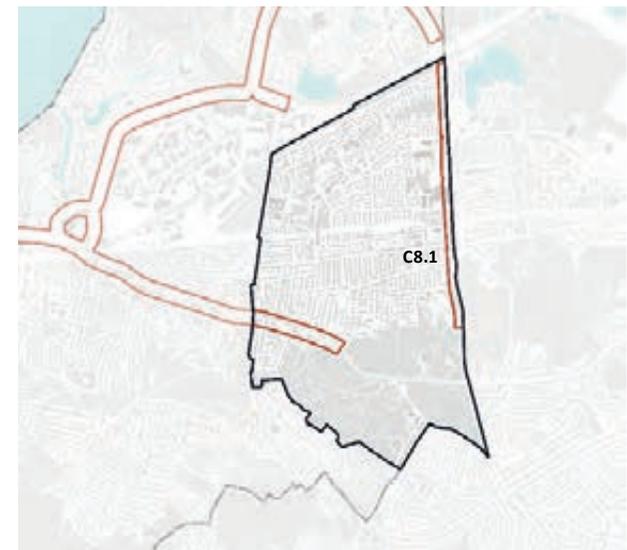


Figure 5.97: Corridor improvements

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Abbey Wood Estate (T8.1)</li> </ul>	<ul style="list-style-type: none"> <li>Comprehensive estate renewal approach recommended;</li> <li>Opportunity to provide infill development to enhance the spatial definition of street blocks, to provide frontages and natural surveillance of streets and spaces, turn corners and to secure exposed back gardens;</li> <li>Review open spaces to identify surplus and underused space for diversification of the open space use and/or for development;</li> <li>Create a clear hierarchy of routes and spaces across the estate;</li> <li>Heights to be responsive to the existing low-rise context, where appropriate rising up to 3 storeys in an existing 2 storey context;</li> <li>Enhance the quality of the public realm in the local centre including tree planting and landscaping;</li> <li>Integrate stand-alone apartment blocks with lower rise infill development;</li> <li>Investment into estate to enhance the quality of accommodation and amenities for existing residents as well as new residents;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>
<ul style="list-style-type: none"> <li>Slab-blocks (T8.2)</li> </ul>	<ul style="list-style-type: none"> <li>Enhance the definition of space and create better defined streets through end-of-block developments that turn the corner, infill development or lower rise development integrating stand-alone blocks;</li> <li>Potential for one additional storey integrated in the roof space or as a set back storey, subject to appropriate response and potentially stepping down towards adjoining low-rise development;</li> <li>Investment into estate to enhance the quality of accommodation and amenities for existing residents as well as new residents;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>
<ul style="list-style-type: none"> <li>Abbey Wood Station Local Centre (T8.3)</li> </ul>	<ul style="list-style-type: none"> <li>Enhance local centre with public realm improvements and potential for selective redevelopment to create a more appropriate frontage towards the station itself and the flyover;</li> <li>Retain the fine urban grain;</li> <li>Height could be increased up to 6 storeys subject to appropriate response to the adjacent low rise development;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>

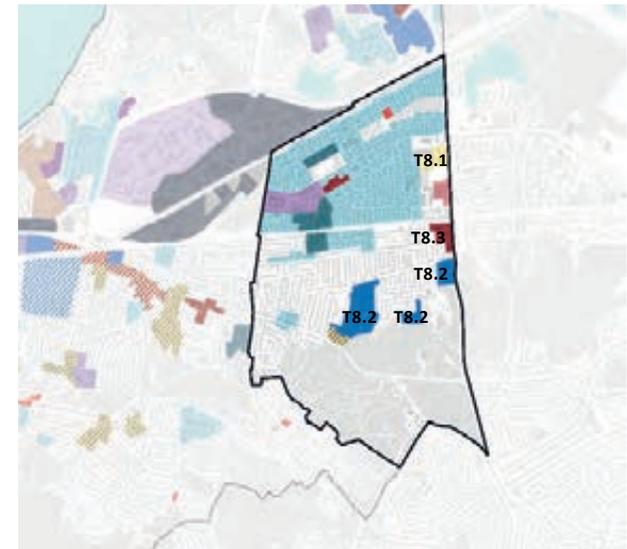


Figure 5.98: Transformation

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Other Residential areas (R8.1)</li> </ul>	<ul style="list-style-type: none"> <li>Contextual development (infill development, selective redevelopment and extensions);</li> <li>Respond appropriately to grain, massing and roof form, building line and material quality of existing development;</li> <li>Where possible address back-to-front conflicts and enhance legibility and connectivity of routes;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>

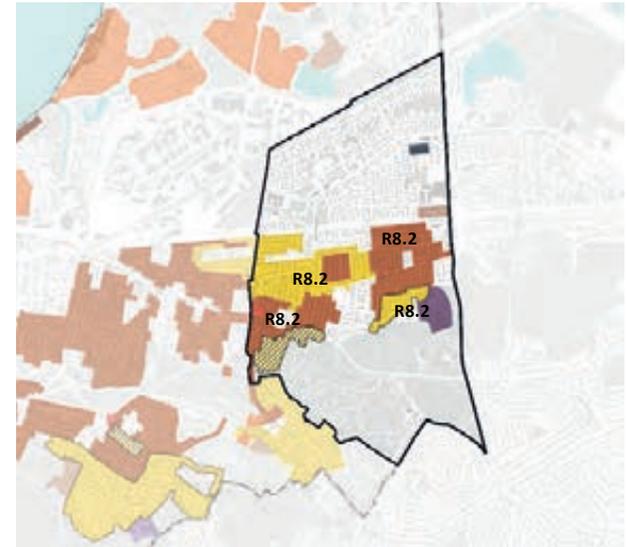


Figure 5.99: Reinforcement

## TALL BUILDING POTENTIAL

The adjoining plan illustrates the tall building recommendations for Abbey Wood and the table on the following page provides full details.

There are opportunities for tall buildings to landmark the rail station and centre, and for tall buildings to play a role in estate renewal.

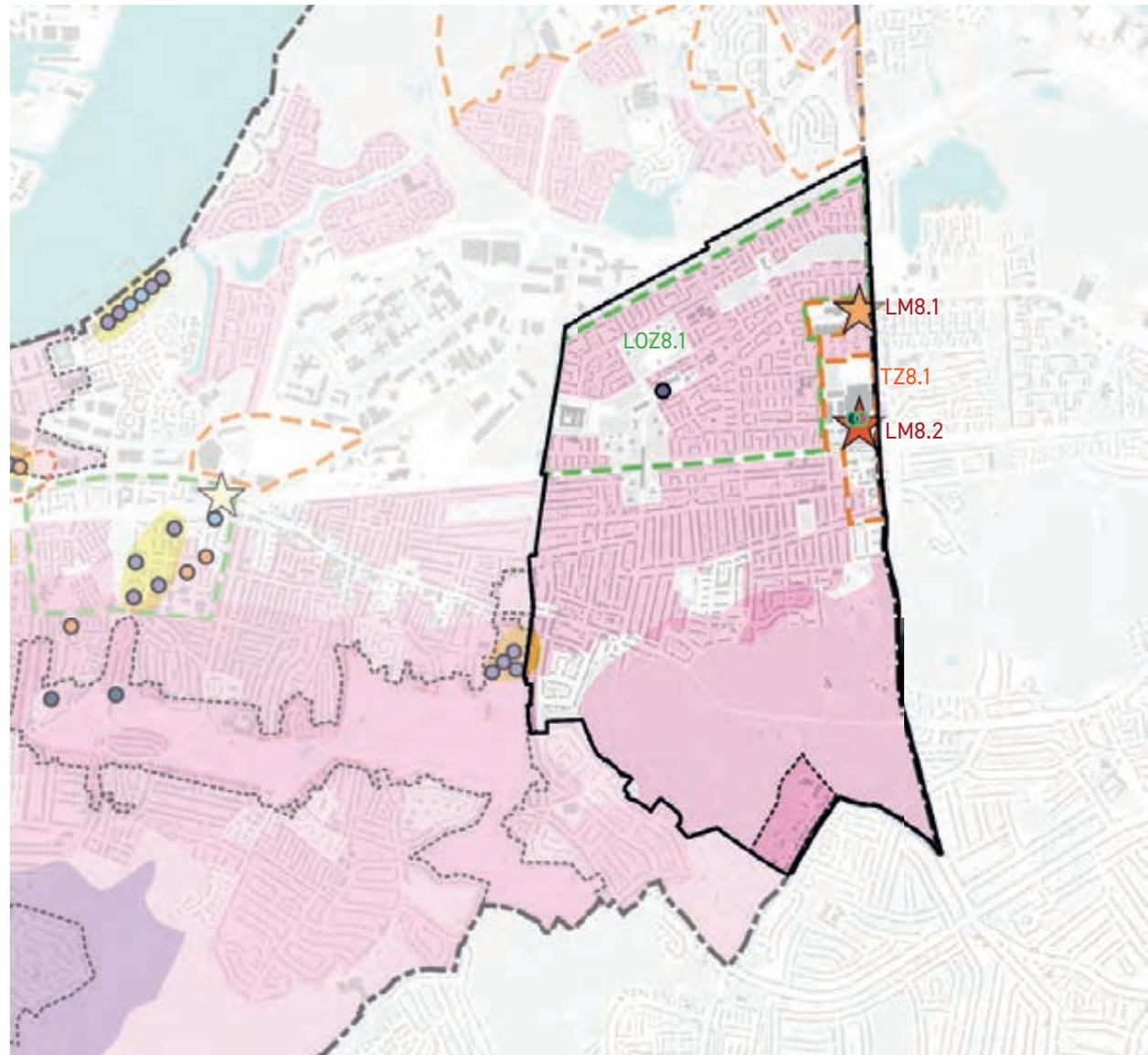


Figure 5.100: Tall building opportunities and sensitivities

Code	Promoting Factors	Context Height	Recommendations	Sensitivities
TZ8.1	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location, deliver place making and intensify in areas of high PTAL and landmark the railway station</li> </ul>	<ul style="list-style-type: none"> <li>CH: 1-4 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Potential for tall buildings as part of the comprehensive masterplan led approach to regeneration of the tall building zone (TZ8.1)</li> <li>Opportunity for other taller buildings as part of the emerging place character, their heights should be clearly subordinate and step down from the Local and District Landmarks</li> <li>Tall buildings should avoid having an overbearing impact on low rise housing, private and public amenity spaces or detract from the fine grain high street to the south of Abbeywood Station</li> <li>Avoid creating a string of taller buildings along Harrow Manor Way and the joining up of clusters</li> <li>Tall buildings should avoid creation of a canyon effect on Harrow Manor Way</li> </ul>	<ul style="list-style-type: none"> <li>Low-rise residential area</li> <li>Open landscape</li> </ul>
LM8.1			<ul style="list-style-type: none"> <li>Junction with Eynisham Drive – local landmark up to 12 storeys, to respond to the new context height of 4-5 storeys that is emerging with permitted development in the area.</li> </ul>	
LM8.2			<ul style="list-style-type: none"> <li>Sainsbury and Abbey Wood Station (north side) – district landmark to mark the station node – up to 20 storeys</li> </ul>	
LOZ8.2	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location and deliver estate regeneration</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2-3 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Potential for modest scale local landmark buildings up to 2.5x context height (maximum 8 storeys) as part of a coherently planned and delivered approach to estate renewal approach to assist with placemaking, enhancing distinctiveness and wayfinding, and to support delivery of estate renewal</li> <li>Local landmark buildings should mark places of significance within the estate such as the local centre, an important open space or intersection of key routes</li> <li>Tall building to be situated in places where they benefit from good public transport</li> <li>Tall building should avoid overbearing impact on low rise housing, private and public amenity spaces</li> </ul>	<ul style="list-style-type: none"> <li>Low-rise residential area</li> </ul>

**Table 4.5: Tall building recommendations - Abbey Wood**



Image 5.45: Post war slab block tall building, Eynsham Drive



Image 5.46: Thamesmead Clocktower

# 9. THAMESMEAD

## PRESENT DAY CONTEXT

As a place, Thamesmead is a very modern creation. In the 19th Century it was largely cut off from the rest of the borough by the combined severance of the Royal Arsenal estate, the above-grade Southern Outfall Sewer and the North Kent Rail Line; accordingly much of the area remained marshland and was used as an artillery range until the mid-20th century. After major postwar investments in flood protection and bridge infrastructure the area began to be developed on modernist new town principles separating land uses and transport modes, which has been partly realised.

Thamesmead and neighbouring Abbey Wood have been designated by the Mayor of London as an Opportunity Area. The Opportunity Area Framework plans for 15,000 new homes and the creation of 8,000 new jobs in the area. A large urban expansion area is proposed in Thamesmead, which includes the creation of a new district centre. In the short to medium term the area is planned to be serviced by a new bus rapid transit system, whilst in the longer term the option for extending the DLR from Galleons Reach via Beckton Riverside into Thamesmead and beyond.



Figure 5.101: Location map

Image 5.47: Thamesmead aerial image

(copyright Google)

## HISTORIC DEVELOPMENT

Thamesmead belongs to the second phase of New Town development in post-war Britain and was planned in 1965-6 by the G.L.C. It was conceived in reaction to the uninspired suburban private and social housing of the previous years; separation of cars and people, elevated walkways and monumental five storey spine blocks were typical design features of the time. Draining the marshy ground allowed the creation of spectacular water features and a great lake.

The great conception was never fully realised, but elements of the plan and later changes have combined to produce a mixed townscape which is not without character. It is possible to imagine further development here which, if carefully planned, could enrich and enhance the area.

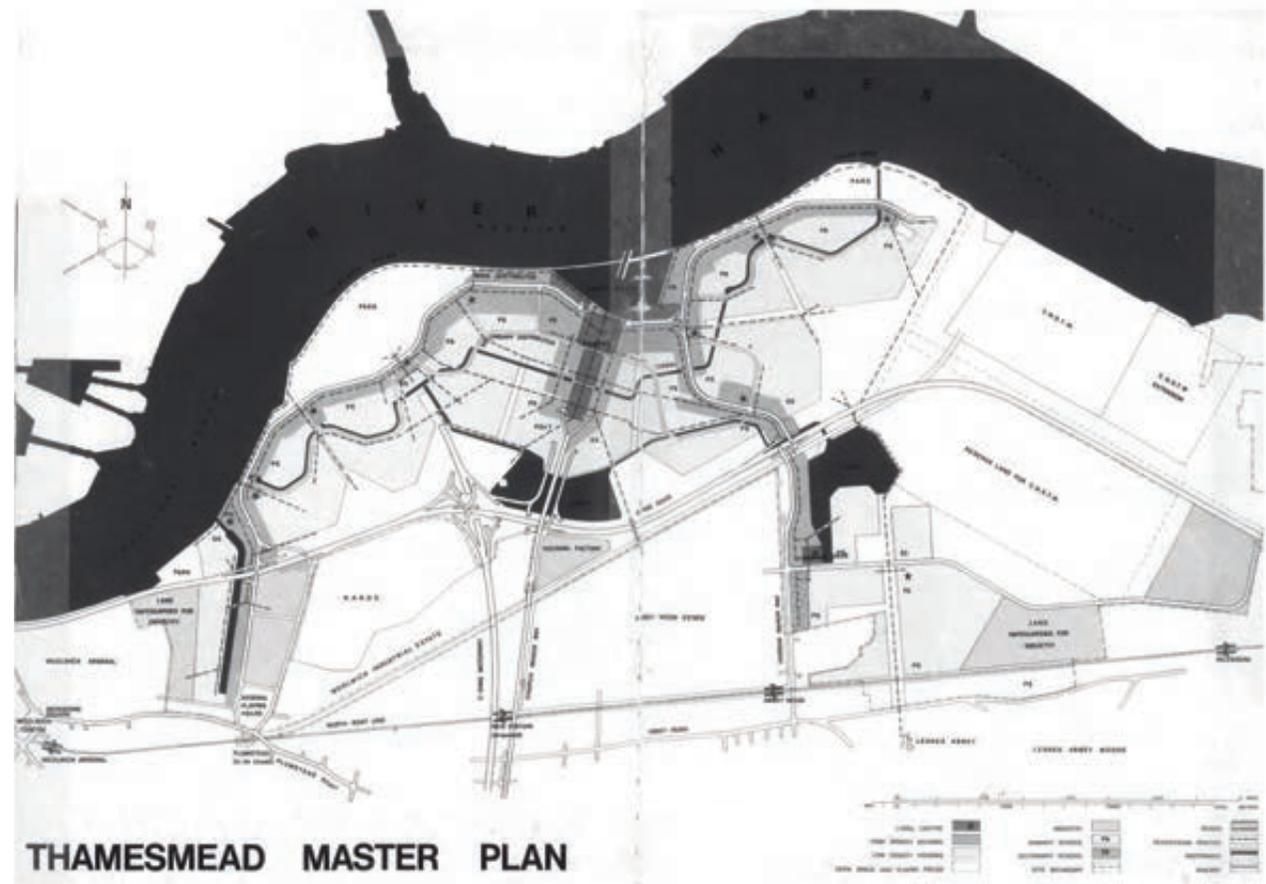


Image 5.48: Thamesmead masterplan by GLC, late 1960s

## PLACE STRUCTURE

The urban structure of Thamesmead derives strongly from its modernist ‘new town’ planning principles. Movement is organised through a system of dual-carriageway distributor roads running in landscaped corridors, separating cellular areas of different land uses—residential, town centre, and industrial. Access to each cell is provided by a small number of large junctions, and each cell is in turn separated from others by landscaped corridors. Within each cell, movement is organised into systems of loop roads and cul-de-sacs. At each scale the effect is one of isolation.

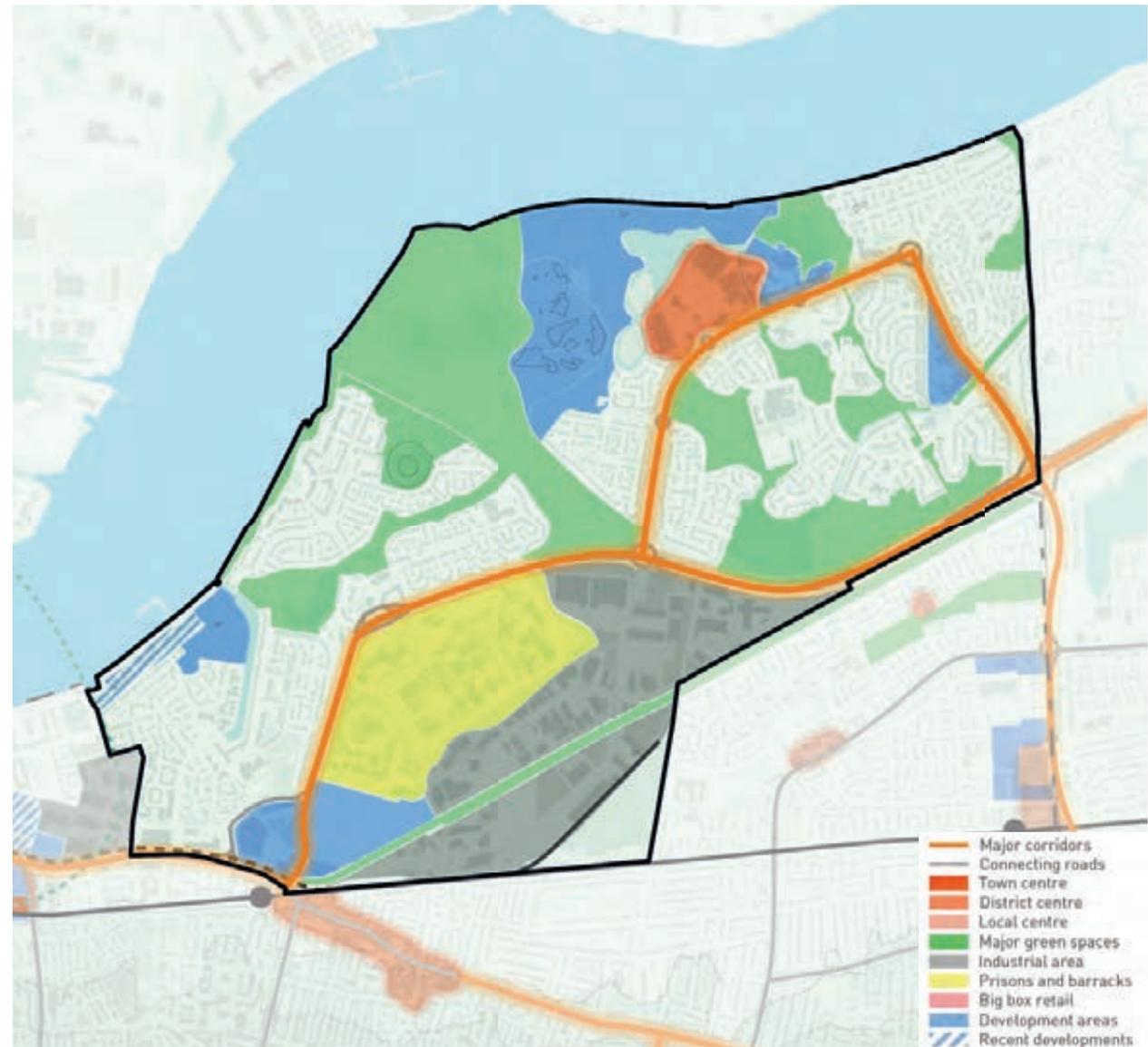


Figure 5.102: Place structure

In the north of the area, Thamesmead town centre provides retail uses only, in a big-box arrangement with extensive carparking. A large area to northwest of the centre is designated as an area with potential for change in Thamesmead Waterfront Opportunity Area Planning Framework, and the former Broadwater Dock and adjoining scrubland to the west is also identified as housing area. In the south of the area, Belmarsh and Thameside prisons and the adjacent business parks are similarly single-use, and segregated from the surrounding areas by major road, rail and drainage infrastructure. Thamesmead's residential areas enjoy a mature landscaped setting, with a range of distinctive public open spaces incorporating earthworks and ponds giving some variety to the flat topography. The Ridgeway, an elevated pedestrian and cycling path over the above-grade Southern Outfall Sewer linking to the Crossness Sewage Treatment Works located along the south of the area, provides a physical and visual boundary to Thamesmead.



Image 5.49: View from Gallion's Hill towards Shooter's Hill

## CHARACTER AND TOWNSCAPE FEATURES

Thamesmead is highly landscaped in terms of its natural green and blue infrastructure; mature trees and woodland, with numerous lakes and ditches create a ‘Dutch’ landscape character. However the area is rather fragmented in terms of urban character. Distributor roads are separated from the surrounding areas and largely obscured from them by landscaping and/or walls, with few local landmarks other than infrastructural features. The flat topography contributes to this difficulty in orientation, and there are few inland locations where the river is visible, despite the riverside location. The area’s main community focus, Thamesmead town centre, is laid out in a ‘big-box’ arrangement surrounding extensive surface carparking, providing little enclosure or continuity of frontage, with the Thamesmead Clocktower providing the principal landmark.

Much of the area is laid out as low-rise suburban family housing. Some of the residential areas are internally highly coherent and sensitive, particularly in waterfront areas such as in the north-east at Greenhaven Drive and in the south west at Tideslea Path and Erebus Drive, providing frontage to the waterside Thames Path. Inland however, even within some of these developments, the urban character has less coherence: back-to-front conflicts between residential properties, as at Titmuss Avenue; segregation of vehicular and pedestrian movement, as at Wren Path; poor legibility of and connectivity between residential areas, as at

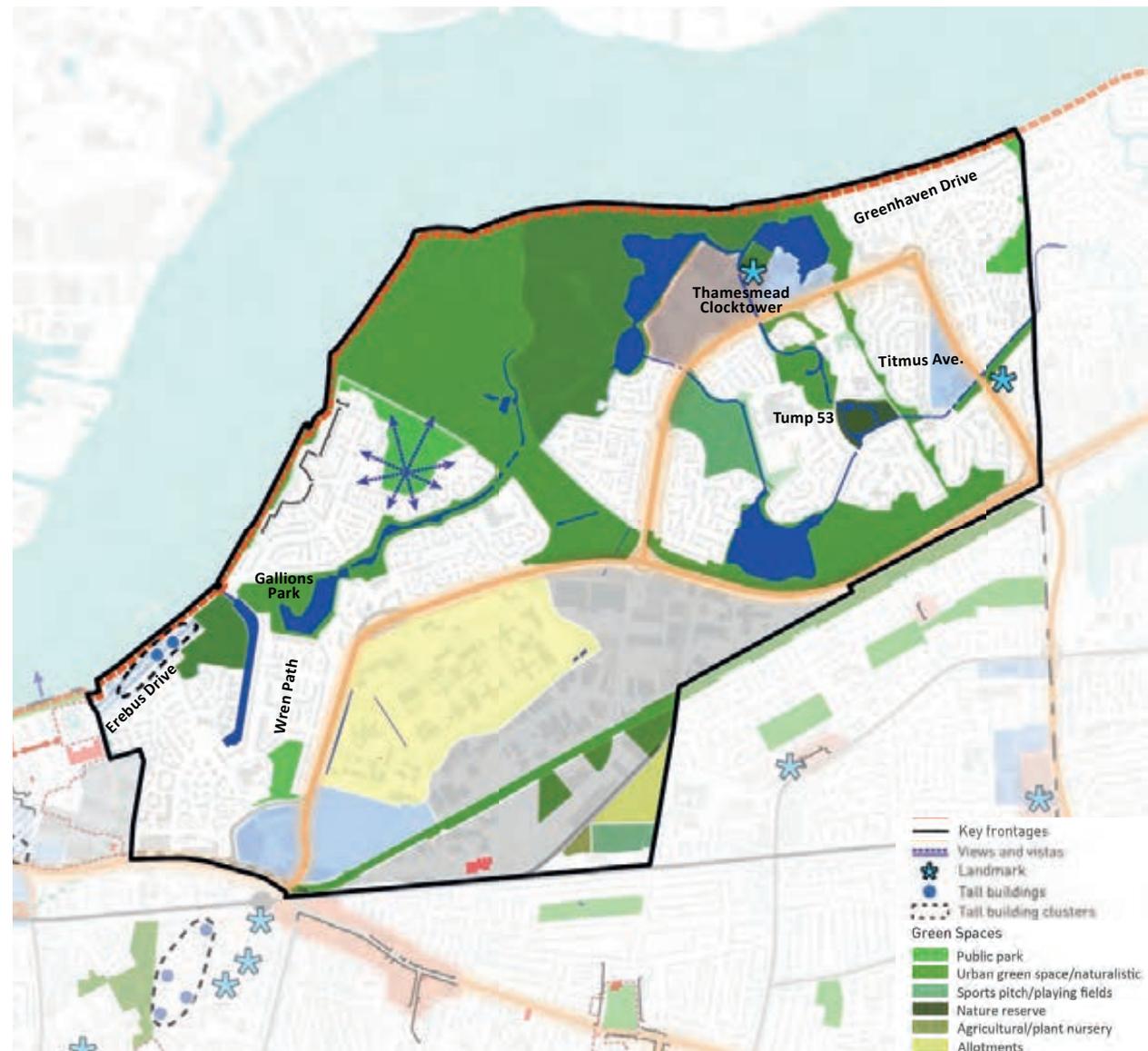


Figure 5.103: Character and townscape

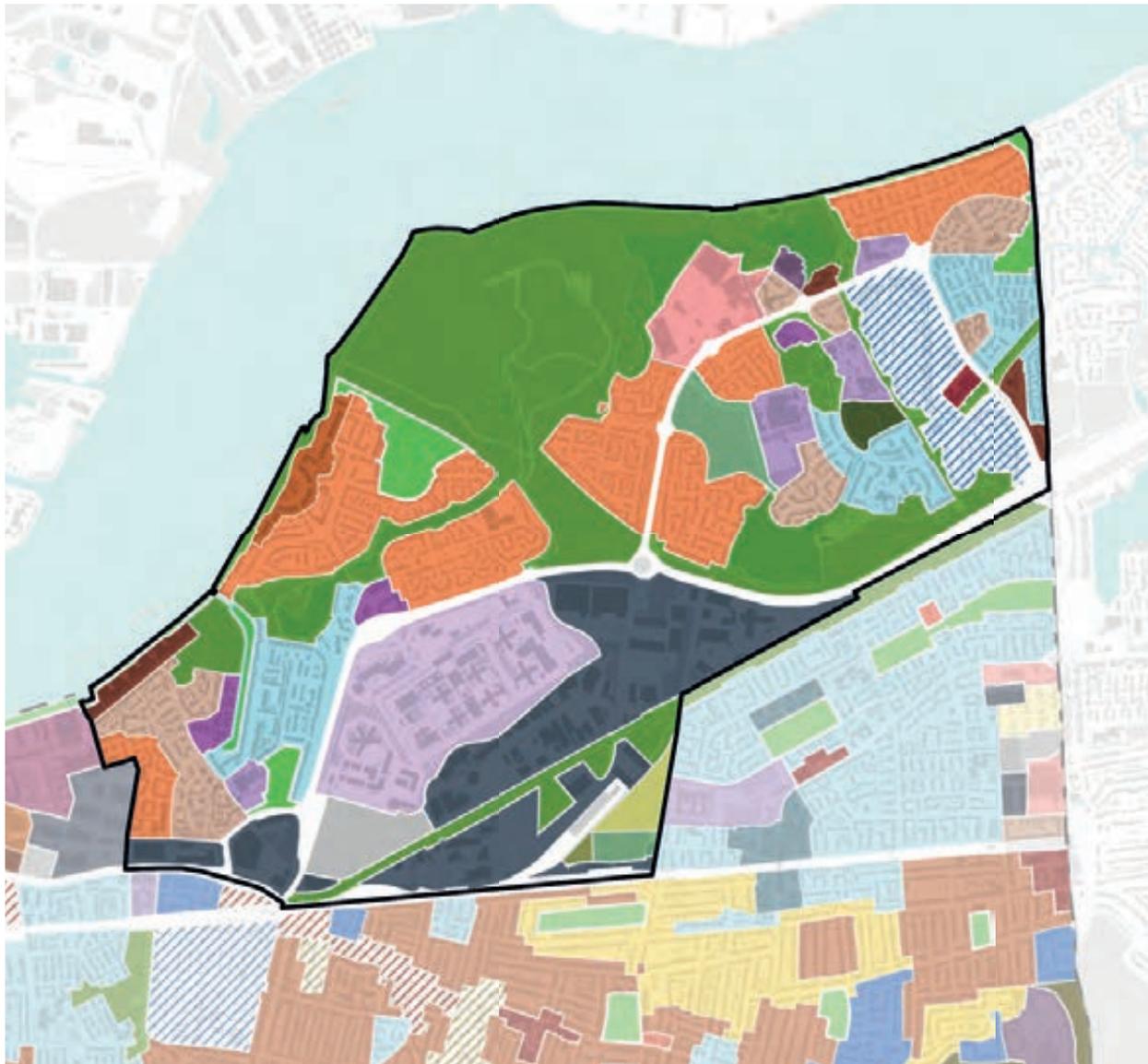


Figure 5.104: Urban typologies

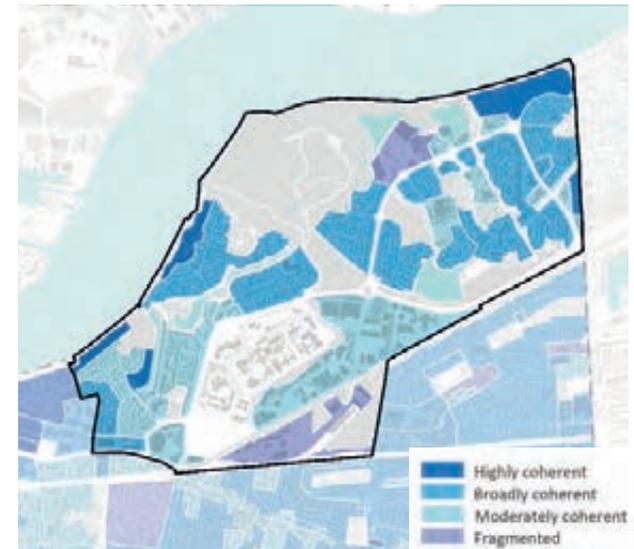


Figure 5.105: Coherence

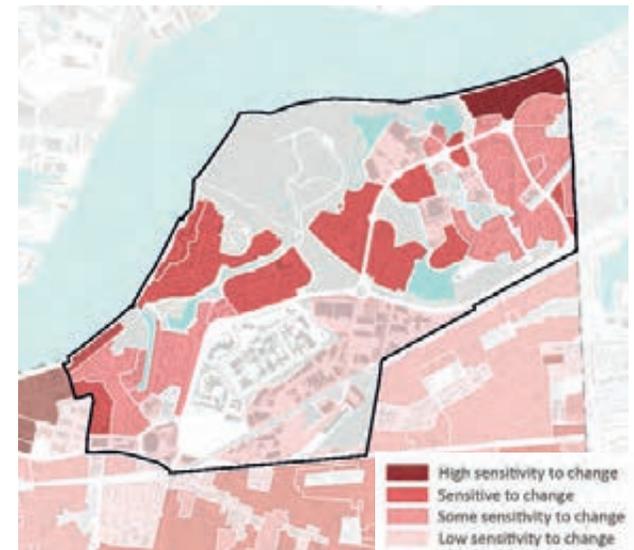


Figure 5.106: Sensitivity

Woodpecker Road; and poor overlooking of public open spaces, as at Manorway Green.

While the area is highly landscaped, with memorable features such as Gallions Tor in Gallions Reach Park, and the Tump 53 Nature Reserve, the area's largest open space, Thamesmead Historic Area and Wetlands SINC, is not publicly accessible.

There are however a number of features which detract from the townscape quality. There is throughout the area a significant lack of legible urban structure. Neighbourhoods are disconnected from each other by road corridors. There is a poor walking environment due to the lack of continuity, lack of natural surveillance and circuitous routes in the movement network. The area is designed principally for vehicular movement, yet through this it has also become highly car dependent. There is poor interface between development and the extensive open spaces, with back-to-front conflicts common, and a lack of frontage and natural surveillance of open spaces. The town centre lacks urbanity and a sense of place.



Image 5.50: Artificial watercourse in Thamesmead



Image 5.51: Post war slab block housing



Image 5.52: Gallions Reach Park



Image 5.53: View from Gallion's Hill towards Woolwich

## BUILDING HEIGHTS

Thamesmead is a predominantly low-rise place, with most of the development of all uses up to four storeys in height. Amongst the 20th century housing development, there are some instances of higher buildings up to eight stories as seen in the slab blocks at Titmuss Avenue. Towards the riverfront the heights are somewhat greater, with numerous contemporary developments up to six storeys common and at Erebus Drive a series of slender towers up to 16 storeys.

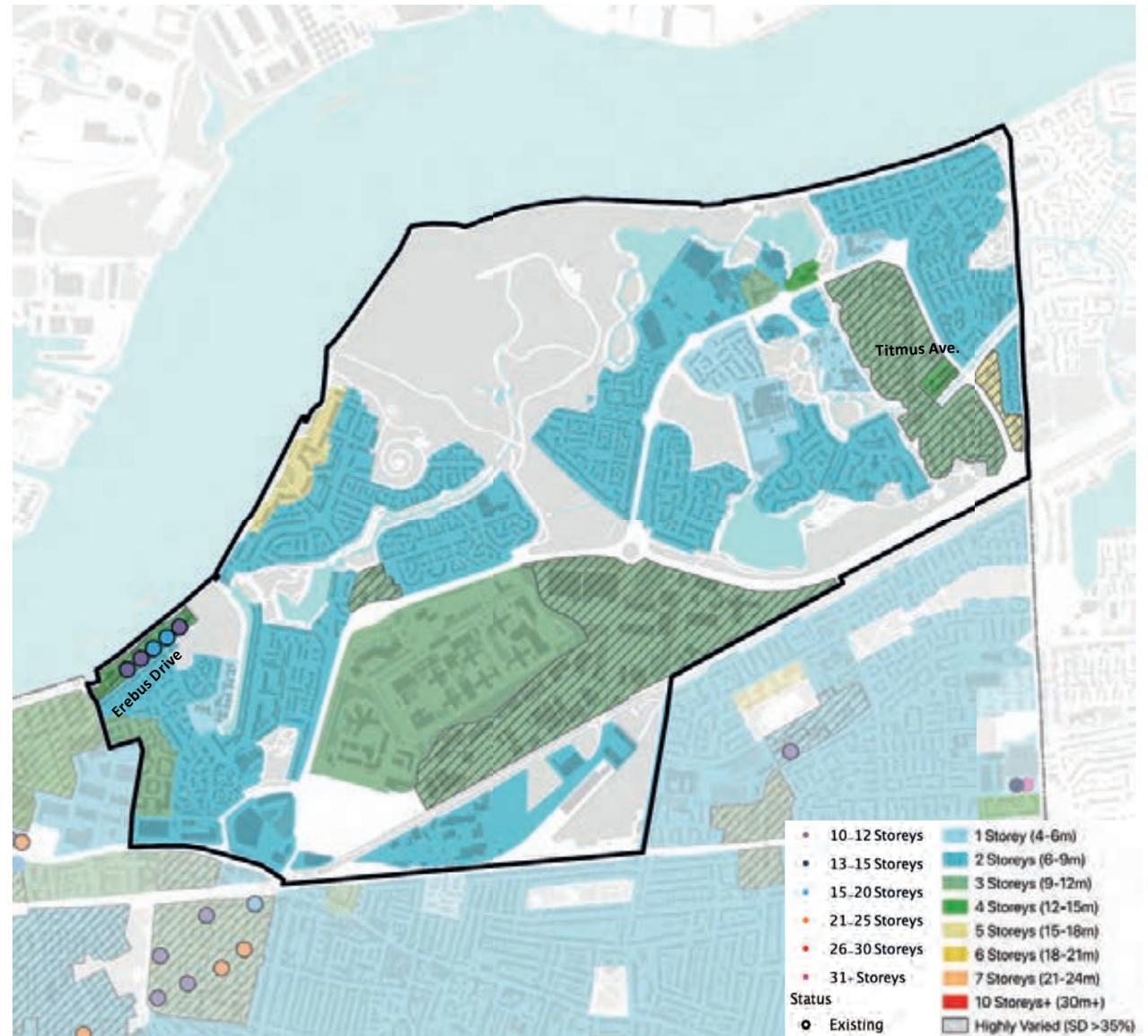


Figure 5.107: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)

## HERITAGE, CONSERVATION AND VIEWS

There are no Conservation Areas and a single listed building, the Grade II listed former electricity generation station at White Hart Road.

Care needs to be taken that proposed tall buildings near the riverside do not intrude on important river views from historic areas to the west.

There are no identified heritage-related views within Thamesmead. However, panoramic views of the area are possible from Winn's Common.

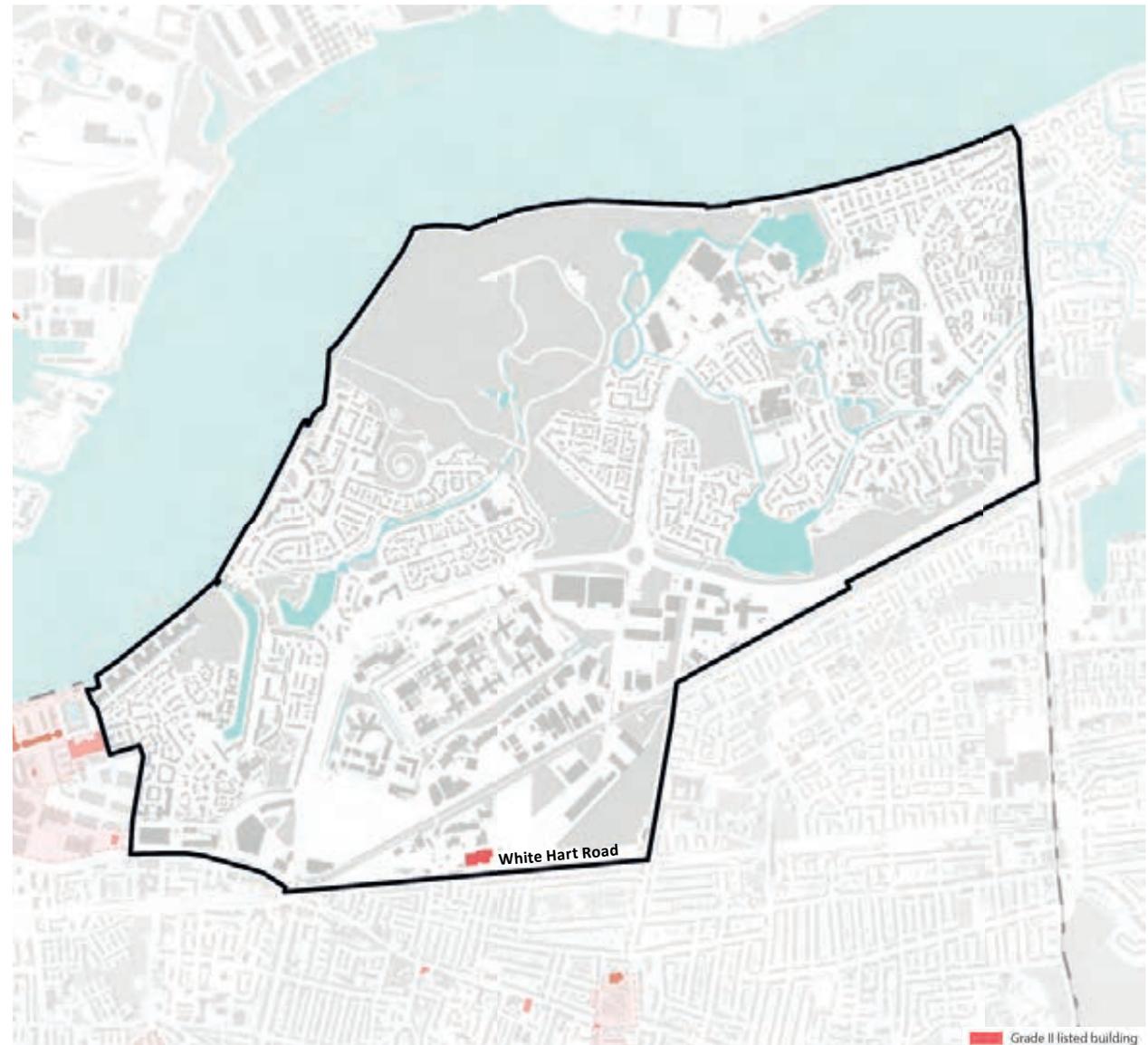


Figure 5.108: Heritage and conservation

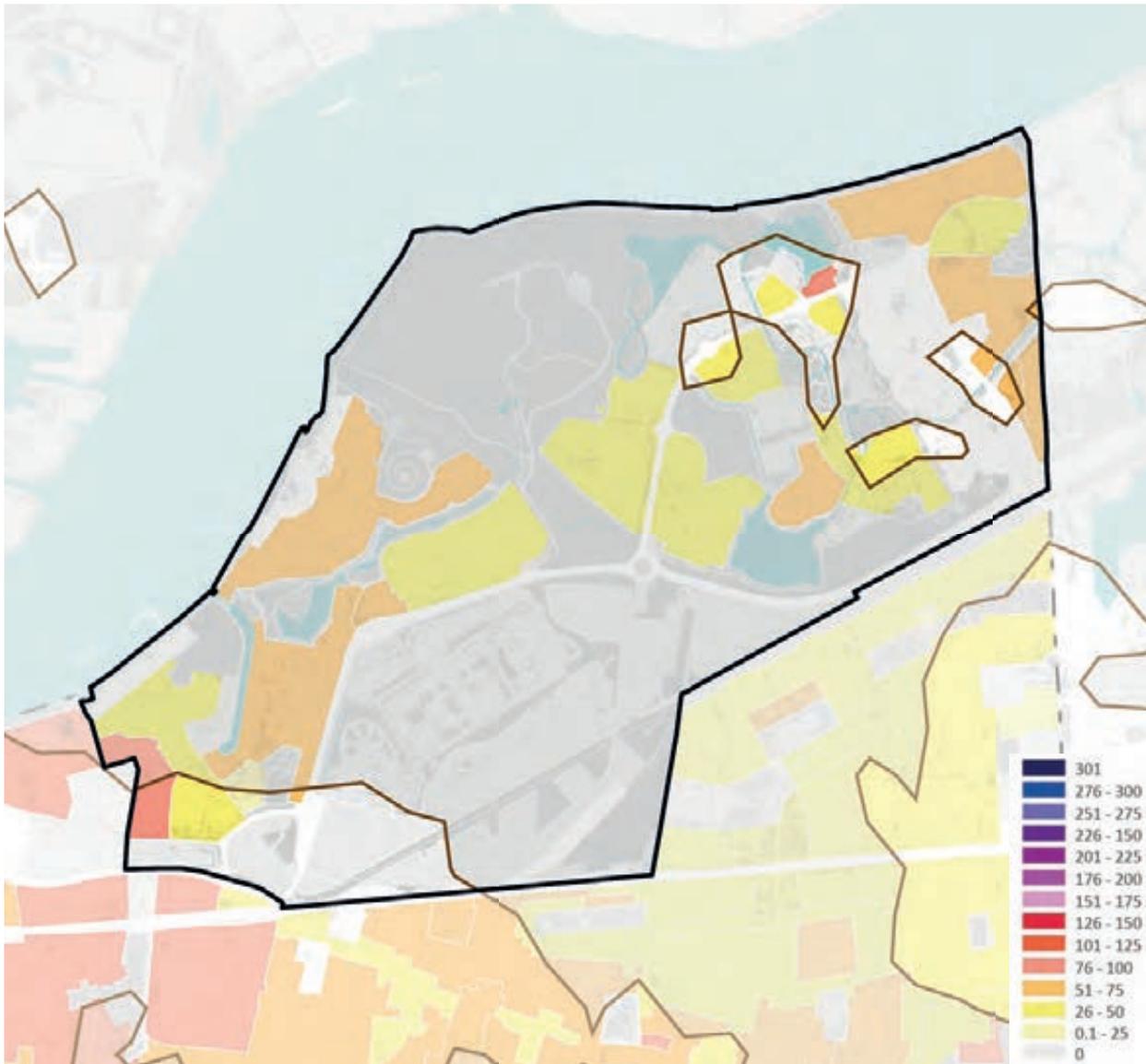


Figure 5.109: Dwelling density units/ha + PTAL 3+

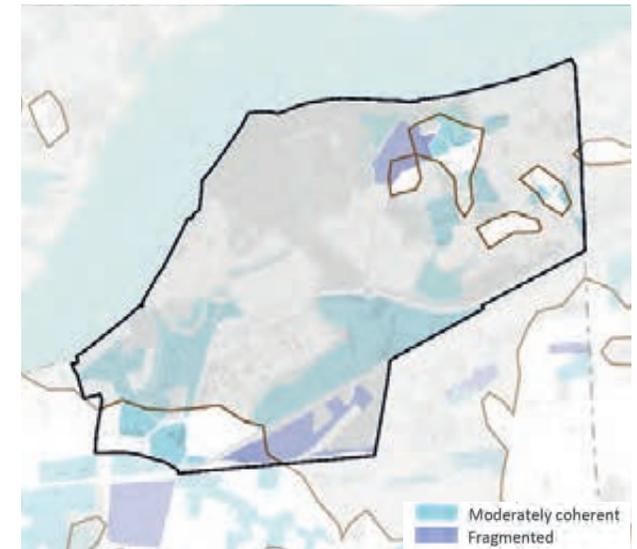


Figure 5.110: Coherence + PTAL 3+

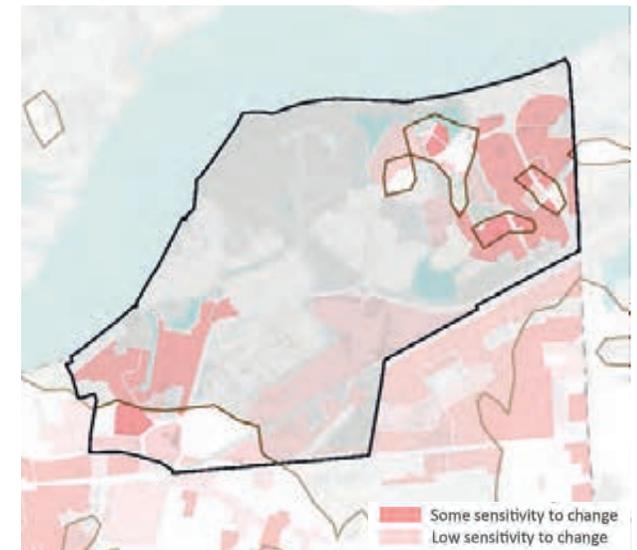


Figure 5.111: Sensitivity + PTAL 3+

## CAPACITY FOR GROWTH

Most of Thamesmead is of low public transport accessibility, with just a few areas with a PTAL score of 3 or above. In the south-west of Thamesmead are a few residential and industrial sites of low sensitivity and coherence, which may offer some capacity for change.

## OPPORTUNITY FOR CHANGE

Thamesmead is largely comprised of post-war estates, industrial estates and the HMP Belmarsh site. These typologies have potential to Transition to better functioning urban forms with a more intense character through appropriate development. The more coherent, street-based residential areas are likely to have limited scope for transition and should be reinforced through contextual development. On the riverside are large vacant sites that should be transformed through masterplan-led development. The Western Way movement corridor also offers opportunities for intensification.

Each of these areas is discussed in detail on the following pages.

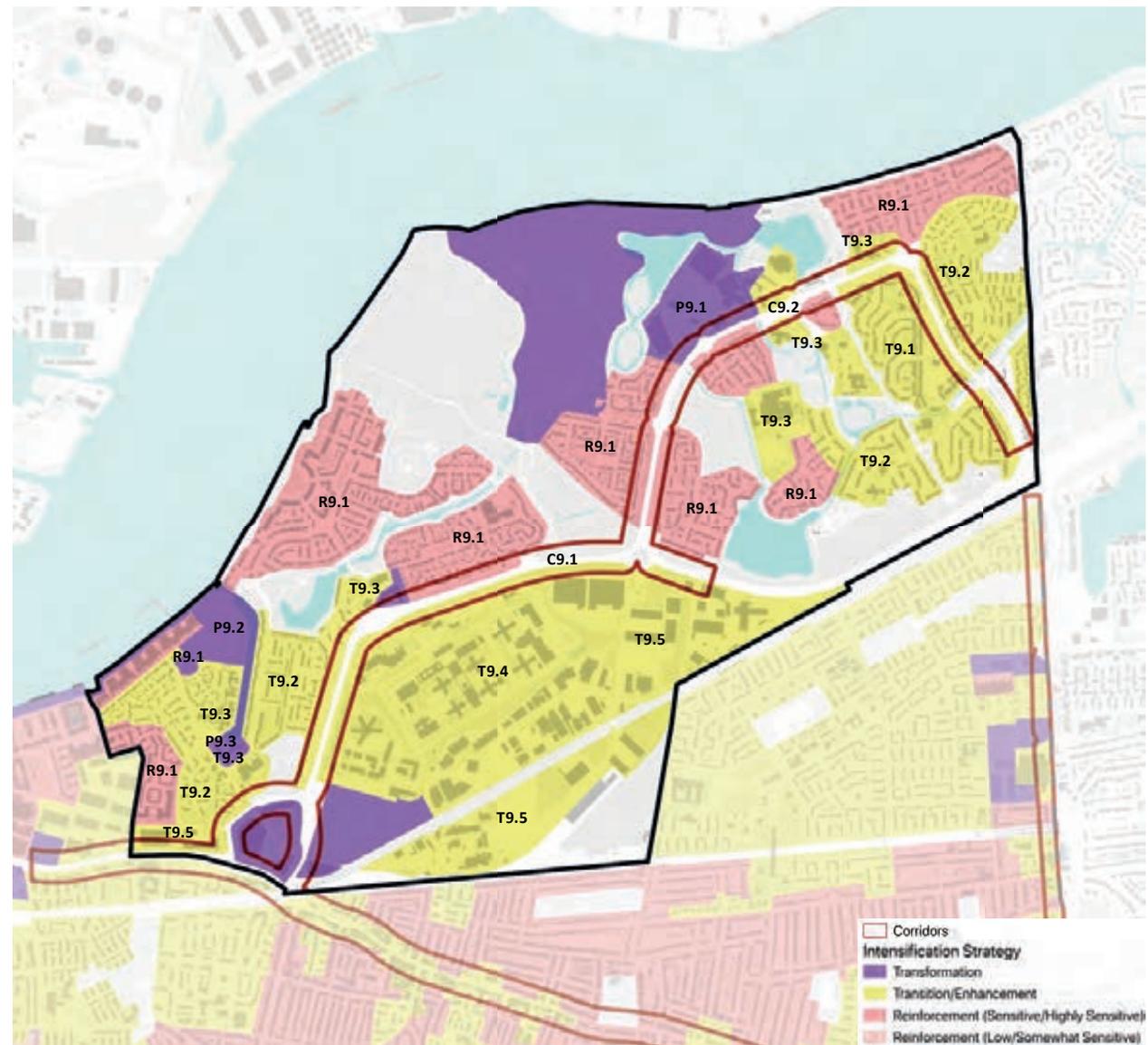


Figure 5.112: Intensification strategy

Transformation/ Placemaking	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Thamesmead Town Centre and Thamesmead Waterfront (P9.1)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for comprehensive development and placemaking led by masterplan;</li> <li>Street-based mixed-use centre and urban density housing quarter with a legible hierarchy of streets;</li> <li>Development layouts to establish an urban character with permeable blocks, coherent building lines and definition of streets with natural surveillance and private/communal block centres;</li> <li>Avoid undermining the landscape character with overly dense or tall development;</li> <li>Establish building frontages onto the river and lakes, create a mix of urban and landscape interfaces with the water and open up views towards the river;</li> <li>Development layout to respond and follow existing landform and water structure;</li> <li>Retain and integrate more prominently the Thamesmead Clocktower;</li> </ul>	<ul style="list-style-type: none"> <li>Thames Riverfront character</li> <li>Landscape character</li> <li>Thamesmead Clocktower</li> <li>Local views</li> </ul>
<ul style="list-style-type: none"> <li>Broadwater Dock (P9.2)</li> </ul>	<ul style="list-style-type: none"> <li>Create a street-based environment with good urban frontages;</li> <li>Design to reflect the history of this area, including its military history;</li> <li>Establish frequent connections across site, integrate with neighbouring sites, and provide an attractive green route to Gallions Park and the riverfront;</li> <li>Create a distinctive riverfront with public space, avoid overly tall development or creating a wall of development along the river;</li> </ul>	<ul style="list-style-type: none"> <li>Existing neighbouring housing</li> <li>Riverfront character</li> </ul>
<ul style="list-style-type: none"> <li>Pettman Crescent (P9.3)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for masterplan-led mixed-use or residential development that downgrades or removes Pettman Crescent Gyrotory and overcomes severance between Plumstead and Thamesmead, especially for pedestrian walking from the station;</li> <li>Development to address the street space with urban frontages and establish good connections with neighbouring areas;</li> </ul>	

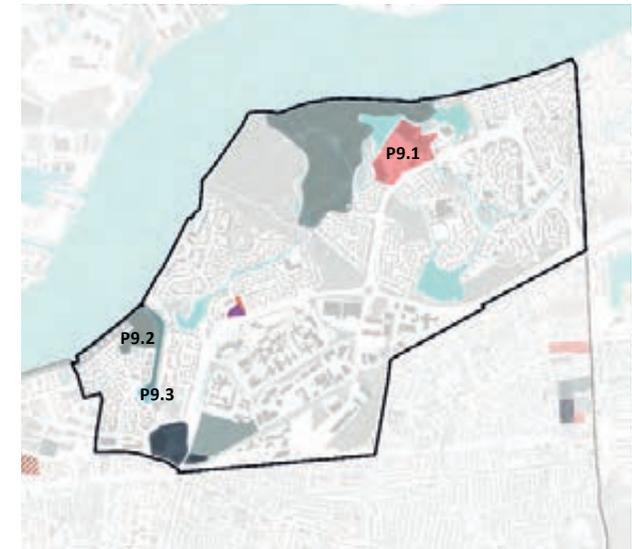


Figure 5.113: Transformation / placemaking

# THAMESMEAD

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Western Way (C9.1) and Central Way (C9.2)</li> </ul>	<ul style="list-style-type: none"> <li>Transform corridors into civic boulevards, limiting traffic speed to max 30miles/hour in urban areas;</li> <li>Provide consistent tree planting and public realm improvements;</li> <li>Encourage development along the boulevards with frontages addressing the street where possible, securing backs of existing properties and animating the street;</li> <li>As a minimum establish improved crossing points across boulevards that connect adjoining neighbourhoods and that are overlooked and marked by development on both sides of the boulevard;</li> <li>Building height appropriate to the scale of the street, stepping down towards the lower scale neighbouring buildings where appropriate;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>

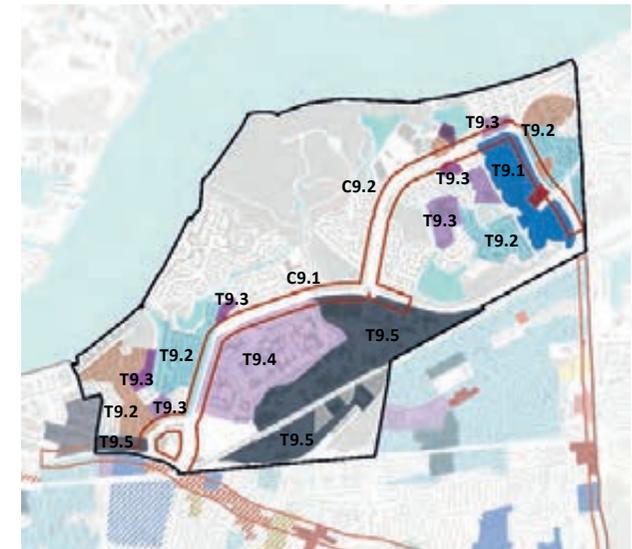


Figure 5.114: Corridor improvements / transition

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Postwar slab blocks (T9.1)</li> </ul>	<ul style="list-style-type: none"> <li>Comprehensive approach to this estate looking at stock retention, where possible create street-based environments, addressing back-to-front conflicts, poor definition and supervision of streets and the securing of communal spaces;</li> <li>Improve interface with adjoining green spaces;</li> <li>Improve interface with Titmuss Avenue potentially by adding another line of development along the street that helps to better integrate the slab blocks in their context and create a more defined street;</li> <li>Improve pedestrian and cycle connections across the development;</li> <li>Investment into estate to enhance the quality of accommodation and amenities for existing residents as well as new residents;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Postwar low rise and Modern Suburban (T9.2)</li> </ul>	<ul style="list-style-type: none"> <li>Intensify and enhance the environmental quality and legibility of areas;</li> <li>Infill development and where appropriate selective redevelopment that addresses back-to-front conflicts and establishes a positive interface between the street space and adjoining open spaces;</li> <li>Potential for modest increase in height by one storey may be considered where it does not undermine the character of the neighbourhood;</li> <li>Create a sense of hierarchy of routes and spaces that is expressed through development form and enclosure of the street space;</li> <li>Establish continuous routes for walking and cycling across the area, and integrate with neighbouring sites;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>
<ul style="list-style-type: none"> <li>Schools and other institutional sites (T9.3)</li> </ul>	<ul style="list-style-type: none"> <li>Where appropriate seek intensification of the use of sites by providing multi-storey accommodation and freeing up land for development for housing or a mix of uses;</li> <li>Redevelopment to help establish a street-based place where buildings front onto and define the urban realm;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>
<ul style="list-style-type: none"> <li>Prison (T9.4)</li> </ul>	<ul style="list-style-type: none"> <li>Enhance the interface of the prison with the surrounding neighbourhoods through a landscape-led approach;</li> <li>Enhance the interface with the existing community to the north by creating a more defined and urban entrance;</li> </ul>	
<ul style="list-style-type: none"> <li>Industrial development (T9.5)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to make more efficient use of the site through introduction of multi-storey employment premises;</li> <li>Provide amenity spaces for workers and enhanced and legible walking connections with Plumstead and the railway station;</li> </ul>	
Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Other Residential or Institutional areas (R9.1)</li> </ul>	<ul style="list-style-type: none"> <li>Contextual development (infill development, selective redevelopment and extensions)</li> <li>Respond appropriately to the urban grain, massing and roof form, building line and material quality of existing development;</li> <li>Where possible address back-to-front conflicts and enhance legibility and connectivity of routes;</li> </ul>	<ul style="list-style-type: none"> <li>Adjoining low-rise housing</li> </ul>

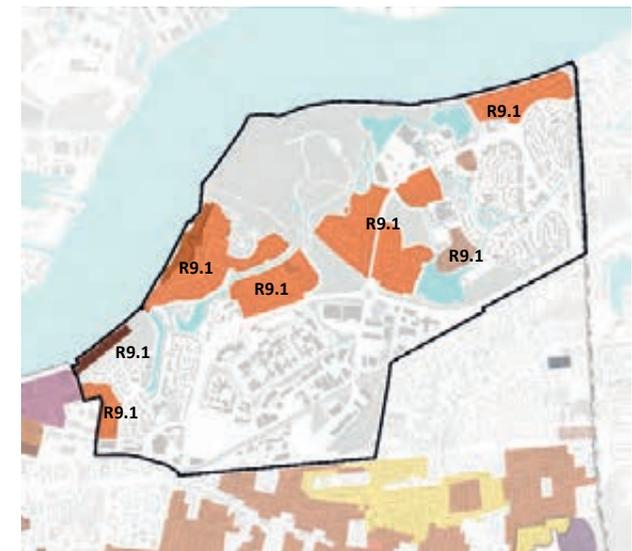


Figure 5.115: Reinforcement

## TALL BUILDING POTENTIAL

The adjoining plan illustrates the tall building recommendations for Thamesmead and the table on the following page provides full details.

There is potential for tall buildings in three zones in Thamesmead as part of wider regeneration.

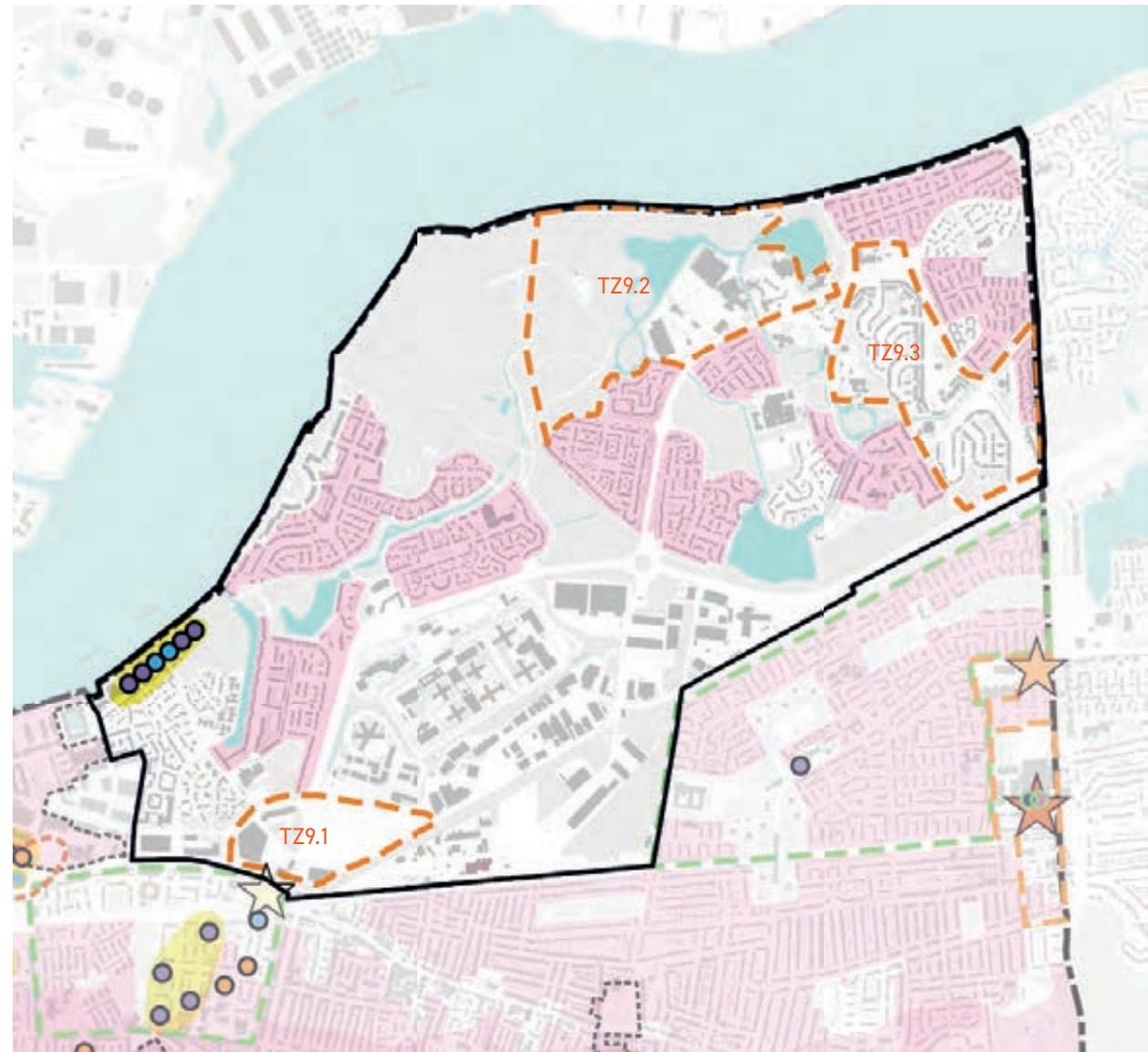


Figure 5.116: Tall building opportunities and sensitivities

Code	Promoting Factors	Context Height	Recommendations	Sensitivities
TZ9.1	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location, deliver place making and intensify in areas of high PTAL</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2-3 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Potential for tall buildings as part of the comprehensive masterplan led place making approach to regeneration of the tall building zone.</li> <li>Taller buildings should provide occasional highpoints and variety in the skyline to deliver distinctiveness of the quarter and not be the prevailing building typology with heights of 8 to 12 storeys</li> <li>A few landmark buildings of up to 15 storeys could be proposed to mark special places of significance such as the intersection of Western Way with Plumstead Road</li> <li>Tall buildings should significantly contribute to the regeneration, environmental enhancement and creation of attractive pedestrian and cycling connections between Plumstead Road and Thamesmead</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
TZ9.2	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location, deliver place making and intensify in areas of high PTAL and landmark the potential future DLR station</li> </ul>	<ul style="list-style-type: none"> <li>CH: 1-5 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Potential for tall buildings as part of the comprehensive masterplan led approach to the development of the new Thamesmead town centre and the creation of a distinctive character.</li> <li>Taller buildings could form part of a typological response to the development and be part of the character of discrete areas, where they provide occasional high points and variety in the skyline, enhance distinctiveness but are not the prevailing building form - tall building heights up to 3x context height (not exceeding 12 storeys).</li> <li>Tall buildings could also be considered as singular local landmarks to enhance distinctiveness, legibility and wayfinding by marking special places of significance. Heights should be proportionate to the relative significance of the landmark location. Height should not normally exceed 3x context height, but there may be opportunity for one district scale landmark (up to 5x context height) that marks the new DLR station and centre.</li> <li>Avoid continuous runs of tall buildings along the riverfront – only emphasise a number of separate special locations</li> <li>Tall building should avoid overbearing impact on low rise housing, private and public amenity spaces</li> <li>Tall buildings in this area must consider the flight path of London City Airport, and consult with the airport authority as appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>Low-rise residential area</li> <li>Open landscape</li> <li>Riverfront</li> </ul>
TZ9.3	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location and deliver estate regeneration</li> </ul>	<ul style="list-style-type: none"> <li>CH: 1-5 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Masterplan led approach to comprehensive estate regeneration could explore a modest number of midrise buildings to assist with placemaking and the delivery of estate renewal.</li> <li>Tall buildings to provide verticality and to interject with the horizontal emphasis of slab-blocks</li> <li>Variation of heights of up to 12 storeys</li> <li>Development to respond sensitively to remaining low-rise context</li> <li>Tall buildings in this area must consider the flight path of London City Airport, and consult with the airport authority as appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>Low-rise residential area</li> </ul>

**Table 4.6: Tall building recommendations - Thamesmead**



Image 5.54: View from Galleon's hill towards Canary Wharf



## 5 SOUTH DISTRICT

This section comprises two parts. The first part presents a profile of the 'district' as a whole in terms of its historical development, social profile, urban structure, environment, heritage, infrastructure and density. The second part defines the specific 'places', details their character, and examines their capacity and opportunity for further development.



Image 6.1: Eltham Palace

## 5.1 PROFILE OF THE DISTRICT

The South District comprises the wards of Middle Park & Sutcliffe, Eltham South and Coldharbour & New Eltham in full, together with parts of Blackheath & Westcombe, Kidbrooke with Hornfair and Eltham North wards. Accordingly it is covered by all three Area Planning Committees—Greenwich, Woolwich & Thamesmead, and Eltham & Kidbrooke. The South District includes attractive residential neighbourhoods, fine open spaces such as Avery Hill Park, valuable historic buildings such as Eltham Palace, important regeneration areas such as Kidbrooke Village.

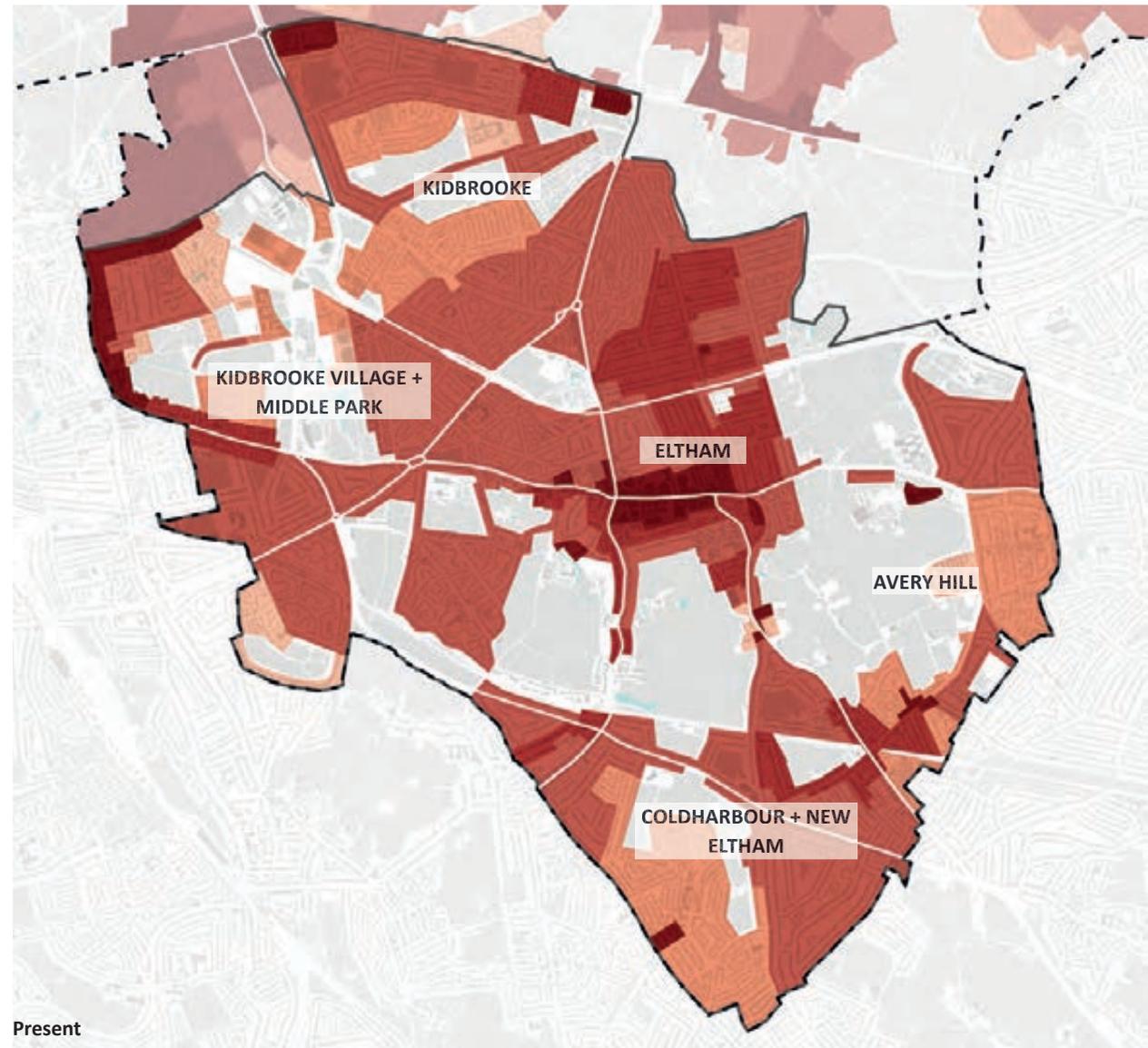


Figure 6.1: South District - Historic Development

## HISTORICAL DEVELOPMENT

Up to the late 19th century, much of the South District was still open farmland, common land and woodland, with the only substantial settlement at Eltham. While the construction of the Dartford Loop and Bexleyheath rail lines opened up east-west access to central London, it was only in the early 20th century that the district began to be developed. Areas convenient to train stations were privately developed for generous commuter suburbs, with streets of detached and semi-detached houses. Estates such as Eltham Park offered substantial villas with their own servant annexes. Meanwhile, lands between stations were developed for more modest semi-detached and terraced housing, served by electric tram routes north-south to Woolwich. Community facilities, parks and sports facilities were developed as at Well Hall Pleasaunce. Eltham Castle gained its remarkable 'high society' art deco extension. The railways also provided access for new institutional sites such as RAF Kidbrooke. Postwar, dual carriageways constructed through Eltham (A2) and Mottingham (A20) linked to the Blackwall Tunnel, improved access and accelerated development. Postwar housing estates followed low-density low-rise garden city principles as at 1940s Coldharbour Farm in Mottingham, a greenfield development on the last working farm in the county of London. In the 1960s the Greater London Council replaced the former RAF Kidbrooke with the modernist Ferrier Estate; this in turn has now been demolished and the site is today the largest regeneration site in the district, Kidbrooke Village.

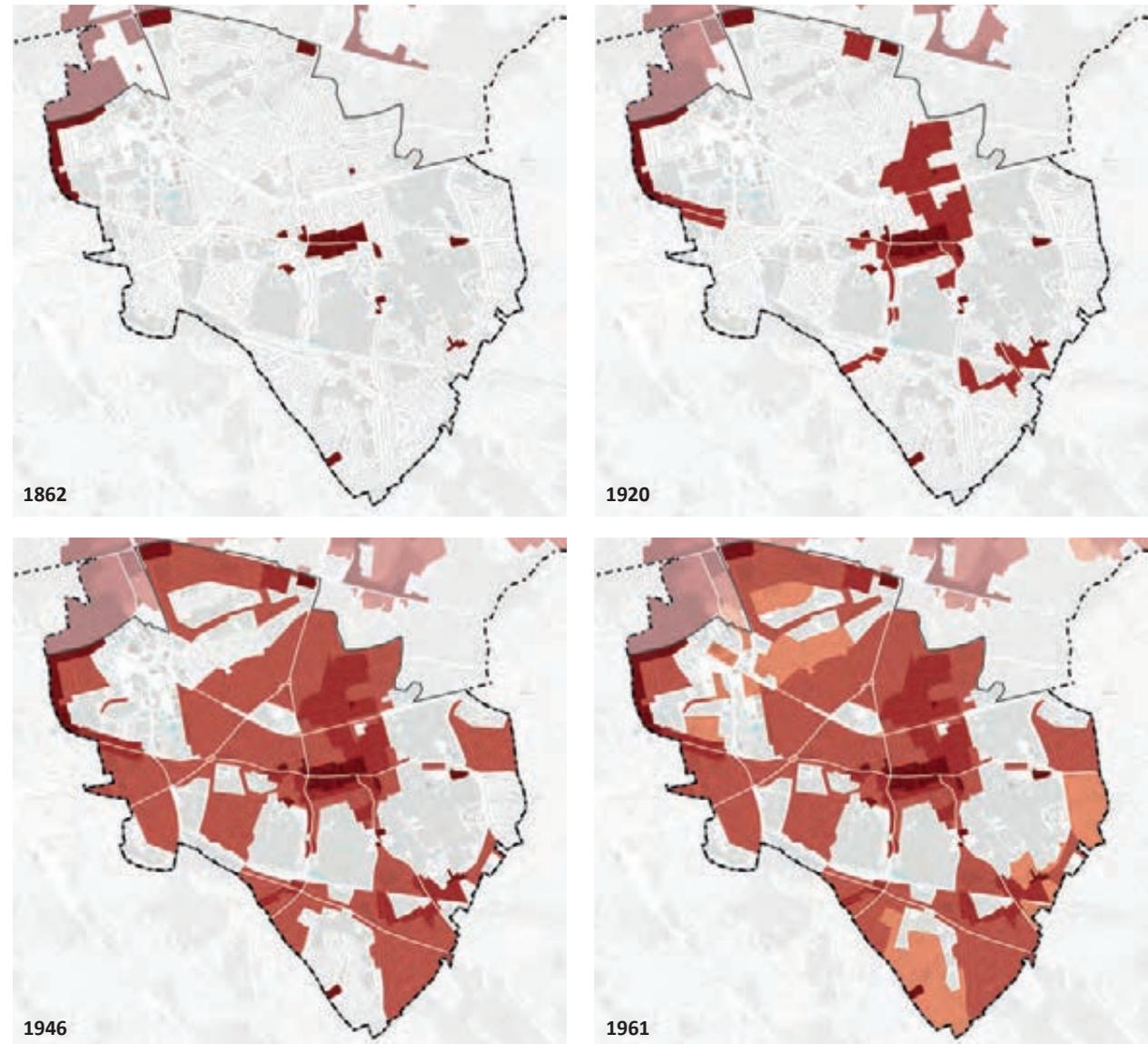


Figure 6.2: Historical development

**PEOPLE**

The accompanying plans illustrate how household formation differed across the district when last measured in the 2011 Census, with a particularly strong pattern. The proportion of school-aged children is particularly high in western areas such as Kidbrooke, Eltham West, Middle Park and Sutcliffe, whereas there is a particularly high concentration of young adults in Avery Hill.

The borough as a whole is majority White, though with somewhat greater diversity in the western areas of Kidbrooke, Eltham West, Middle Park and Sutcliffe, and less diversity in Avery Hill.

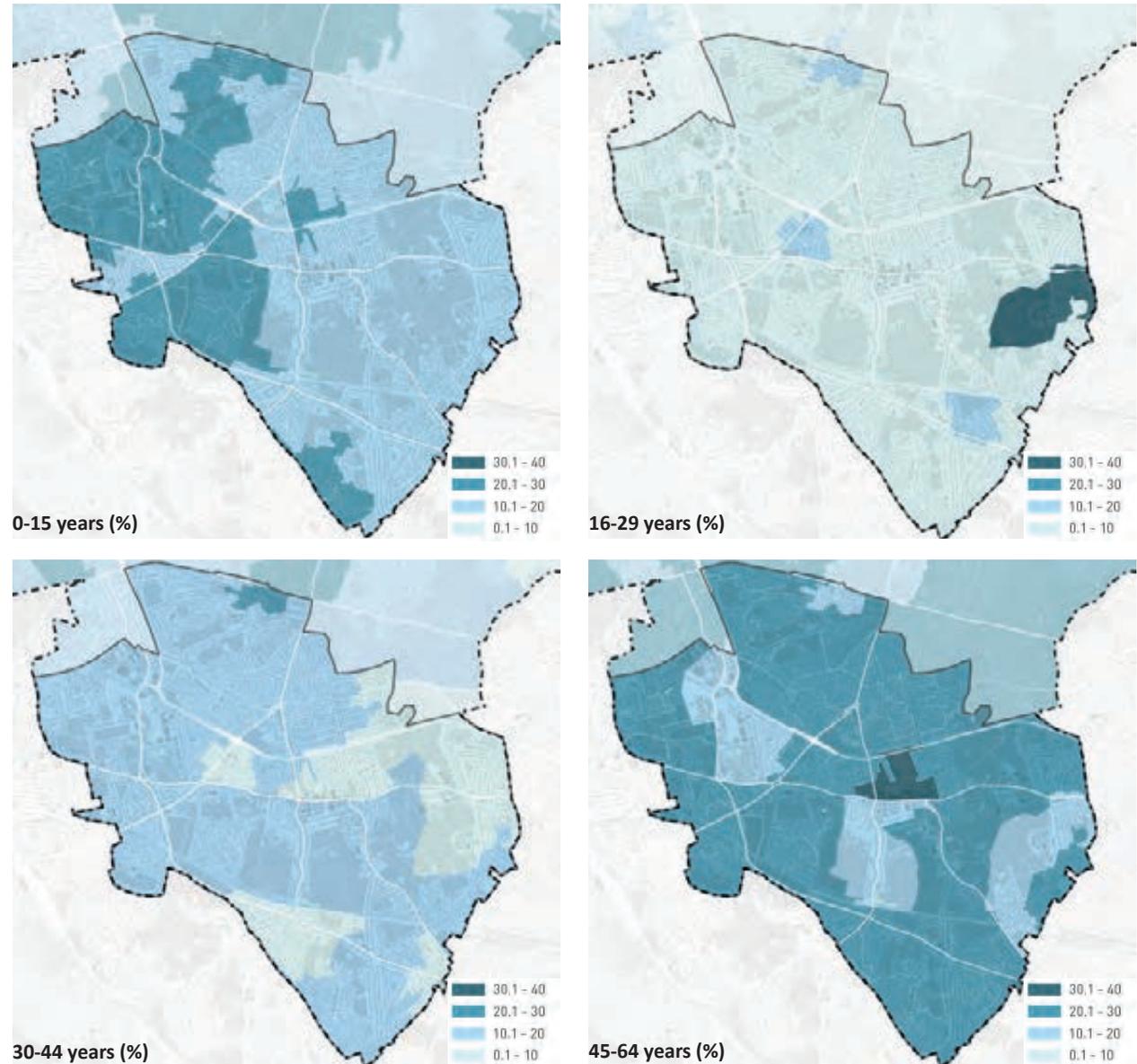


Figure 6.3: Population age

The 2011 Census also found that residential tenure varied considerably across the district, but in a more complex and fragmented pattern, with each place having a different mix involving some pockets of particular tenures. Social rented accommodation is predominant in western areas of Middle Park and Sutcliffe as well as in the east in Avery Hill. Owner occupiers predominate in other eastern and southern areas including Coldharbour and New Eltham. Private rented accommodation is less prevalent throughout the district.

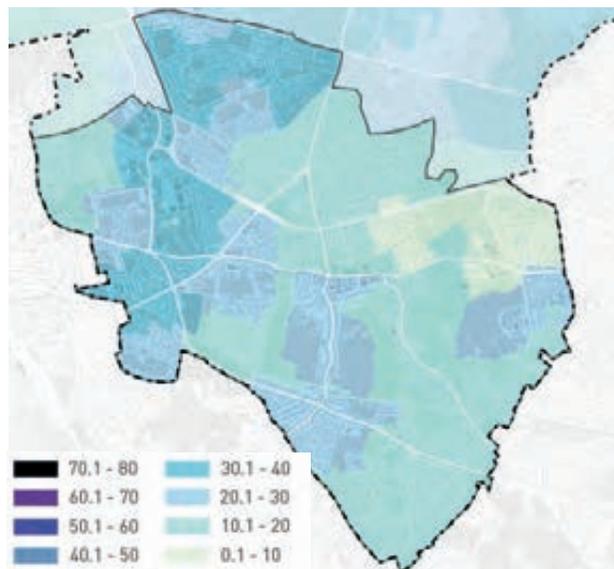


Figure 6.4: Ethnic Diversity

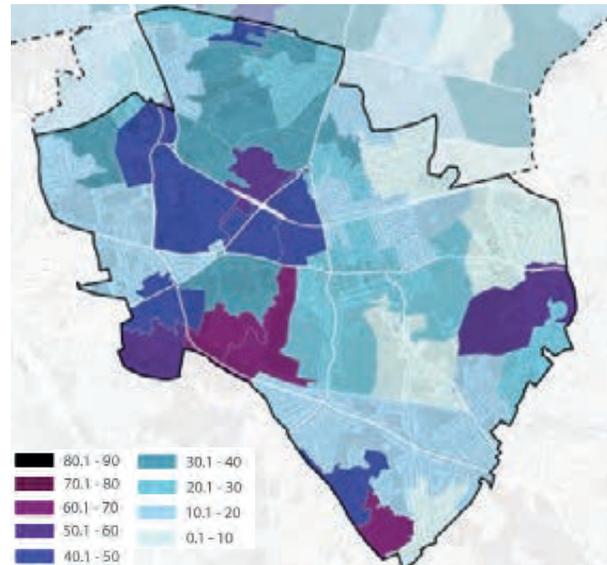


Figure 6.5: Tenure social rented (%)

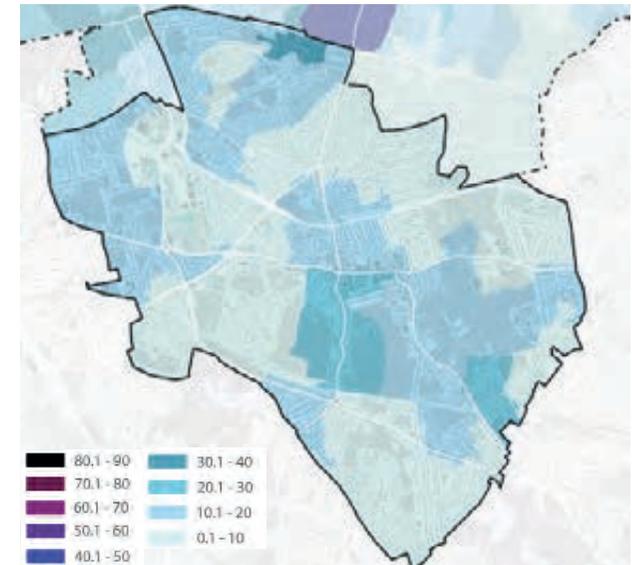


Figure 6.6: Tenure private rented (%)

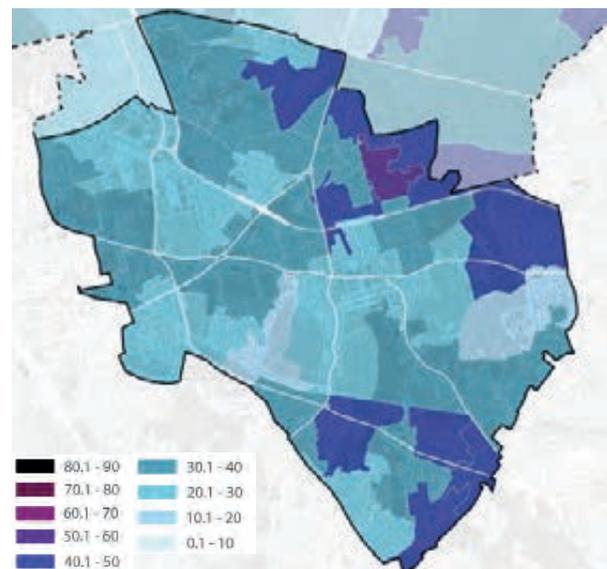


Figure 6.7: Tenure owned with loan or mortgage (%)

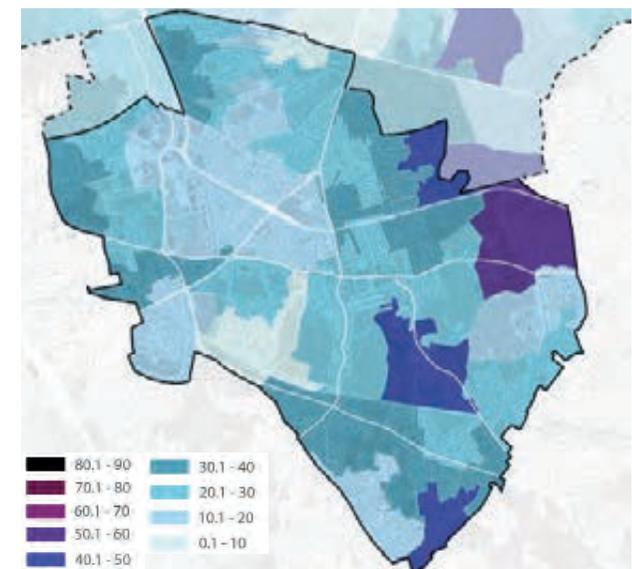


Figure 6.8: Tenure owned outright (%)

## SOCIETY

Life expectancy and healthy life expectancy in the borough generally are both significantly shorter than the national average for both women and men, whilst the general fertility rate is significantly higher than the English and London averages. Spatially, the 2011 Census found health outcomes to be highly localised, with particular concentrations of people with poor health in parts of Eltham, New Eltham and Coldharbour. This pattern is somewhat different to the findings of the 2019 English Indices of Deprivation, which indicated that areas in Eltham West, Middle Park and Sutcliffe. Education and employment outcomes are relatively evenly spatially distributed. The 2011 Census found that northern areas in Eltham North and Kidbrooke had somewhat higher concentrations of higher educational attainment.

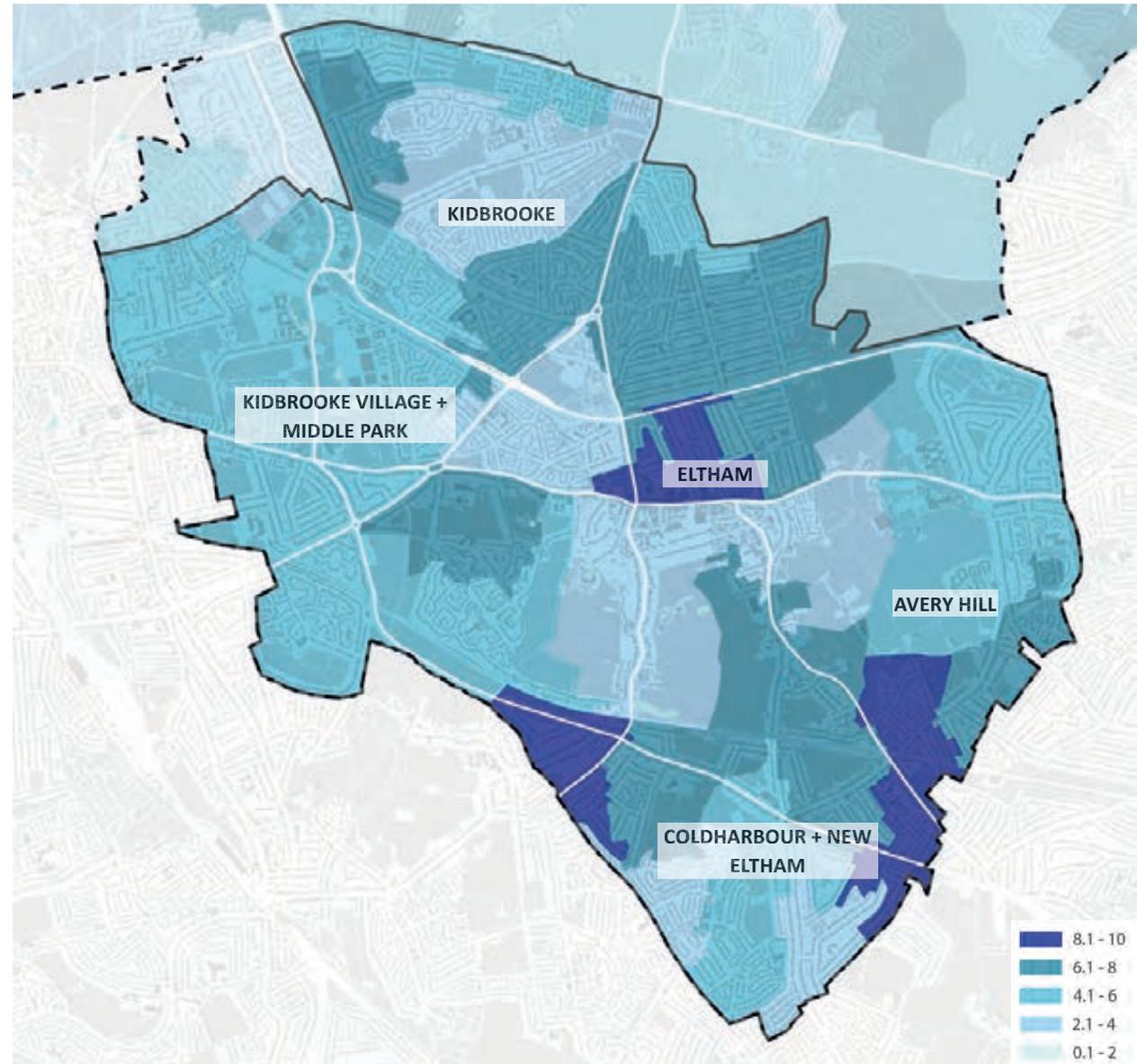


Figure 6.9: % Bad or Very Bad Health

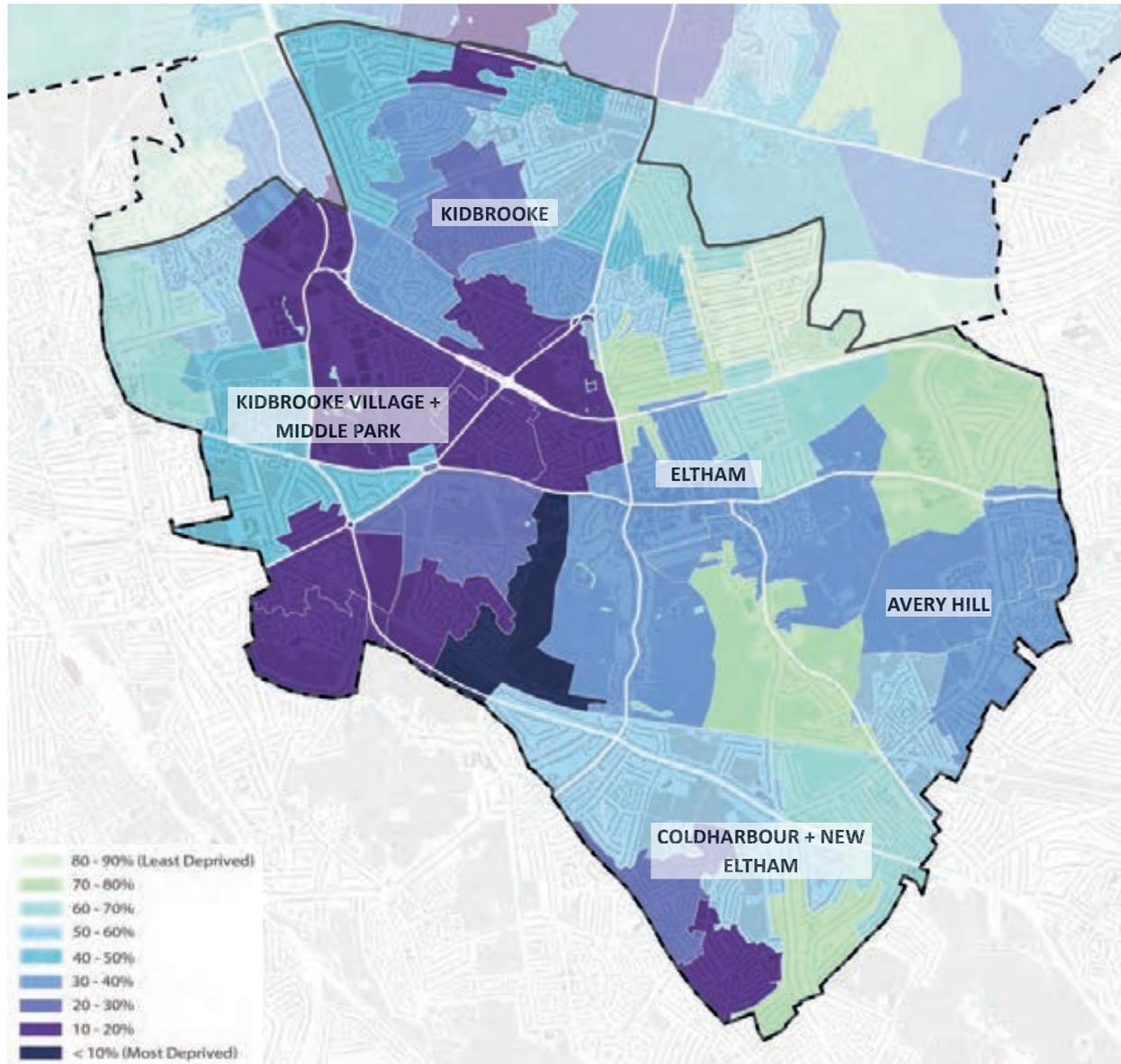


Figure 6.10: Deprivation

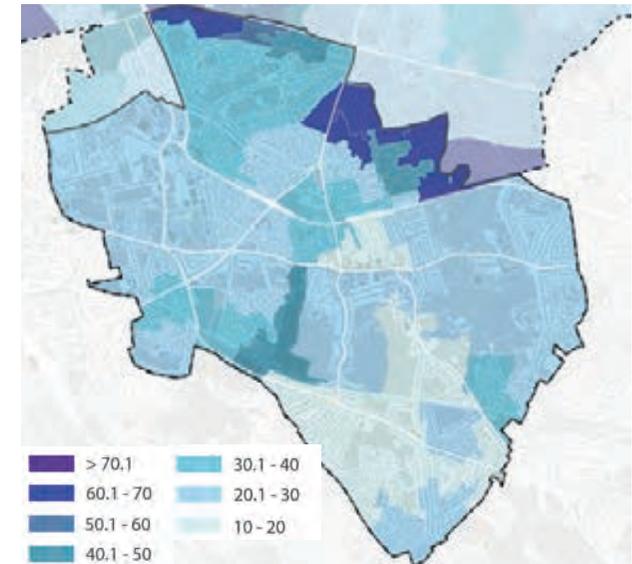


Figure 6.11: % Qualification Level 4+

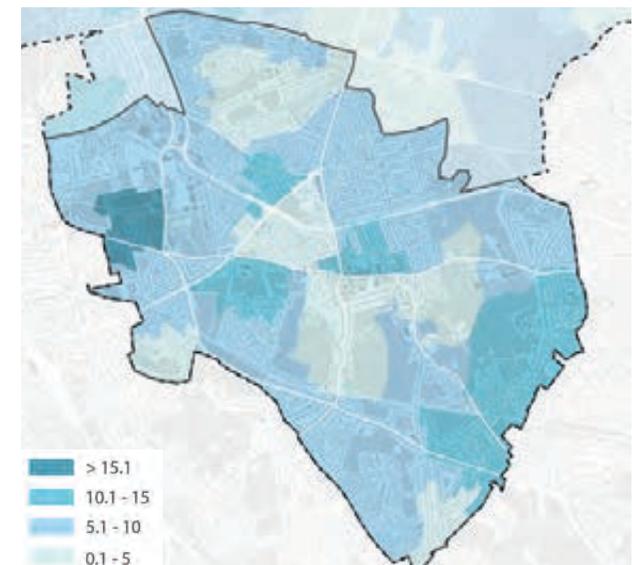


Figure 6.12: Unemployment rate

## STRUCTURE

The development of the South District as a largely residential commuter suburb was facilitated by rail infrastructure—the Bexleyheath and Dartford Loop lines—connecting it to central London. These two east-west lines continue to serve the district, while north-south movement is primarily road-based, with the A2 dual-carriageway linking to the Blackwall Tunnel. All of the above infrastructure imposes considerable severance, with relatively few overbridges between the low-density residential areas they divide. The district's main town centre is at Eltham, and its principle regeneration area is at Kidbrooke Village, the former Ferrier Estate. Throughout the district there are extensive open space, including local parks, playing fields, golf clubs, allotment sites, and large private gardens, though comparatively few areas of woodland.

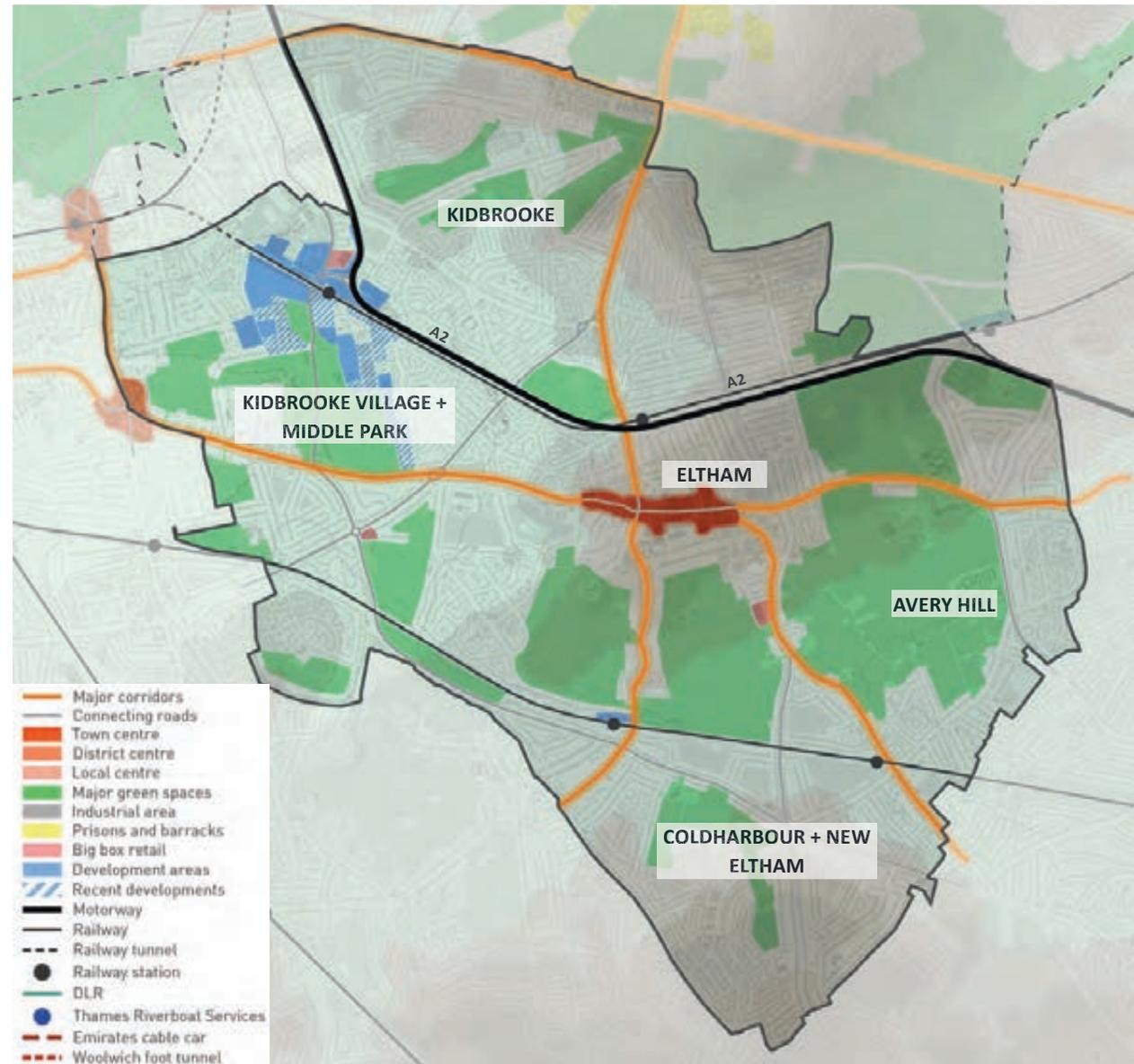


Figure 6.13: Place structure

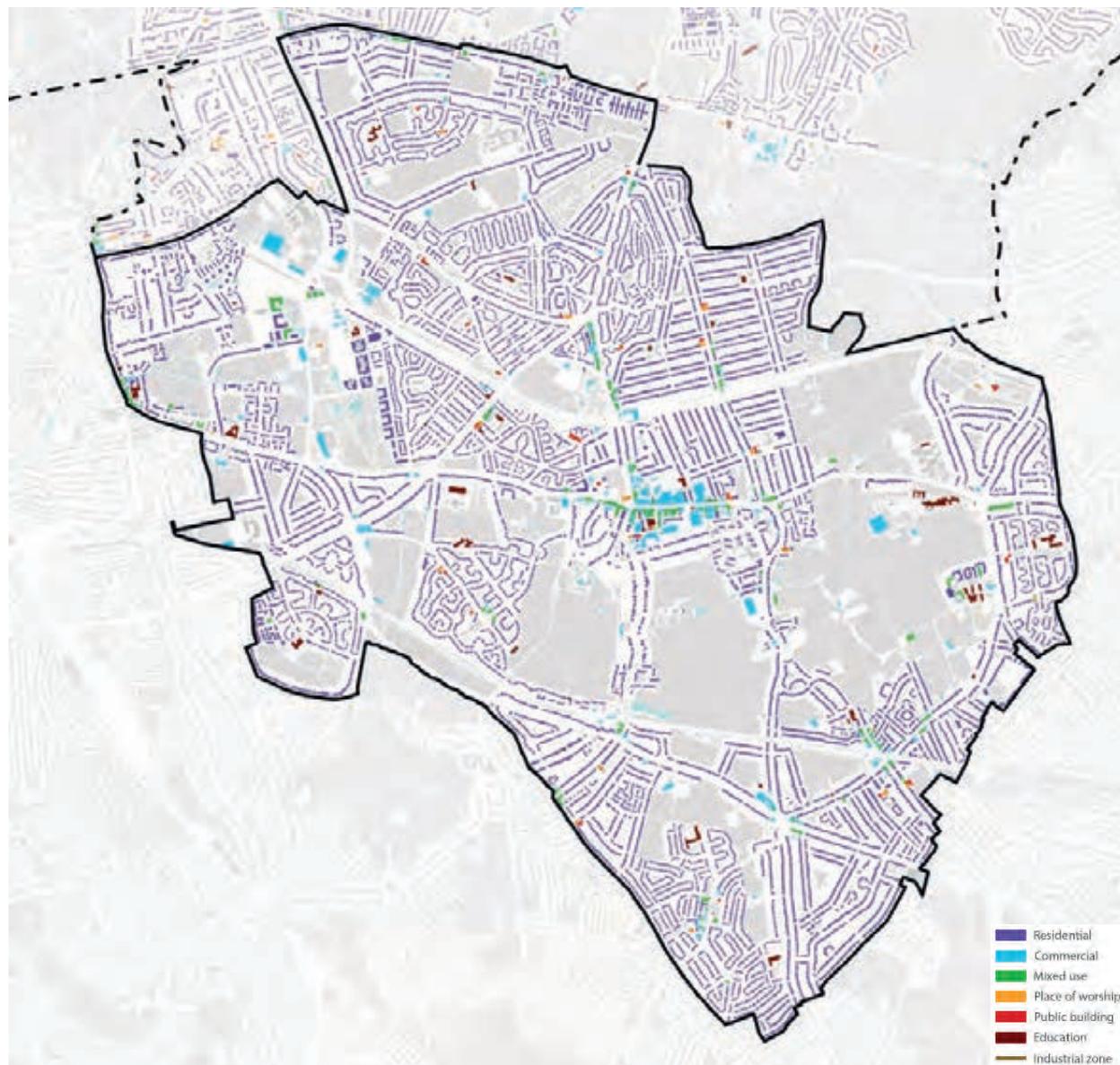


Figure 6.14: Land use

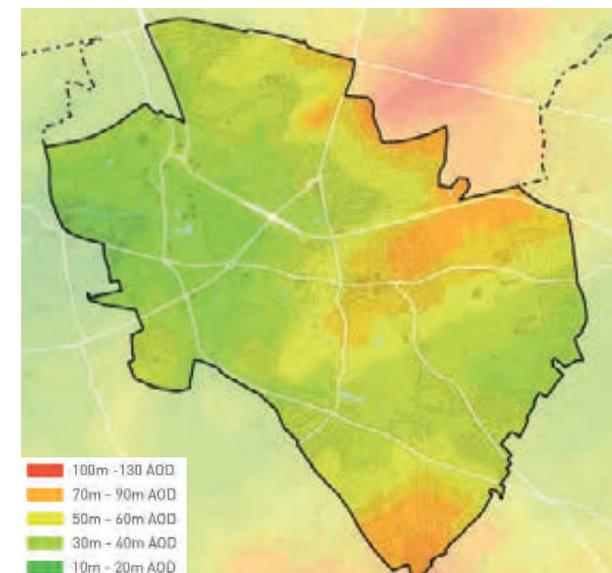


Figure 6.15: Topography

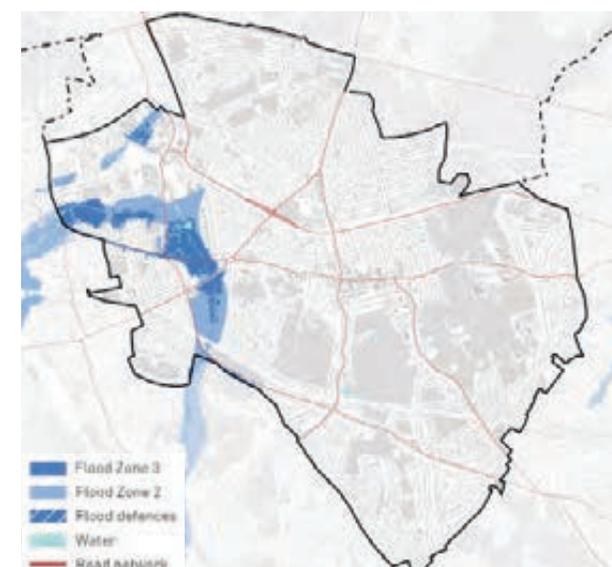


Figure 6.16: Hydrology

## ENVIRONMENT

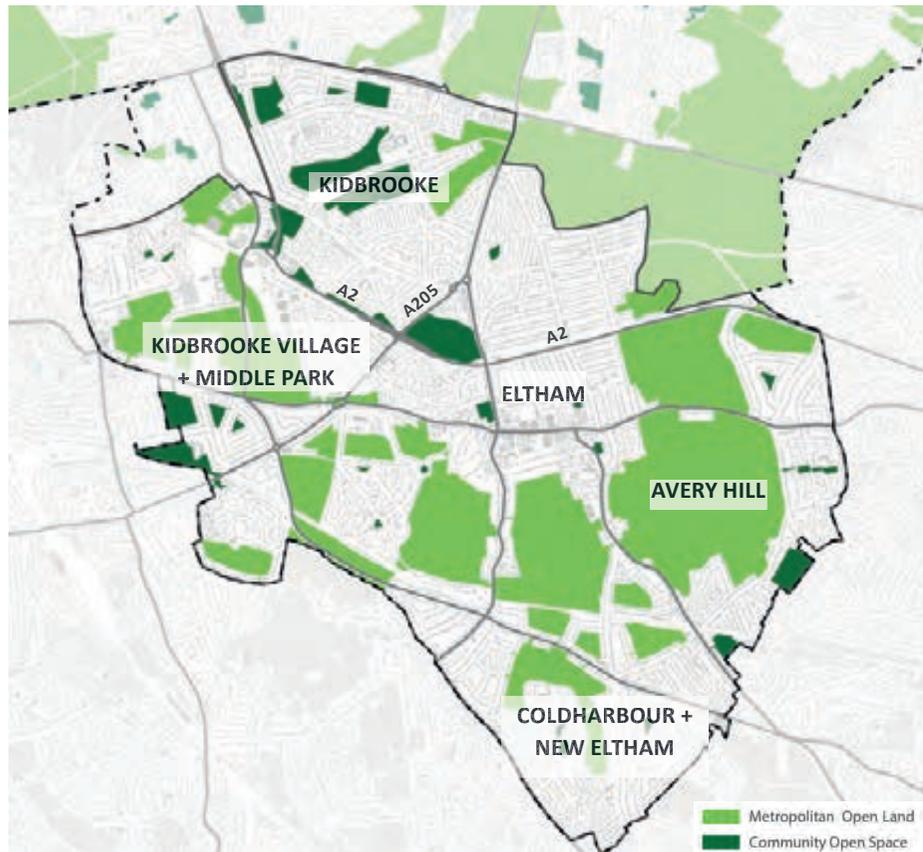


Figure 6.17: Open Spaces

Towards a Greener Greenwich (2017) provides the most recent evidence base for discussion of the borough's open spaces. While the borough as a whole is particularly rich in open space its distribution is uneven and not all spaces are open to the public. Despite the south district's good provision of open space, much of it is private or with controlled access, for example golf clubs, heritage sites and private estates. When combined with the severance imposed by rail lines and the somewhat circuitous suburban street pattern, this results in a remarkable deficiency in access to public open space,

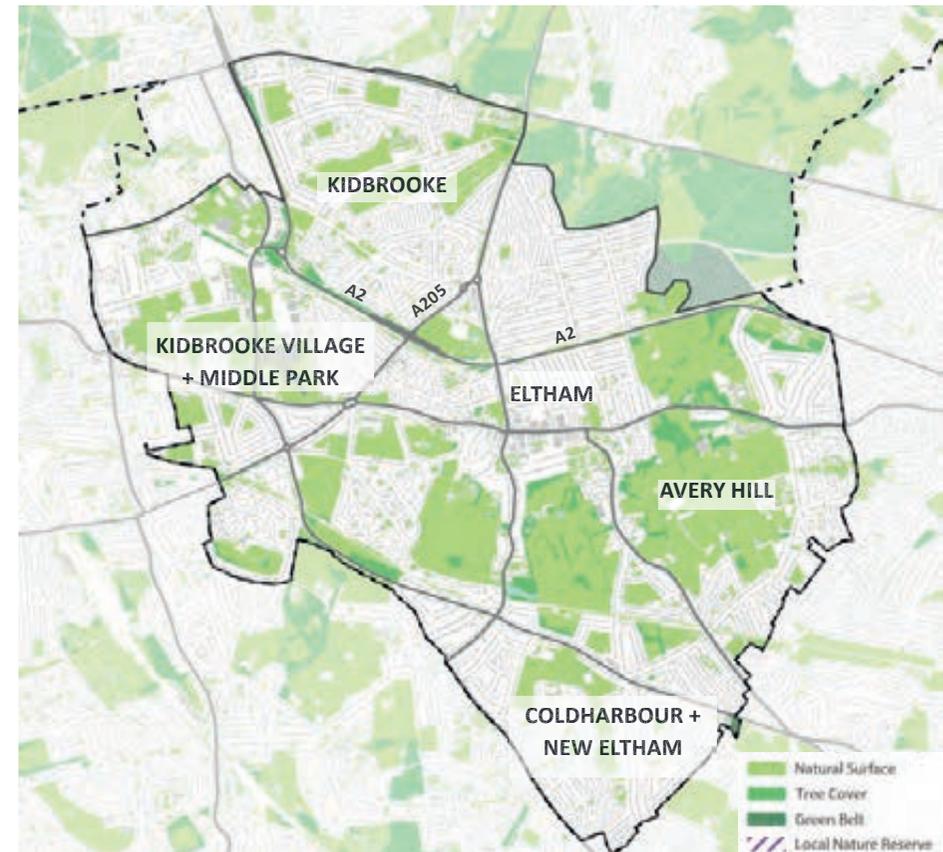


Figure 6.18: Landscape character

particularly in the centre, south and west of the district where many areas are deficient in two or three levels of the public open space hierarchy.

Noise impacts and air quality are poorest along the main artery of the A2 connecting to the Blackwall Tunnel and the A205 linking to Catford.

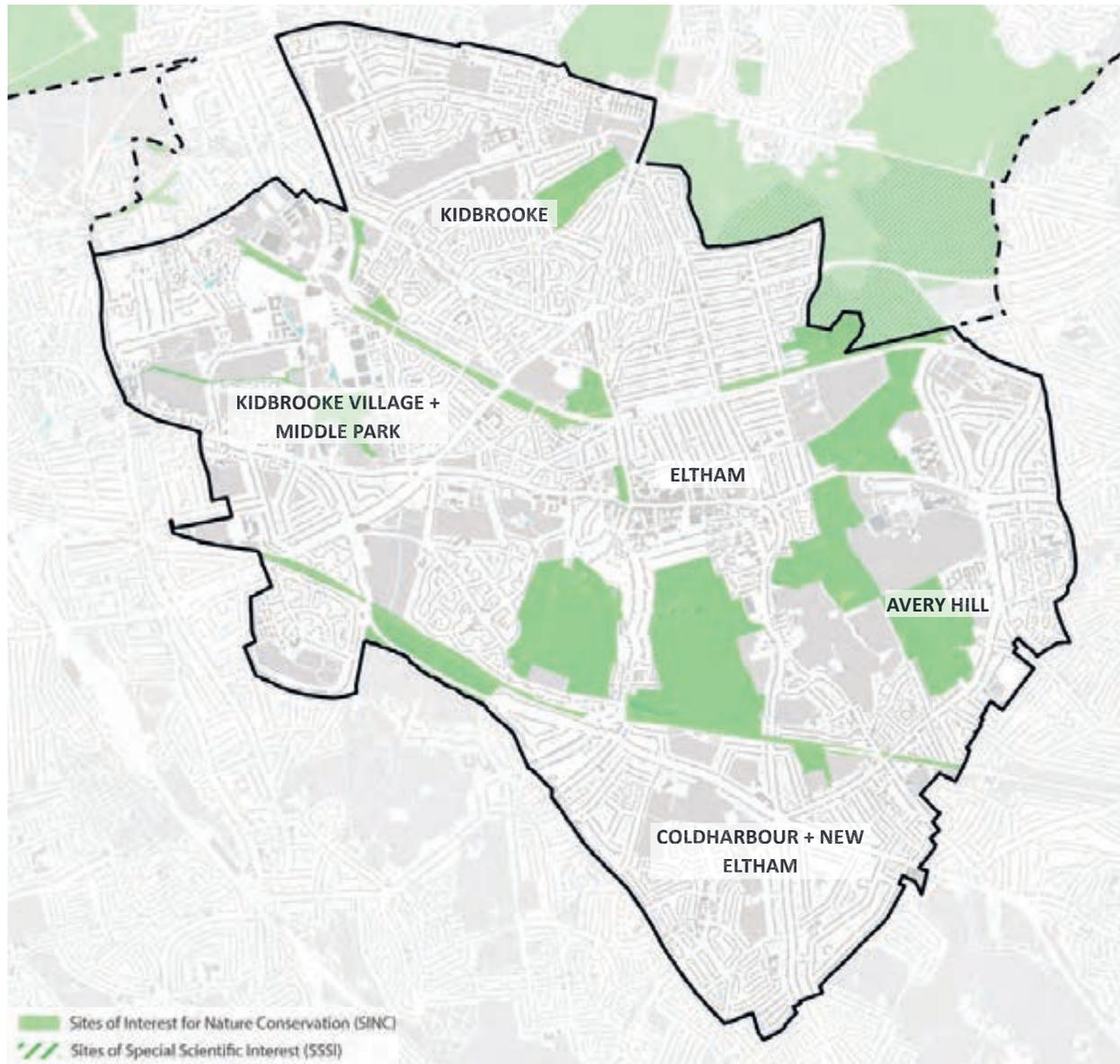


Figure 6.19: Biodiversity

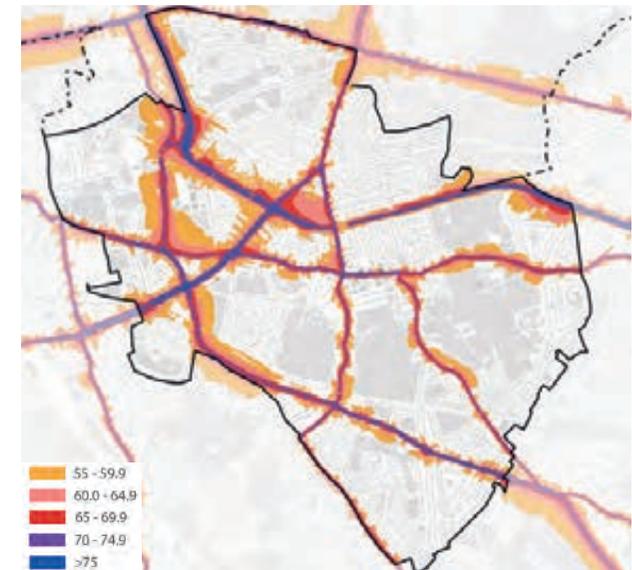


Figure 6.20: Road Noise db(A)

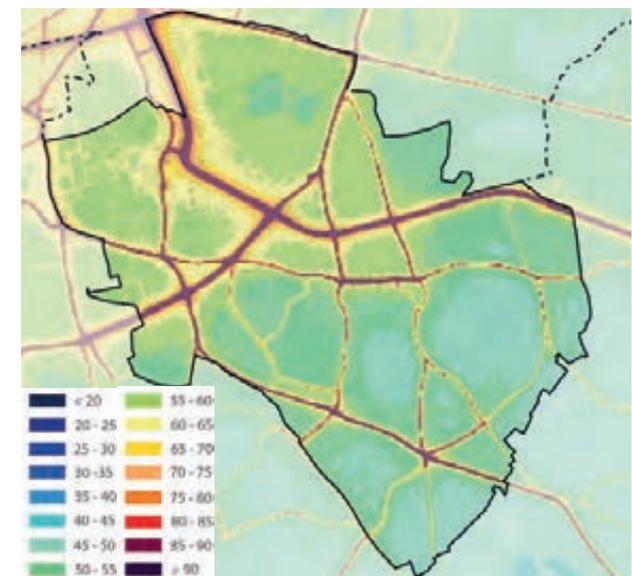


Figure 6.21: Air quality

## HERITAGE

The medieval Royal Palace of Eltham and its park forms the historic heart of the East District. To the east is Eltham Lodge, an important early 17th century house, now a club house for the Royal Blackheath Golf Course, which occupies the historic parkland of Eltham Lodge. Green space remains a characteristic of the District including Avery Hill Park, an 89-acre 19th century park and mansion now part of Greenwich University.

Other historic sites and buildings take the form of incidents in the context of mostly 20th century suburban development. There is a fragment of a 16th century manor house amongst suburbia in Wells Hall Pleasaunce Park and a surviving section of an ancient green at Eltham Green.

The 20th century saw widespread housing development across the area. Farmland give way to New Eltham inter-war housing and Cold Harbour, named after the last working farm in London, provided the site for the Metropolitan Borough of Woolwich housing for bombed out families from the Blitz.

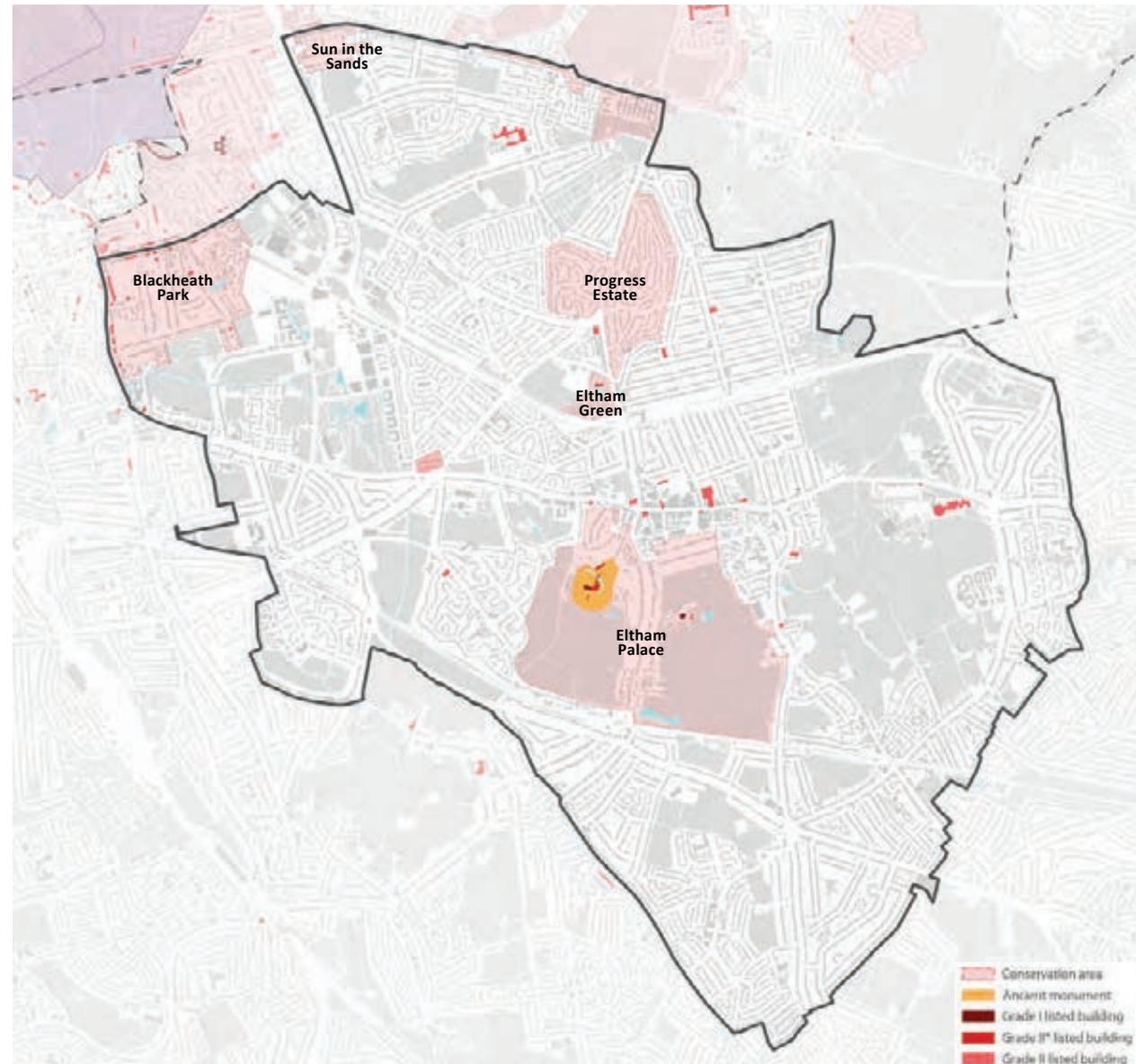


Figure 6.22: Conservation areas and listed buildings

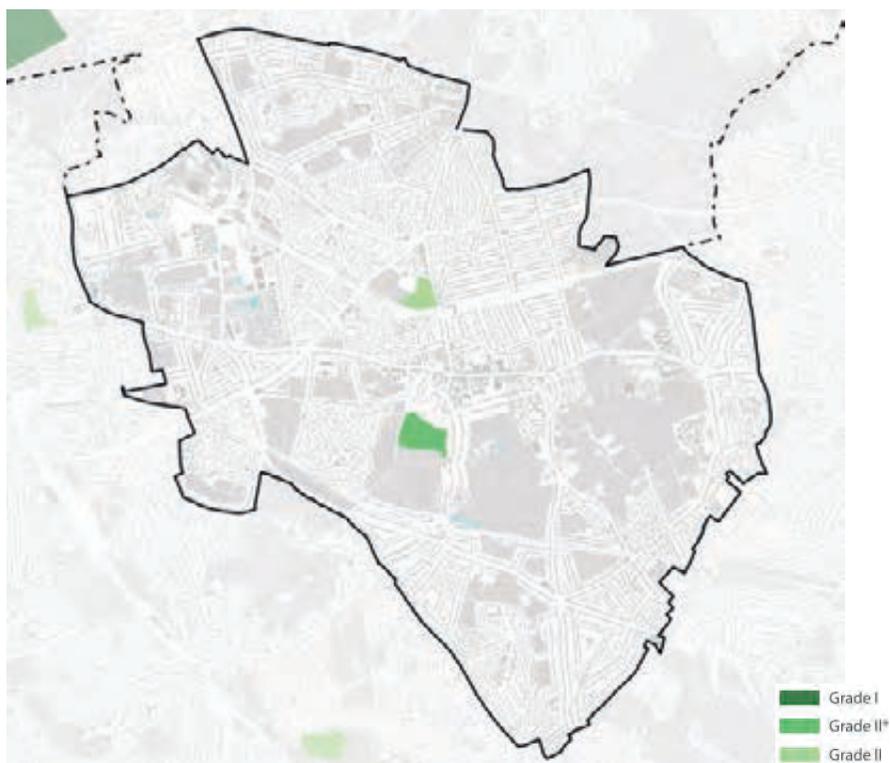


Figure 6.23: Registered parks and gardens

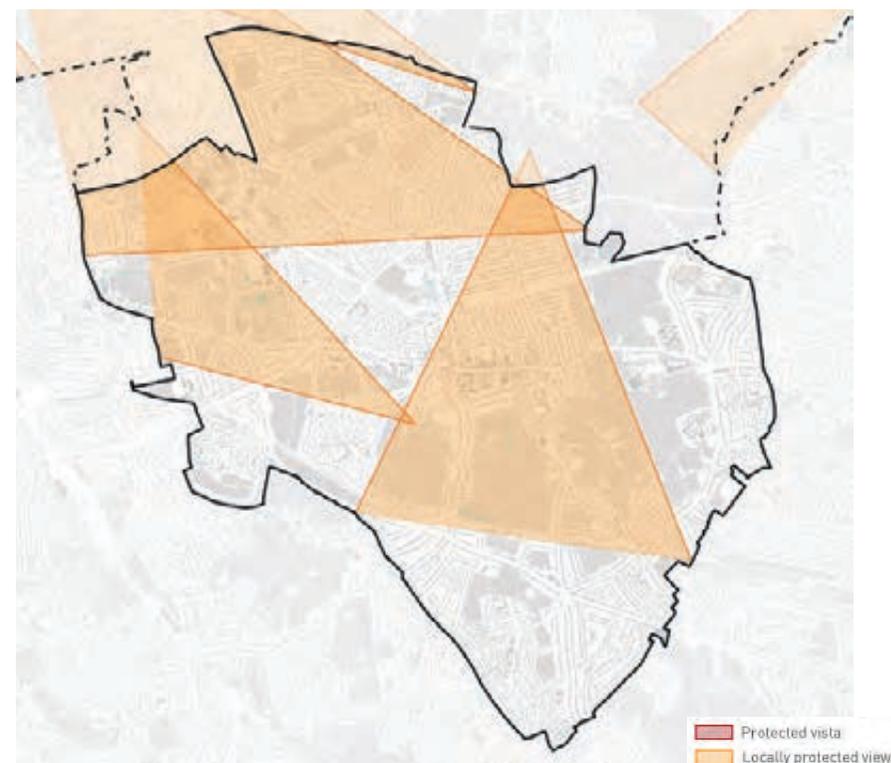


Figure 6.24: Protected views

## MOVEMENT

Due in part to the low density and predominantly residential nature of the south district, there are few strategic walking and cycling routes. Public transport services combine rail services on two parallel lines east-west with a tighter network of bus routes north-south, yet the outcome is an accessibility pattern highly centralised on Eltham Town Centre; although it enjoys a metropolitan PTAL 6a/6b, this falls off sharply in the surrounding districts, many of which are poorly served with PTAL 1a/1b. This reflects their remoteness from rail lines, their lower density of development, the disconnected road layout and the extent of open spaces in these areas.

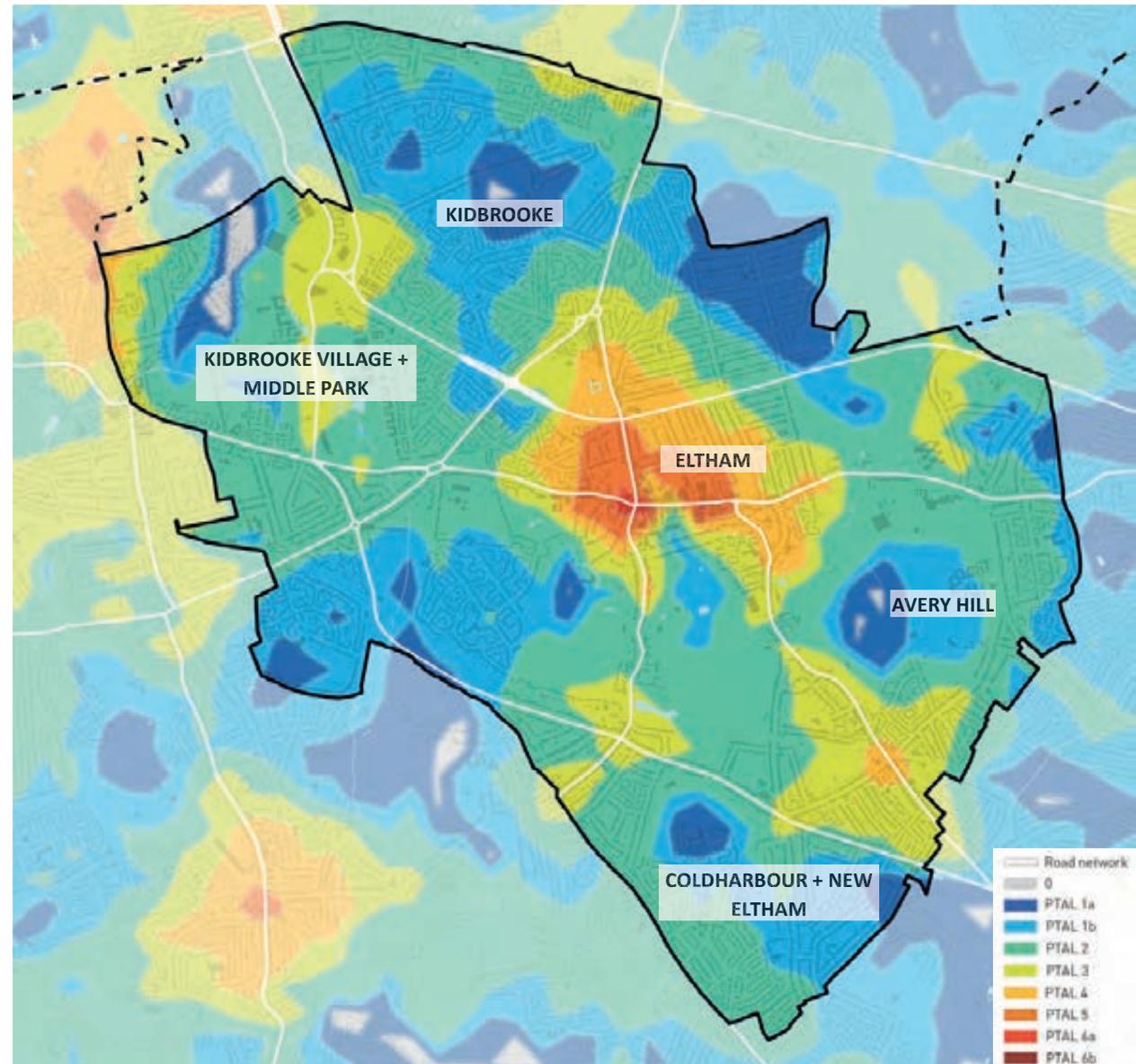


Figure 6.25: PTAL

The strategic road network in the district is centred on Woolwich. The historic east-west A206 artery along the edge of the floodplain links westwards to Greenwich and eastwards to Abbey Wood and Erith, alternating in character from high street to highway, linking the areas on both sides and providing a focus for commercial and community uses. By contrast in Thamesmead the Eastern and Western Ways are configured as parkway-style distributor roads set in open space, with development set back. North-south the A205 links from Woolwich to Eltham, fringing the open spaces of Barrack Field and Woolwich Common, crossing Shooters Hill A207 Road at Eltham Common. All of these arteries impose considerable negative impacts on the surrounding areas in terms of noise and air quality.

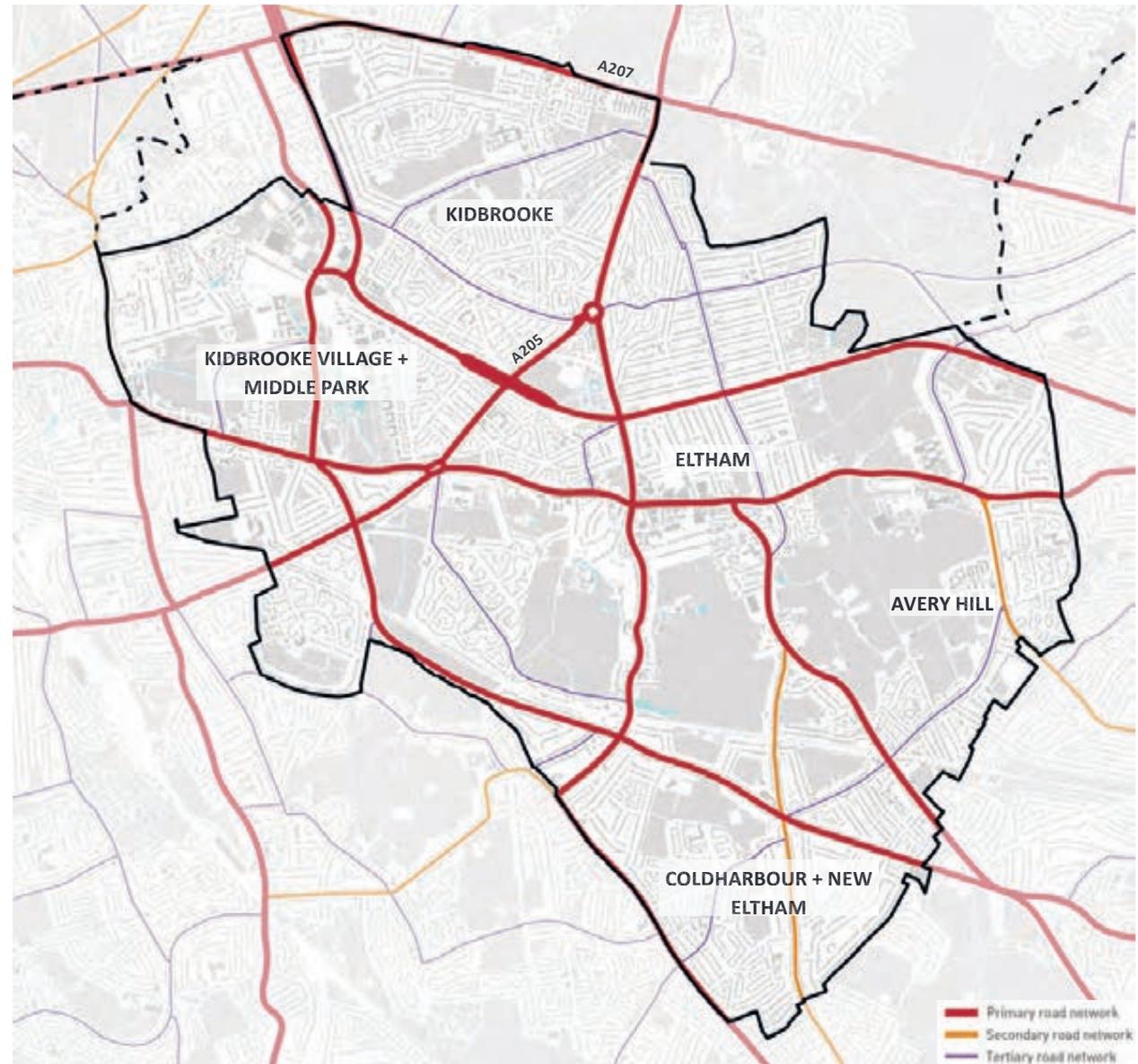


Figure 6.26: Road network

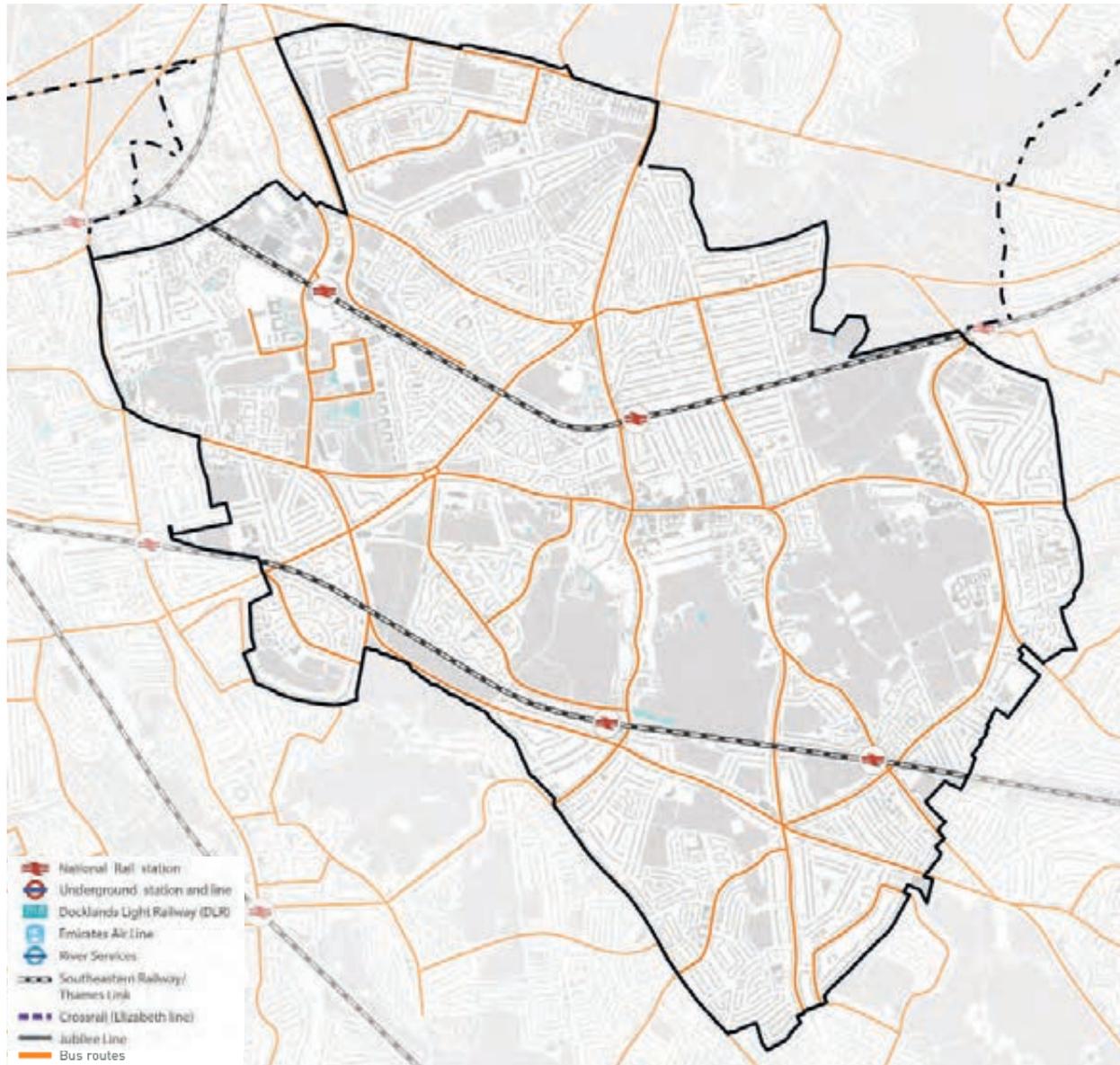


Figure 6.27: Public transport network

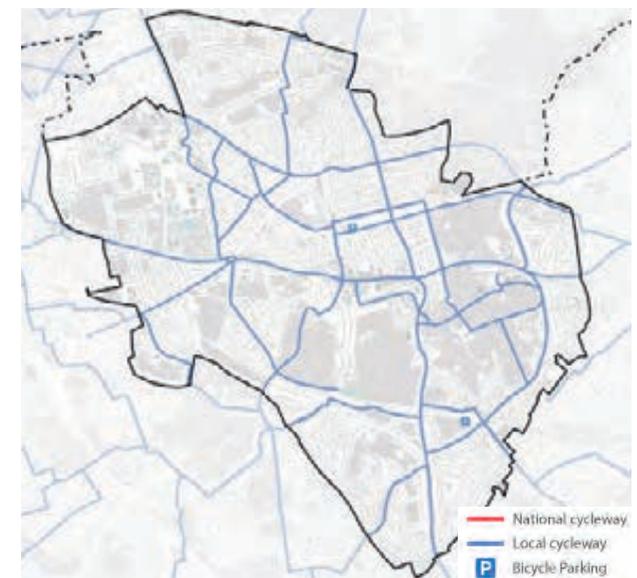


Figure 6.28: Cycling routes

## DENSITY

The South District is rather consistently developed to a relatively low density. The 2011 Census found relatively small pockets of higher residential densities. Densities are higher in the oldest parts of the district, Eltham town centre and the former Royal Herbert Military Hospital on Shooters Hill Road, relating to historic building typologies and town centre uses. In Avery Hill and in Coldharbour densities are higher where some of the few modernist flatted blocks in the district are located. And in the Kidbrooke Village regeneration area, development densities are of a contemporary metropolitan level linked to the high public transport accessibility.

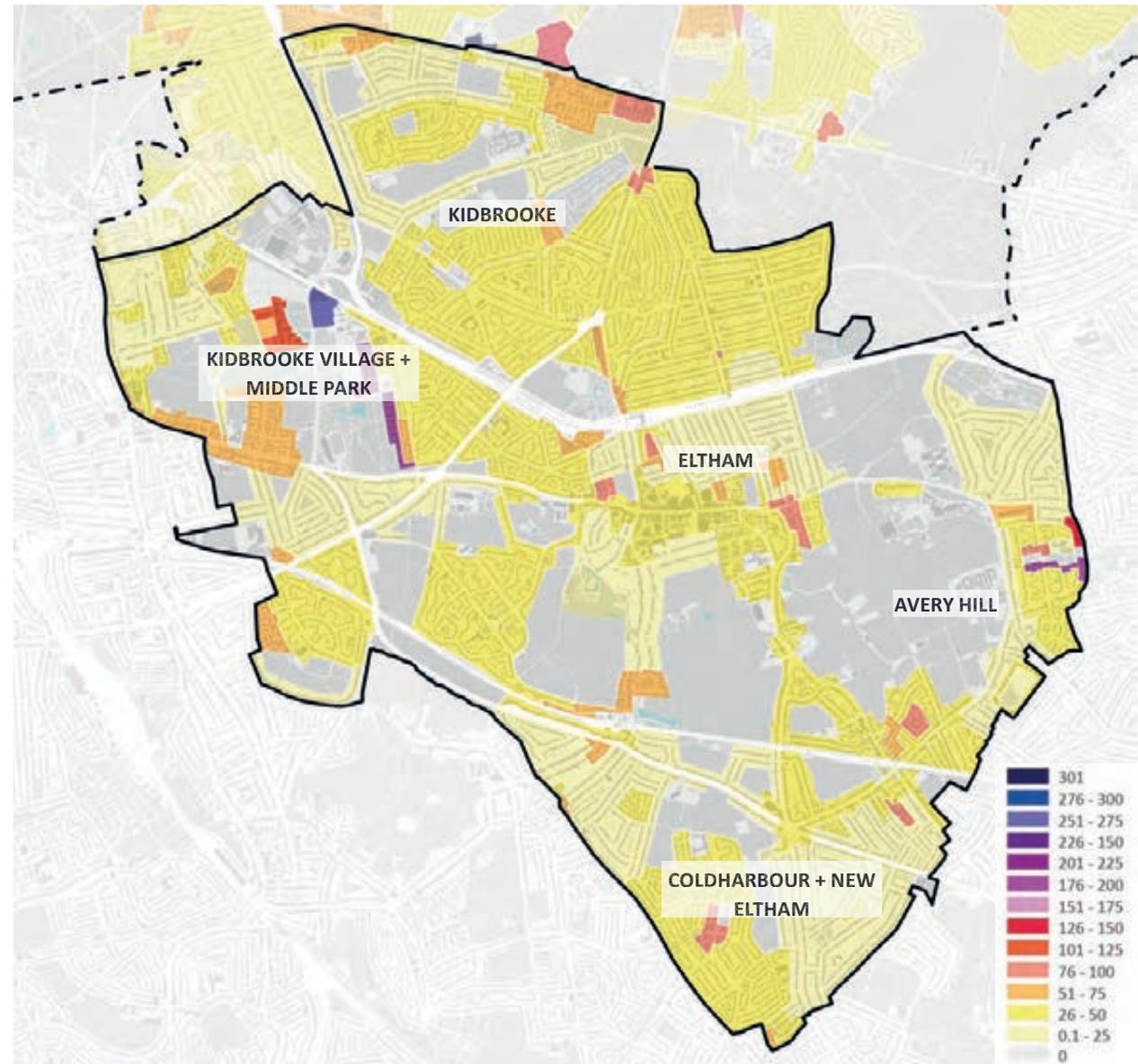


Figure 6.29: Dwelling Density units/ha

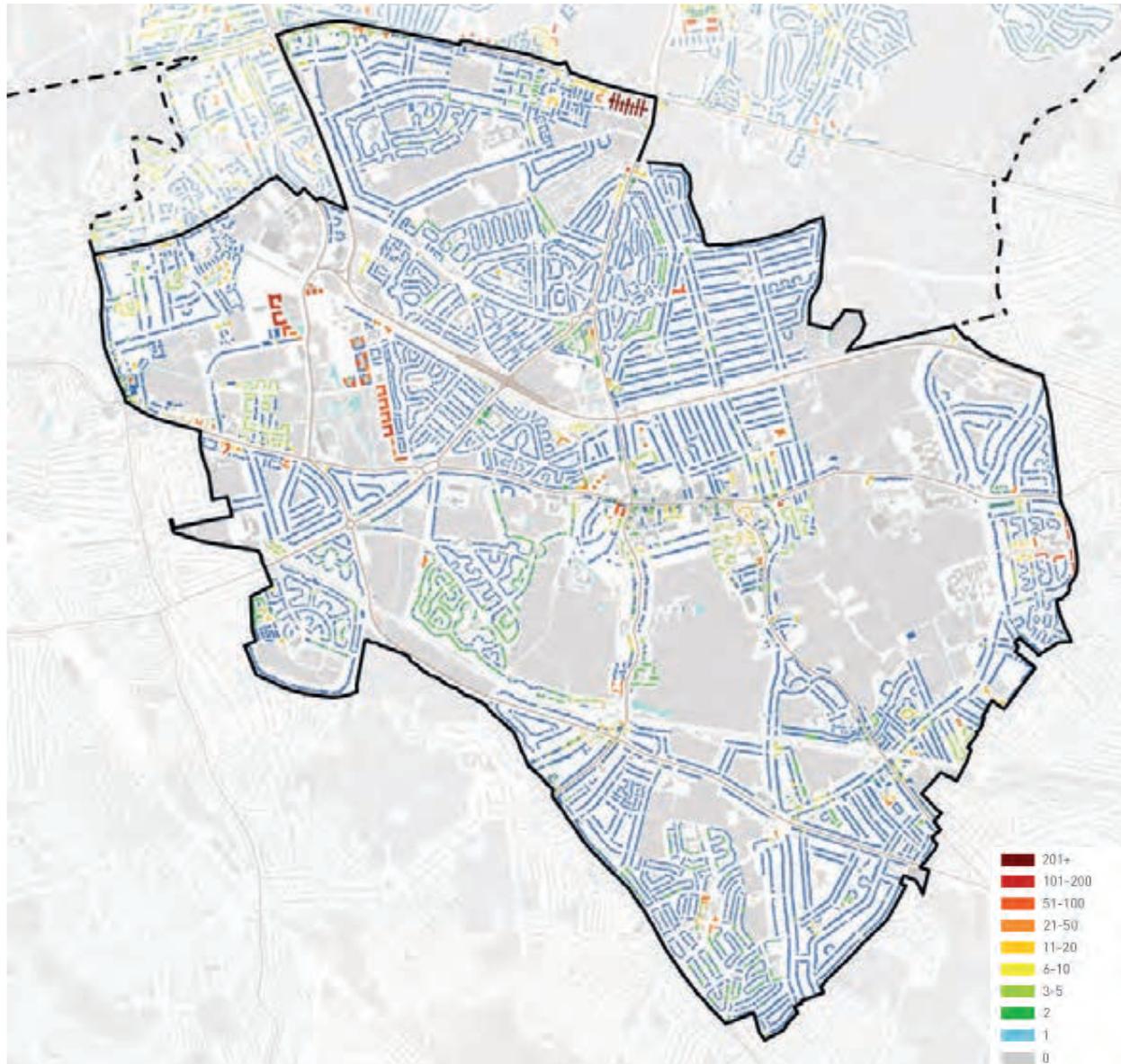


Figure 6.30: Household density (homes per building)

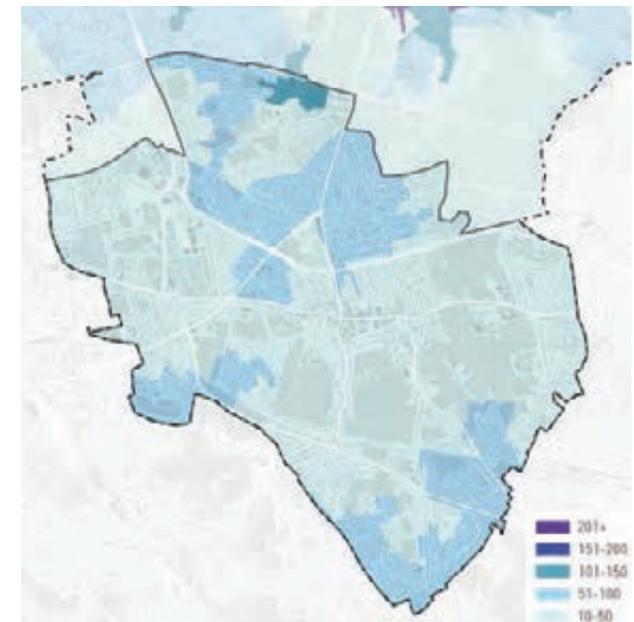


Figure 6.31: Population density (persons/ha) 2011 Census

## 5.2 CHARACTER

This study has identified five distinct ‘places’ in the south district as follows:

### 10. Kidbrooke

This place includes most of Kidbrooke with Hornfair ward, with parts of Eltham West and Eltham North wards.

### 11. Kidbrooke Village + Middle Park

This place includes most of Middle Park & Sutcliffe, with parts of Eltham West and Blackheath & Westcombe wards.

### 12. Eltham

This place includes large parts of Eltham North and Eltham South wards, as well as smaller parts of Eltham West and Middle Park & Sutcliffe wards.

### 13. Avery Hill

This place includes the eastern part of Eltham South, and a small parts of Eltham North and Coldharbour & New Eltham wards.

### 14. Coldharbour & New Eltham

This place all of Coldharbour & New Eltham ward, as well as a small part of Eltham South ward.

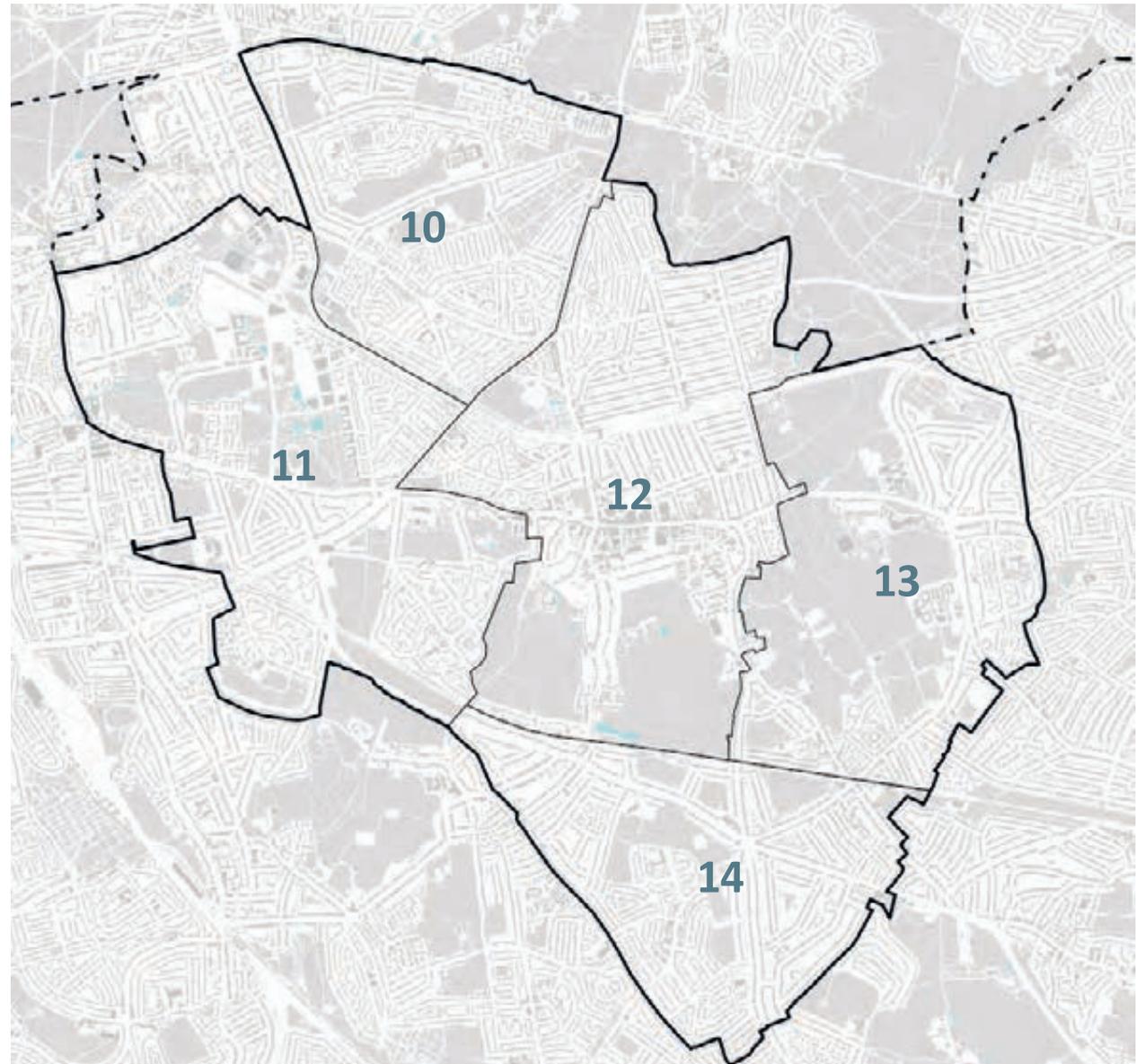


Figure 6.32: South district's places



Image 6.2: Kidbrooke

# 10. KIDBROOKE

## PRESENT DAY CONTEXT

As a place the boundaries of Kidbrooke are quite strongly defined by transport infrastructure: to the north, Shooters Hill Road (A207); to the east, Well Hall Road (A205); to the south, the Bexleyheath rail line; and to the west the A2, leading to Blackwall Tunnel. This is primarily a residential area, with community facilities and large open spaces but no local centre proper.

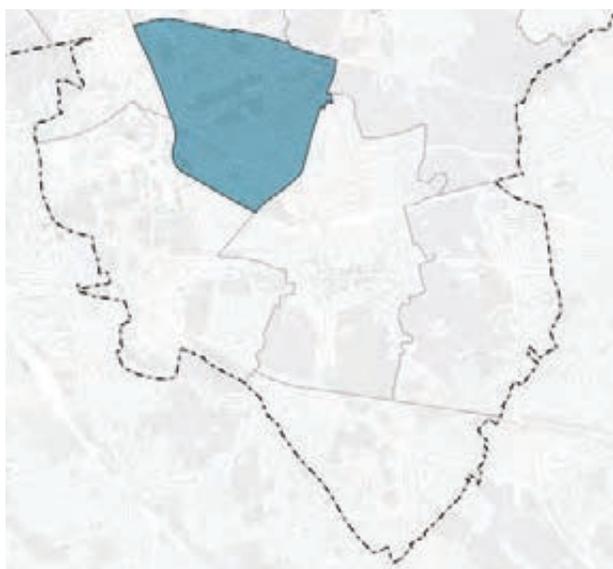


Figure 6.33: Location map



Image 6.3: Kidbrooke aerial image

(copyright Google)

## HISTORIC DEVELOPMENT

Benefiting from its high elevation, the earliest developments in Kidbrooke were in the Victorian period with large hospitals laid out along Shooters Hill at the Grand Herbert Hospital and Brooke Hospital sites, and the extensive Greenwich Cemetery laid out further south at Well Hall Road. Apart from a small number of residential streets in the north-west of the area in what is now the Sun In The Sands Conservation Area, the remainder of the area remained largely undeveloped until the early 20th Century. During WWI, the Progress Estate was built to house munitions workers following principles of the Garden City and Arts & Crafts movements, using a variety of traditional materials and finishes as well as period details. In the inter-war period the area between Shooters Hill and Rochester Way was developed as the Kidbrooke Estate. And during WWII a glider aerodrome was developed along Broad Walk in conjunction with RAF Kidbrooke, which in the postwar was redeveloped for England's first Comprehensive School, Kidbrooke School, now the Halley Academy. In recent years the hospital sites have been converted for housing, and there has been some infill development in smaller sites the area.



Image 6.4: Kidbrooke Comprehensive School, 1954

## PLACE STRUCTURE

Kidbrooke enjoys a south-facing incline rising to Shooters' Hill in the north and north-west. While the area is apparently well served by road infrastructure, the strategic routes that form its boundaries impose considerable severance with the surrounding areas. This is particularly acute at the south and west of the area where the A2 creates a significant barrier, with only occasional points of access via under-bridges. Internally, movement through the area is also constrained by the rather fragmented street pattern. There are only two east-west vehicular routes traversing the area, Broad Walk (diagonally) and Rochester Way. North-south connectivity is also poor; the patchwork of different neighbourhoods constructed at different times by different developers are rather introverted and with generally few points of connection. The key north-south route providing access to the secondary school and sports amenities at the centre of area is only accessible for pedestrians, thanks to a path connecting Langbrook Road to Mayday Gardens. This internal severance also impacts on access to local centre facilities, which are provided only at the edges of the area on Shooters Hill and Well Hall Road.

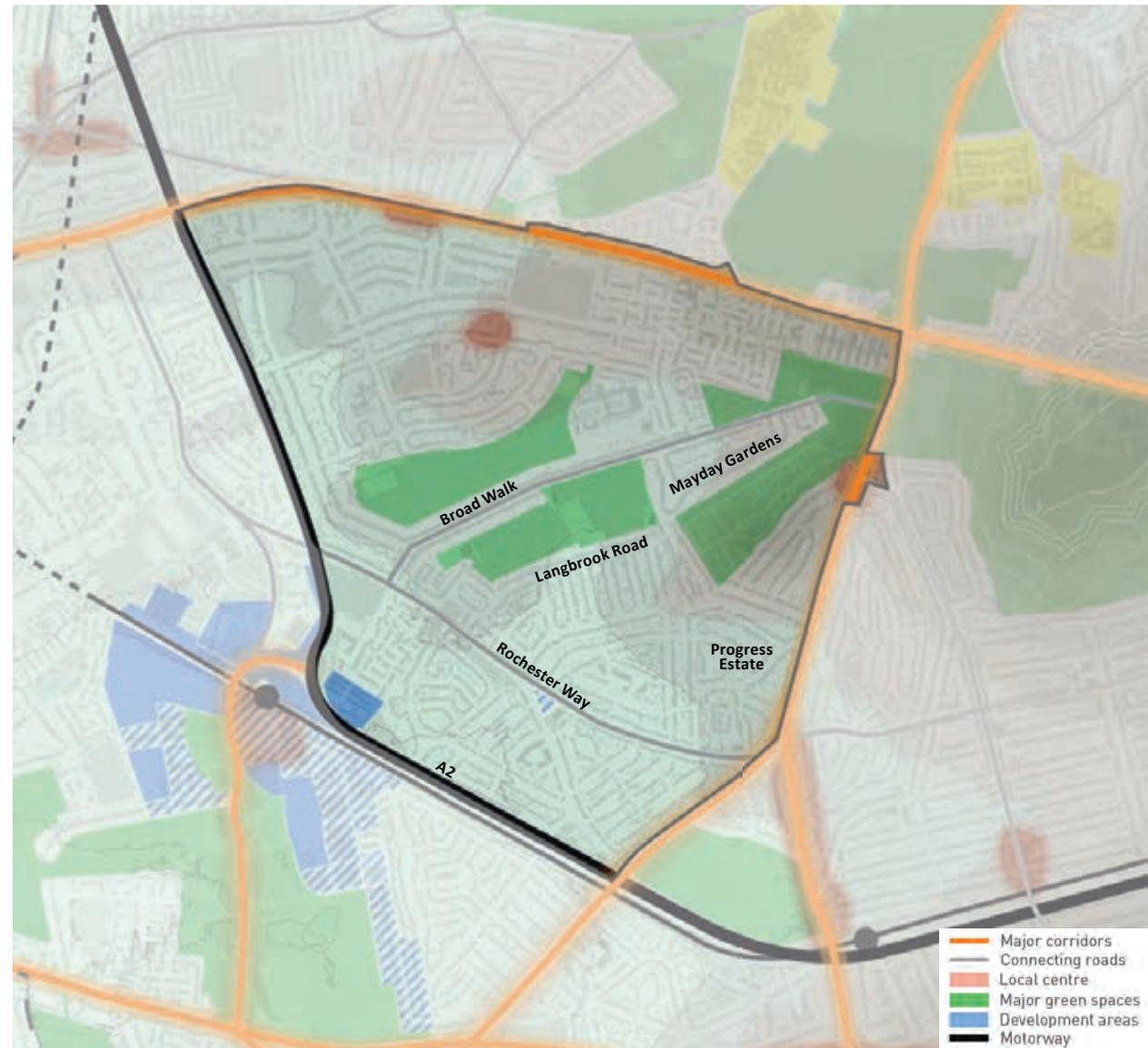


Figure 6.34: Place structure

## CHARACTER AND TOWNSCAPE FEATURES

Kidbrooke is a predominantly residential suburb, of low development density with large plots and significant gardens, whose range of different housing types illustrates the transition between Victorian and Garden Suburb models. In the north-west, Victorian detached and semi-detached villas front formally to the streets, while in the north-east the landmark former Herbert Military Hospital has been converted for residential use in a series of formal wing buildings and a converted water tower. By contrast in the south-east at the Progress Estate and neighbouring Rochester Way estate, cottage-style houses in short terraces are set back from the road behind open garden spaces and shared parklets, and distributed in coherent organic geometric patterns across the area realising a Garden Suburb through a somewhat picturesque recreation of an old English village. Across the centre of the area, housing is arranged more conventionally in short terraces and semi-detached arrangements fronting streets laid out in grid and serpentine patterns, with relatively few culs-de-sac.



Figure 6.35: Character and townscape



Figure 6.36: Urban typologies

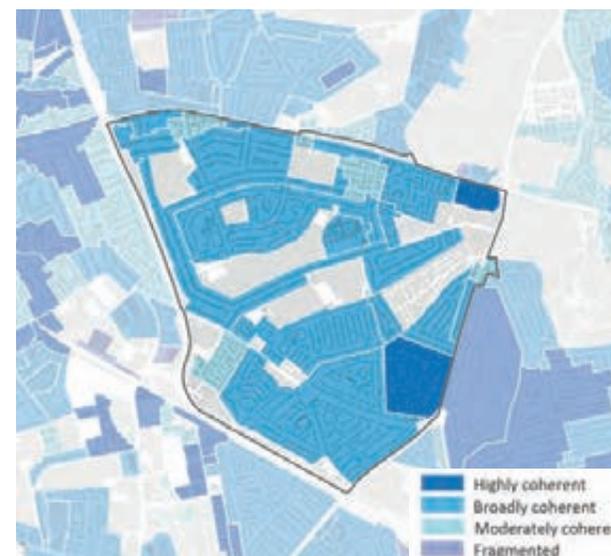


Figure 6.37: Coherence

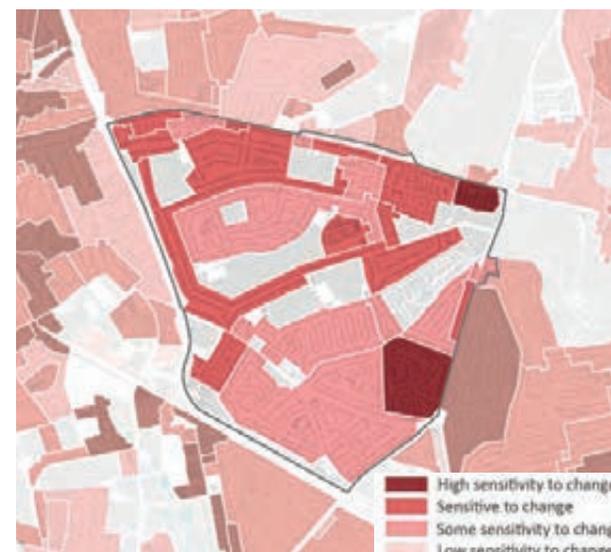


Figure 6.38: Sensitivity

Housing is predominantly in the form of houses with large gardens, including where there is postwar development except in a few pockets at Corelli Road and Flintmill Crescent where there are maisonette blocks, and at Well Hall Road where there is a single point block at Dunblane Road. Post-1980s development on the Brook Fever Hospital site introduced a different pattern of development, mixing flatted blocks and townhouses in a particularly illegible layout with parking courts and culs-de-sacs, whereas more contemporary townhouse development by Peter Barber Architects on Rochester Way has avoided this problem. The major open spaces in the area—its playing fields and cemetery—are somewhat secluded, with properties backing onto them. However the long residential streets oriented to the east and north-east—including Broad Walk, Holburne Road and Langbrooke Road—afford views to the wooded hilltop at Eltham Common. Rochester Way, the principal route through the area, is laid out as a wide attractive tree-lined avenue with residential frontage, open spaces, and community facilities. These include the remarkable Victorian St. Barnabas Church, designed by Sir George Gilbert Scott and relocated from Woolwich Dockyard in the interwar years.

Features of the area which detract from the townscape quality include the severance, noise and air quality impacts of the A2 road along the south and west boundaries of the area, the over-dimensioned carriageways, poor north-south connectivity, and the peripheral location of local centre facilities.



Image 6.5: Kidbrooke

## BUILDING HEIGHTS

Kidbrooke is predominantly low-rise. Housing in the north-west tends to be somewhat higher at 3-4 storeys, while in the south-east it is somewhat lower at 2-3 storeys. There is a single higher point block of 12 storeys at Well Hall Road, and a converted water tower of approximately 6 storeys on the former Brook Fever Hospital site on Shooters Hill Road.

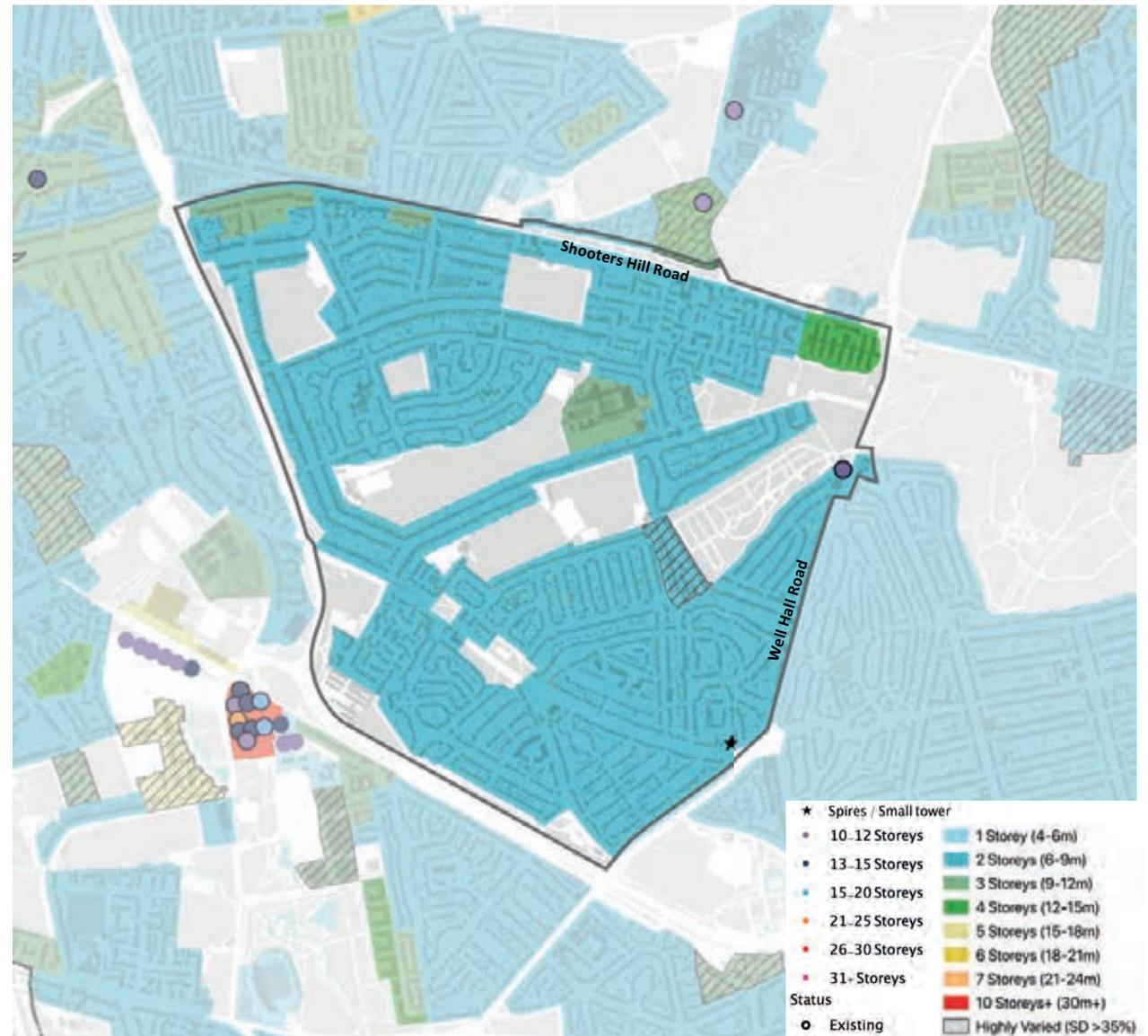


Figure 6.39: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)

## HERITAGE, CONSERVATION AND VIEWS

Kidbrooke includes parts of three Conservation Areas. In the north-west corner, The Sun in the Sands CA covers a network of streets with particularly large detached and semi-detached houses. In the north-east corner, the Woolwich Common CA covers the former Herbert Military Hospital. And in the south-east, the Progress Estate CA includes the west part of this important early 20th century garden suburb. The Corelli College, Corelli Road is an important Grade II listed example of an London County Council purpose-built school of 1954, originally named Kidbrooke Comprehensive School, the first comprehensive school in London. The School roof reputedly contains structural elements from the Dome of Discovery, part the Festival of Britain. The locally-listed St. Barnabas Church is also a notable work by Sir George Gilbert Scott, relocated from Woolwich Dockyard and restored in the postwar period.

There are no heritage views associated with Kidbrooke.

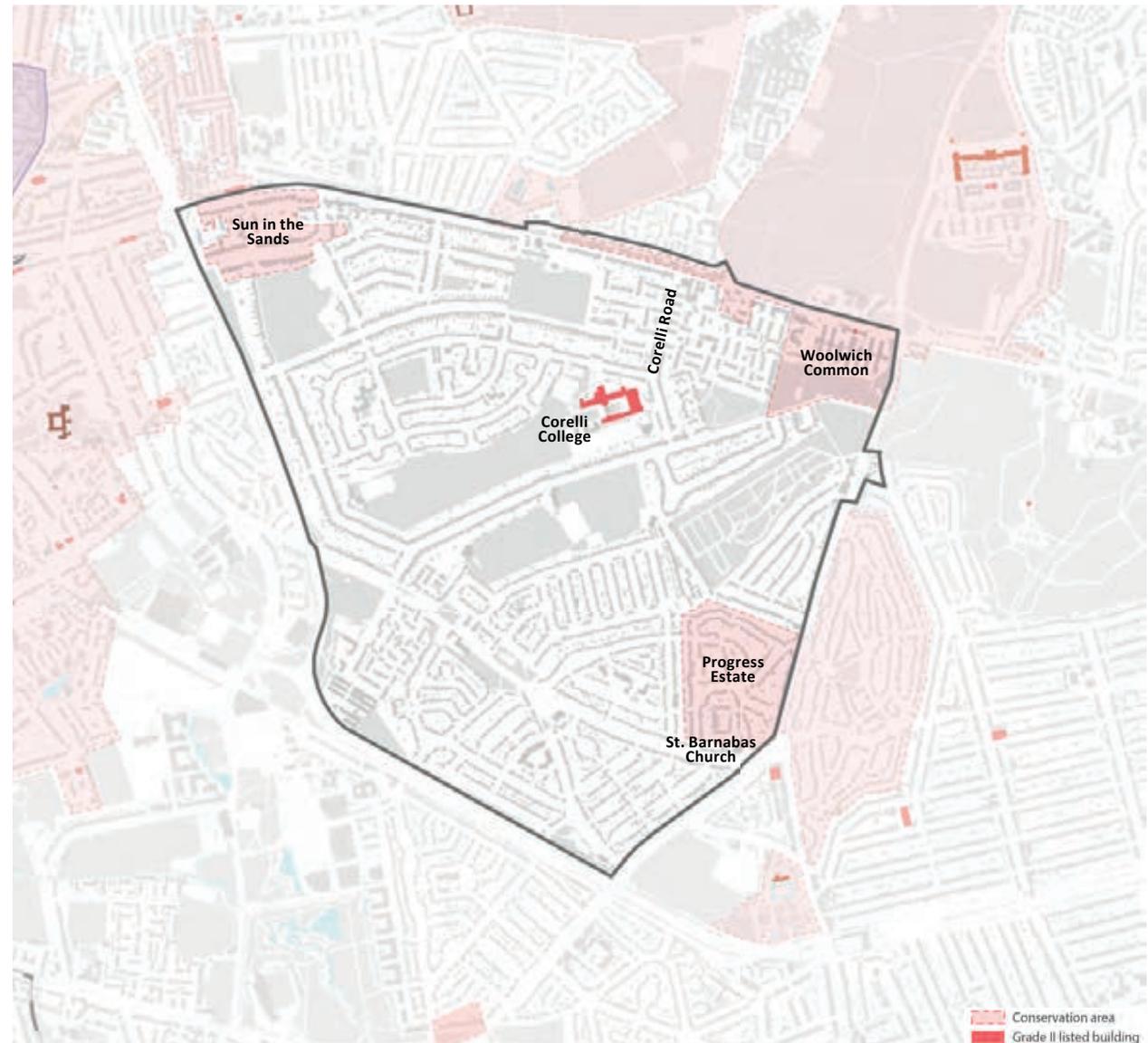


Figure 6.40: Heritage and conservation



Image 6.6: Progress Estate conservation area

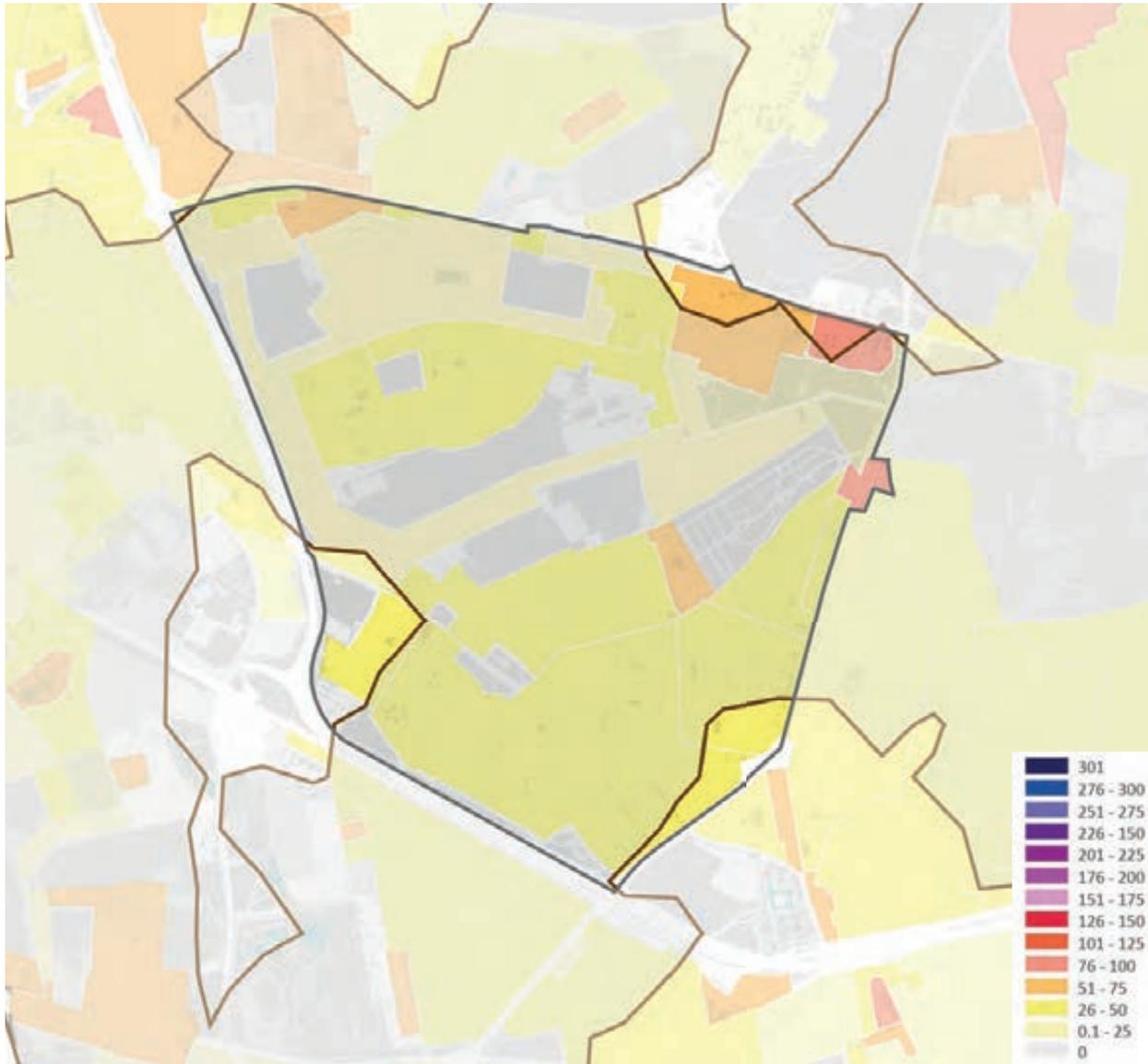


Figure 6.41: Dwelling Density units/ha + PTAL 3+

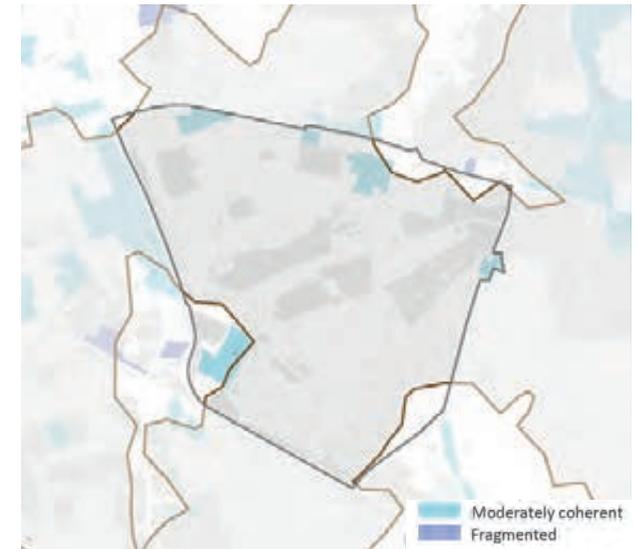


Figure 6.42: Sensitivity + PTAL 3+

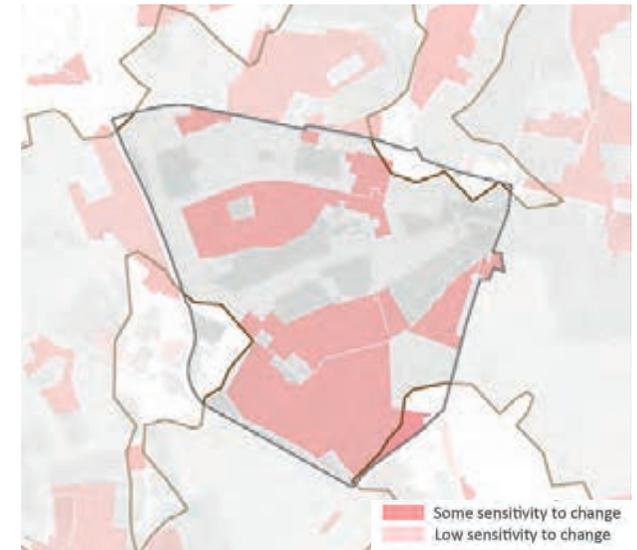


Figure 6.43: Coherence + PTAL 3+

## CAPACITY FOR GROWTH

Kidbrooke is a largely coherent residential area with low public transport accessibility. Its residential density is generally below 50 homes per hectare and large parts of suburban housing are of lower sensitivity. Therefore there is generally limited capacity for substantial growth within Kidbrooke but there may be opportunity for more modest intensification.

## OPPORTUNITY FOR CHANGE

The vacant site on the southwestern edge of Kidbrooke is the only opportunity for Transformation in this Place. Due to the low capacity for growth, the majority of the remainder of Kidbrooke has capacity for Reinforcement, with more substantial development opportunities along the corridors that form the boundaries of this Place. A small number of mixed residential and post-war residential areas offer opportunity for Transition/Enhancement.

Each of these areas is discussed in detail on the following pages.

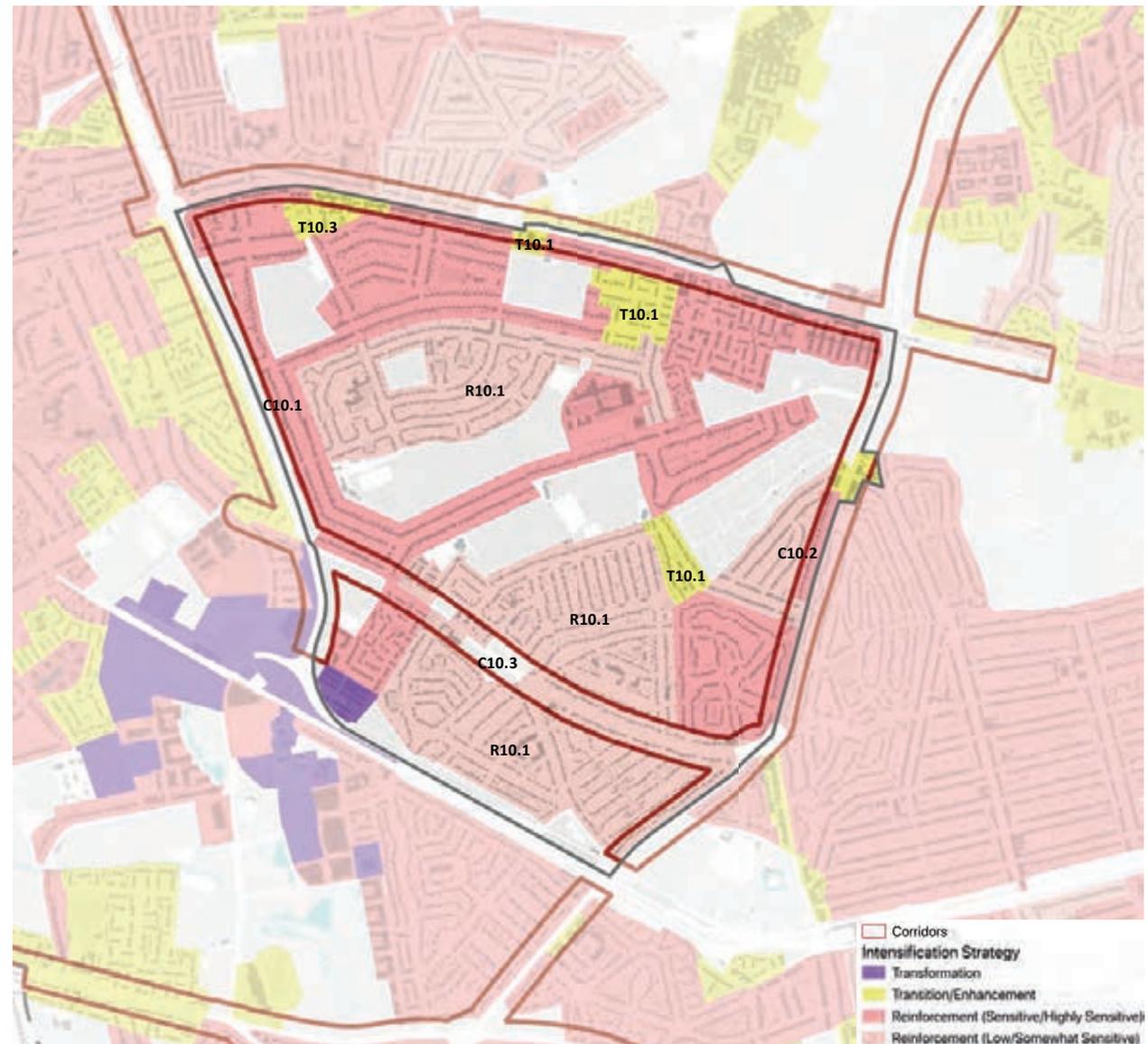


Figure 6.44: Intensification strategy

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>• Shooters Hill Road (south side) (C10.1)</li> <li>• Well Hall Road (west side and excluding Progress Estate CA) (C10.2)</li> <li>• Rochester Way, Westhorne Avenue(south side) (C10.3)</li> </ul>	<p>Opportunity to enhance and intensify the corridor, transforming it from a thoroughfare to a civic street, replacing smaller buildings with larger buildings that front onto the street and provide a greater level of enclosure:</p> <ul style="list-style-type: none"> <li>• Interventions could include infill development on vacant or under-used plots, selective redevelopment, and consolidation of plots by redeveloping neighbouring buildings into larger structures;</li> <li>• Potential for larger apartment buildings to be 3 full storeys, with one additional inhabited mansard roof or set-back storey along the corridor frontage only;</li> <li>• Potential for compact short terraces of town houses of 3 storeys along the corridor frontage and to the rear of properties;</li> <li>• Buildings to respect common building lines and to retain the rhythm of gaps between buildings along the corridor (i.e. not create long runs of continuous terraces);</li> <li>• Development to respond sensitively to adjoining development that remains unchanged, and avoid major changes in building height;</li> </ul>	<ul style="list-style-type: none"> <li>• Rectory Field CA</li> <li>• The Sun in the Sands CA</li> <li>• Woolwich Common CA</li> <li>• Progress Estate CA</li> <li>• Elevated, green and open setting</li> </ul>



Figure 6.45: Corridor Improvement

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Housing estates (T10.1)</li> </ul>	<p>Opportunity to enhance and better integrate estate with its surroundings and deliver additional homes:</p> <ul style="list-style-type: none"> <li>Create street based environments with better definition and natural surveillance of streets by improving the street interface, securing courtyards, orienting development to the street and addressing back-to-front conflicts;</li> <li>Comprehensive approach to estates, including at stock retention where possible;</li> <li>Infill development of open corners, underused green spaces, garage sites or car parks;</li> <li>Potential for selective redevelopment to overcome structural issues in the estate design;</li> <li>Investment in estates to enhance the quality of accommodation and amenities for existing residents and not only new residents;</li> <li>Aiming to create streets of high design quality within estates and integrating them with the route network across the wider area;</li> </ul>	<ul style="list-style-type: none"> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Elevated, green and open setting</li> </ul>
<ul style="list-style-type: none"> <li>Well Hall Road Local Centre (T10.2)</li> </ul>	<p>Opportunity to enhance appearance and appeal of the local centre:</p> <ul style="list-style-type: none"> <li>Shop-front improvements;</li> <li>Public realm improvements;</li> <li>Additional inhabited set-back storey on existing mixed use building (west side);</li> <li>Establish low- or medium-rise development at the base of the existing tower block to better integrate it with surrounding built fabric, better define the street space and offer commercial units at ground floor;</li> </ul>	<ul style="list-style-type: none"> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> </ul>
<ul style="list-style-type: none"> <li>Other transition areas (T10.3)</li> </ul>	<p>Opportunity to enhance the coherence of the area with more buildings of a similar type, scale, and common relationship with street:</p> <ul style="list-style-type: none"> <li>Potential for selective redevelopment and infill development;</li> <li>Development to strengthen prevailing building lines where appropriate and create a more coherent height profile along the street;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> </ul>

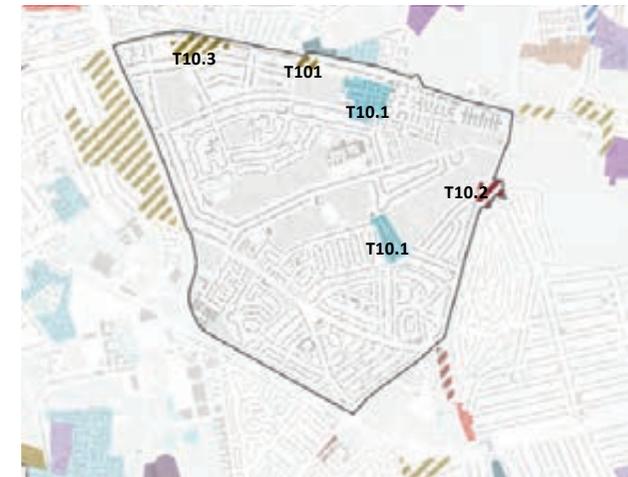


Figure 6.46: Transition

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Residential estates and areas with lower sensitivity to change (R10.1)</li> </ul>	<p>Opportunity to intensify area with compact development of slightly increased height that contributes to and enhances character:</p> <ul style="list-style-type: none"> <li>Potential for infill development on open corners, left-over or underused sites where buildings can establish better spatial definition of streets or public spaces, having regard to common building lines;</li> <li>Potential for the selective redevelopment of neighbouring or adjoining houses with small apartment buildings or compact terraced houses keeping the general rhythm and openness of development;</li> <li>Addition of one full storey to houses (where appropriate) but only where change will be delivered across an entire run of a short terrace or with an adjoining semi-detached house, and will be delivered to a high design quality;</li> <li>Heights of up to 3 storeys on new development can be considered subject to privacy, amenity and character;</li> <li>Development to avoid loss of the green and open character of garden space – only single storey outbuildings to be considered;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Listed and locally listed buildings, buildings that make a positive heritage contribution</li> </ul>
<ul style="list-style-type: none"> <li>Other reinforcement areas (R10.2)</li> </ul>	<p>Little opportunity for intensification:</p> <ul style="list-style-type: none"> <li>Development to reinforce the prevailing character through a contextual response to common building lines, shoulder heights, roof form, grain and materiality, especially on street frontage or side facing elevations;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Listed and locally listed buildings, buildings that make a positive heritage contribution</li> </ul>

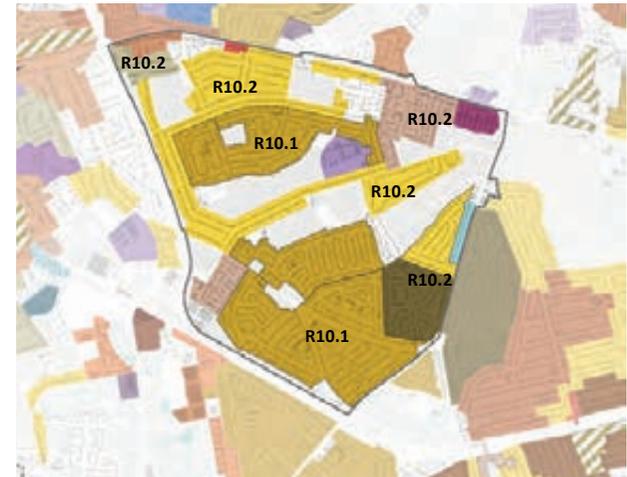


Figure 6.47: Reinforcement

## TALL BUILDING POTENTIAL

The adjoining plan illustrates the tall building recommendations for Kidbrooke and the table on the following page provides full details.

There is potential for a tall building to mark, overlook and animate the pedestrian underpass with Kidbrooke Village and to accent the corner of the A2.

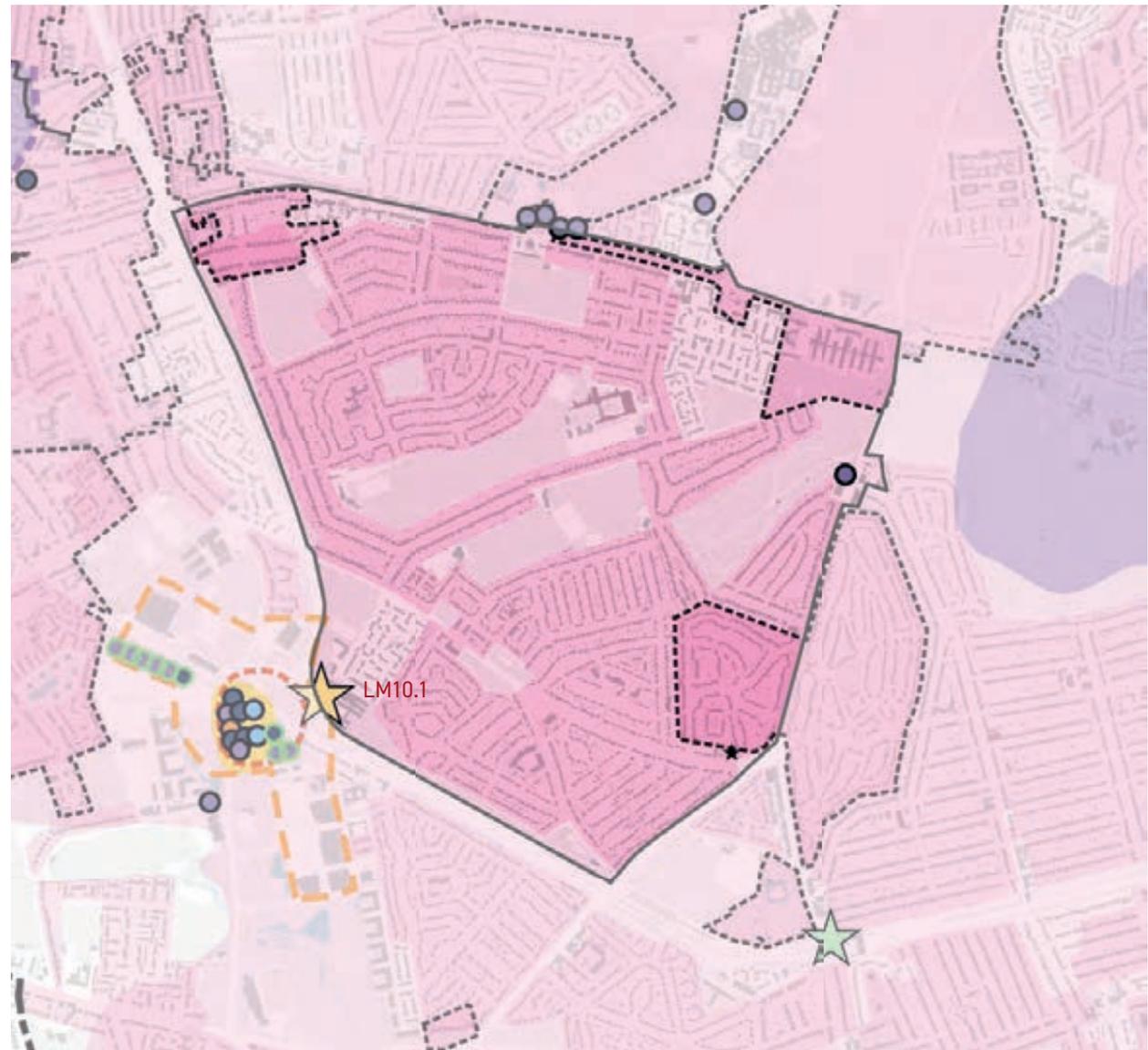


Figure 6.48: Tall building opportunities and sensitivities

Code	Promoting Factors	Context Height	Recommendations	Sensitivities
LM10.1	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location, deliver place making and intensify in areas of high PTAL</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Potential for local landmark of up to 10 storeys (assuming new context height of 5 storeys along A2 and development stepping down towards existing houses to north)</li> <li>Tall building to mark, overlook and animate the pedestrian underpass with Kidbrooke Village and to provide accent at corner of A2</li> </ul>	<ul style="list-style-type: none"> <li>Low-rise residential area</li> <li>Open space and Nature Conservation Site</li> <li>Elevation above 20m</li> </ul>

**Table 5.7: Tall building recommendations - Kidbrooke**



Image 6.7: Residential Street, Kidbrooke



Image 6.8: Kidbrook Village

# 11. KIDBROOKE VILLAGE + MIDDLE PARK

## PRESENT DAY CONTEXT

Kidbrooke Village & Middle Park brings together two quite distinct areas, the first a major mid-rise regeneration area, and the second a sequence of low-rise postwar housing estates and open spaces. The area as a whole is bounded to the north by the A2 and Blackheath Park; to the east by Westthorne Avenue and Eltham Palace, and to the south and west by the borough boundary. Public Transport Accessibility Levels (PTAL) are higher around Kidbrooke Station and to the west near Blackheath, but low in the south at Middle Park and Horn Park. The Middle Park area is amongst the 10% of most deprived wards in the country.

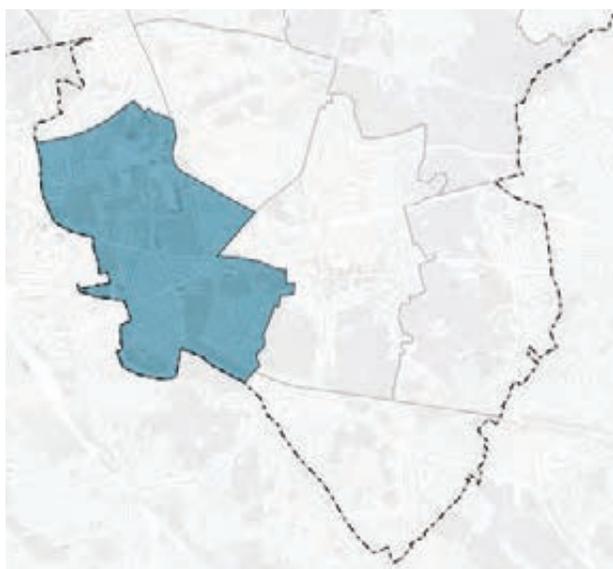


Figure 6.49: Location map



Image 6.9: Kidbrooke Village + Middle Park aerial image

(copyright Google)

## HISTORIC DEVELOPMENT

The north-west of this area was the earliest developed, with Victorian development at Blackheath Park. RAF Kidbrooke was established in WWI, and further developed in WWII as a barrage balloon station, protecting London from low-flying bombers. There was a prisoner of war camp in Kidbrooke Park Road on the site of today's Thomas Tallis School.



Image 6.10: RAF Kidbrooke during World War I

The RAF departed and the G.L.C. built the Ferrier Estate (1968-72) a housing development which included eleven 12 storey blocks and low-rise housing using a poorly-functioning industrial building system. Ferrier became a failing estate and was demolished in 2009-12. It is currently being replaced by Kidbrooke Village, a major regeneration initiative.

Further south and east, Middle Park and Horn Park was originally the hunting park for Eltham Palace. Development was initiated in 1900-14 by Archibald Cameron Corbett who built the Eltham Park Estate of quality private housing.



Image 6.11: The Ferrier Housing Estate model

The Metropolitan Borough of Woolwich built social housing in Middle Park 1931-36. This continued in 1936 in Horn Park, with development delayed by the outbreak of war and resumed in the 1950s. There are no listed buildings or conservation areas connected with these estates.

# KIDBROOKE VILLAGE + MIDDLE PARK

## PLACE STRUCTURE

Kilbrooke Village and Middle Park is predominantly low-lying along the river Quaggy, which crosses the area from south-east to west, with the topography rising eastwards to Middle Park. While the area is traversed by major rail and road infrastructure, this impacts quite differently in its different parts. In the north of the area at Kidbrooke, there is a rail station on the Bexleyheath rail line and an important road junction providing access to the A2 to the Blackwall Tunnel; despite imposing localised severance, this combined infrastructural access is crucial to the ongoing regeneration at Kidbrooke Village located directly adjacent. In the south of the area, infrastructure imposes considerable severance: there is no convenient rail station on the Dartford Loop rail line which crosses near the south boundary, and the A205 is configured as a dual carriageway with a major roundabout at Horn Park. The criss-crossing of rail and major road infrastructure serves to fragment the urban fabric, so that each neighbourhood or open space is rather self-contained, in particular the Alnwick Road area located between the Dartford Loop rail line and the borough's south boundary. The distribution of open spaces and local centre facilities across the area further contributes to its fragmentation, such that the Blackheath Cator Estate more closely relates to the local centre at Blackheath, and areas along Eltham Road and Horn Park west of Sidcup Road are more connected to the local centres at Lee Green and Burnt Ash Green in Lewisham.

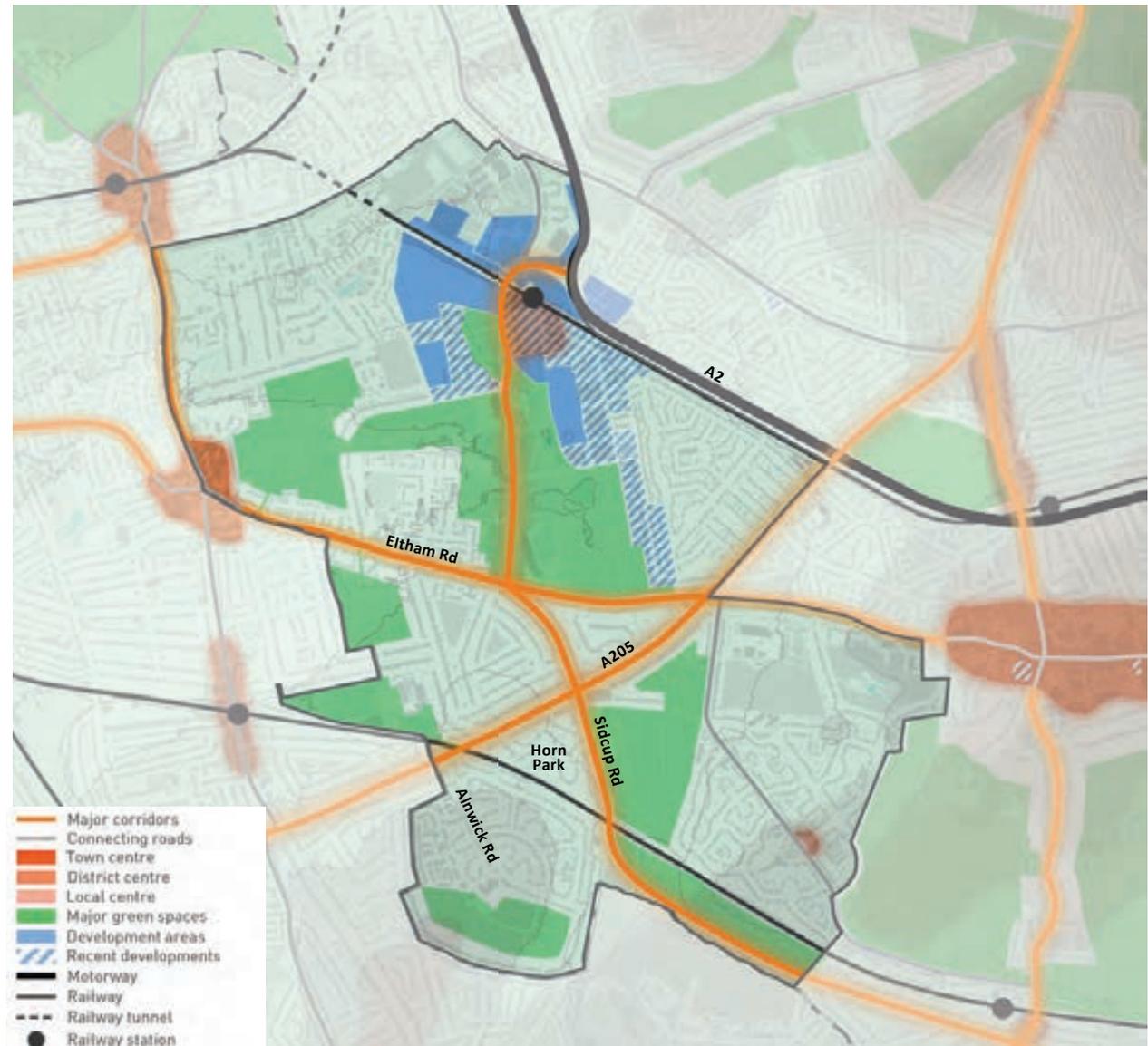


Figure 6.50: Place structure



Image 6.12: Kidbrooke village flats



Image 6.13: Suburban housing



Image 6.15: Kidbrooke Village 'Village Hall'



Image 6.14: Remnants of Eltham Green development (conservation area)



Image 6.16: Cator Park

# KIDBROOKE VILLAGE + MIDDLE PARK

## CHARACTER AND TOWNSCAPE FEATURES

The urban and landscape of Kidbrooke Village and Middle Park is rather fragmented overall, but in its individual parts it is quite cohesive. In the north of the area, the Blackheath Park Conservation Area has a coherent pattern of streets, a strong landscape structure of mature trees and large gardens to front and rear, within which there is considerable variation in building form, size, scale and architectural language—ranging from monumental Edwardian villas to terraced postwar ‘Span’ homes and local landmarks such as St Michael and All Angels Church on Blackheath.

In contrast, Horn Park, Middle Park and Shawbrooke Road are laid out as garden suburbs with short terraces overlooking small shared green spaces, arranged in serpentine geometric patterns which are rather coherent and by virtue of their symmetry often quite sensitive to change. Following the clearance of the Ferrier Estate there is only one substantial postwar estate remaining, at Courtlands Avenue, with short terraces of two- and three-storey houses in a loose arrangement with small green areas and parking courts.

Kidbrooke Village is currently transforming the former site of the Ferrier Estate into a mixed-use high-density masterplanned urban neighbourhood with a prominent cluster of taller buildings visible across the area, and a network of landscaped green spaces including the high quality landscaped Cator Park.



Figure 6.51: Character and townscape

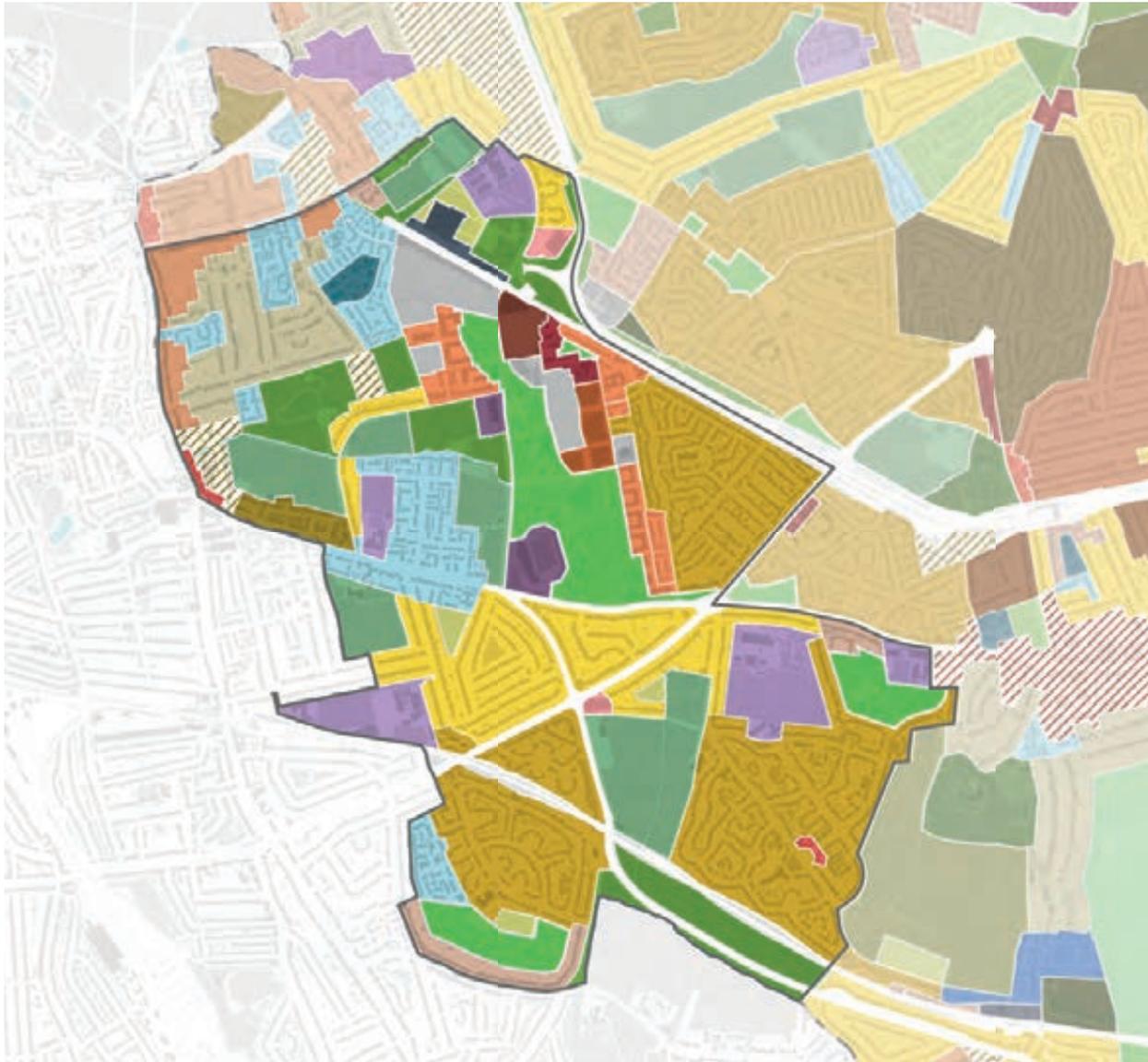


Figure 6.52: Urban typologies

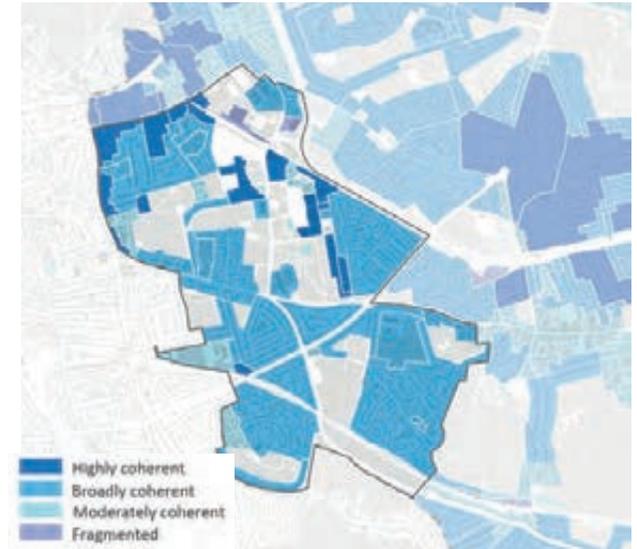


Figure 6.53: Coherence

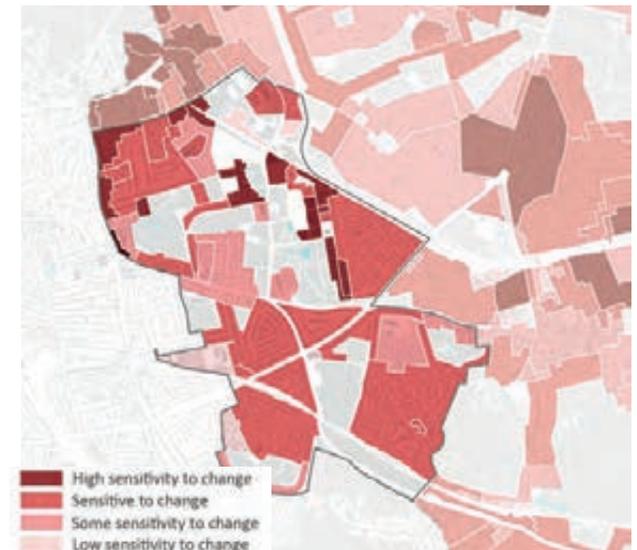


Figure 6.54: Sensitivity

## KIDBROOKE VILLAGE + MIDDLE PARK

There is a network of larger open spaces between the different neighbourhoods, primarily parks, sports grounds and allotment sites. While these spaces often have frontage to main routes, there is not a strong relationship to the surrounding development in terms of visibility, through-routes, or formal landscaping. The River Quaggy is celebrated as a landscape feature in the new Cator Park, but elsewhere is an inaccessible and/or under-used asset.

A number of features of the area detract from its townscape quality. There are several major road corridors with dual carriageways which impose severance, noise and air pollution impacts on the surrounding areas. Many of the housing areas feel very suburban and isolated, their layouts car-dominated and car-dependent. They are of insufficient size to support their own local centre facilities beyond a few small convenience stores and take-aways. Walking and cycling distances to local centres are often too great due to road layouts and infrastructural severance, and the lack of cycle infrastructure. In the area as a whole there is a lack of clear identity, although creation of shops and facilities in Kidbrooke Village may in time create a focus and stronger identity for this place.



Image 6.17: Kidbrooke Village towers

## BUILDING HEIGHTS

Building heights across this area are low- to mid-rise. In the southern garden suburbs around Horn Park and Middle Park, building heights are consistently two- and three-storey, with most of the buildings dating from the same period. In the northern area of Blackheath Park where development is more varied and eclectic, building heights range from two to four storeys. There are greater concentrations of higher buildings to the south-west, with four-storey postwar flatted blocks at Ravens Way and local centre facilities at the junction of Lee Green. The greatest building height and development density is seen emerging at Kidbrooke Village, with buildings of a range of heights up to 18 storeys.

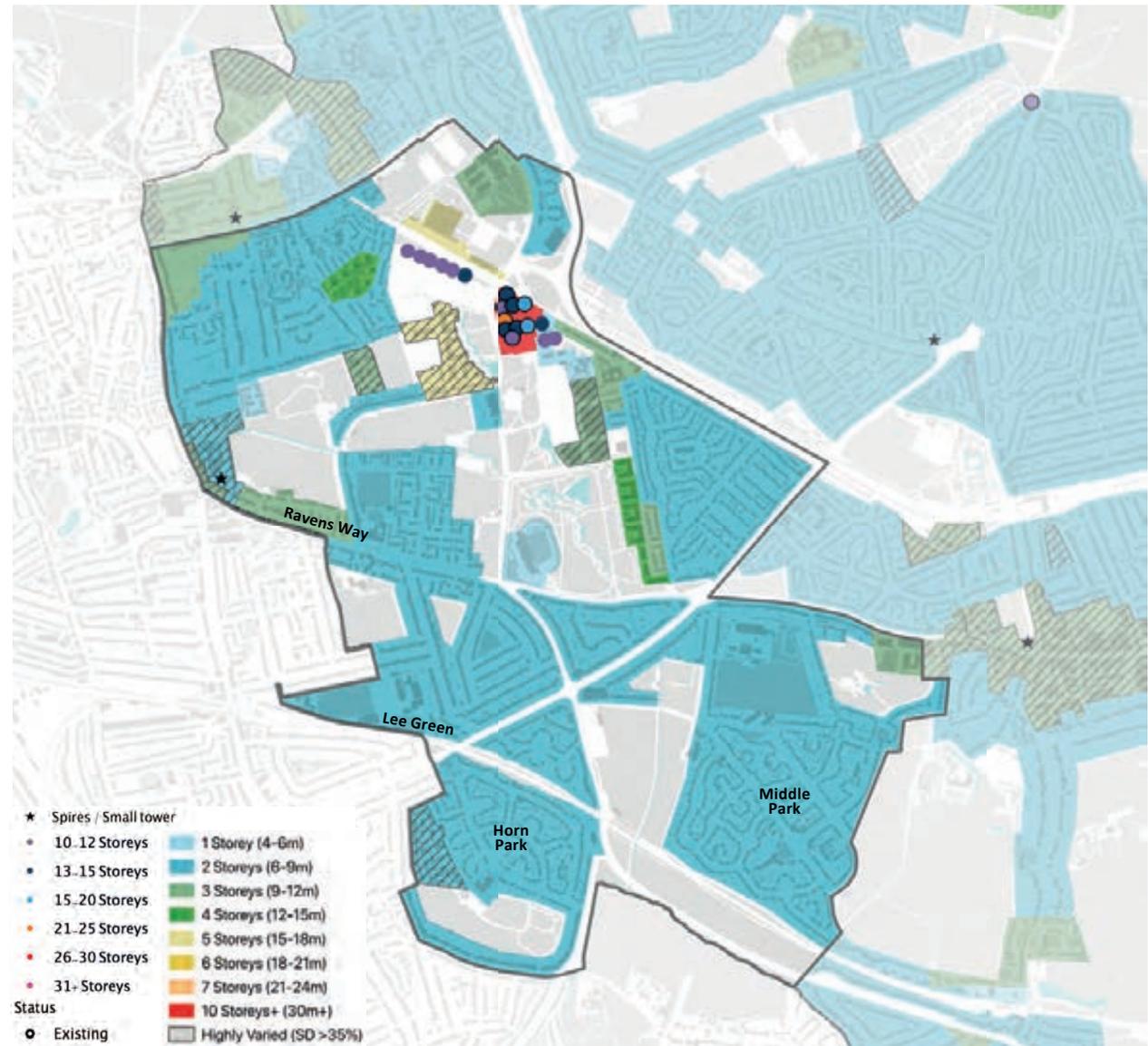


Figure 6.55: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)

## KIDBROOKE VILLAGE + MIDDLE PARK

### HERITAGE, CONSERVATION AND VIEWS

In the north-west, the Blackheath Park Conservation Area covers an extensive area of fine Victorian, Edwardian and postwar houses on large sites parcelled up from the former Cator estate, with many listed buildings including a 1958 Grade II\* listed house by Peter Moro. To the east, the Eltham Green Conservation Area covers the remnants of the village green, much of which is owned by the Crown Estate Commissioners. It is a Registered Common and Village Green and an area of Special Character and Local Importance. The 1840s villas on the north side (Nos.1-13 Eltham Green) are Grade II Listed and form a principal characteristic of the conservation area, together with the open green nature of the Green.

There are no identified heritage-related views within Kidbrooke Village and Middle Park. However, views from Eltham Palace towards central London cross over the area. Full details on significant views are provided in the Heritage Appendix.

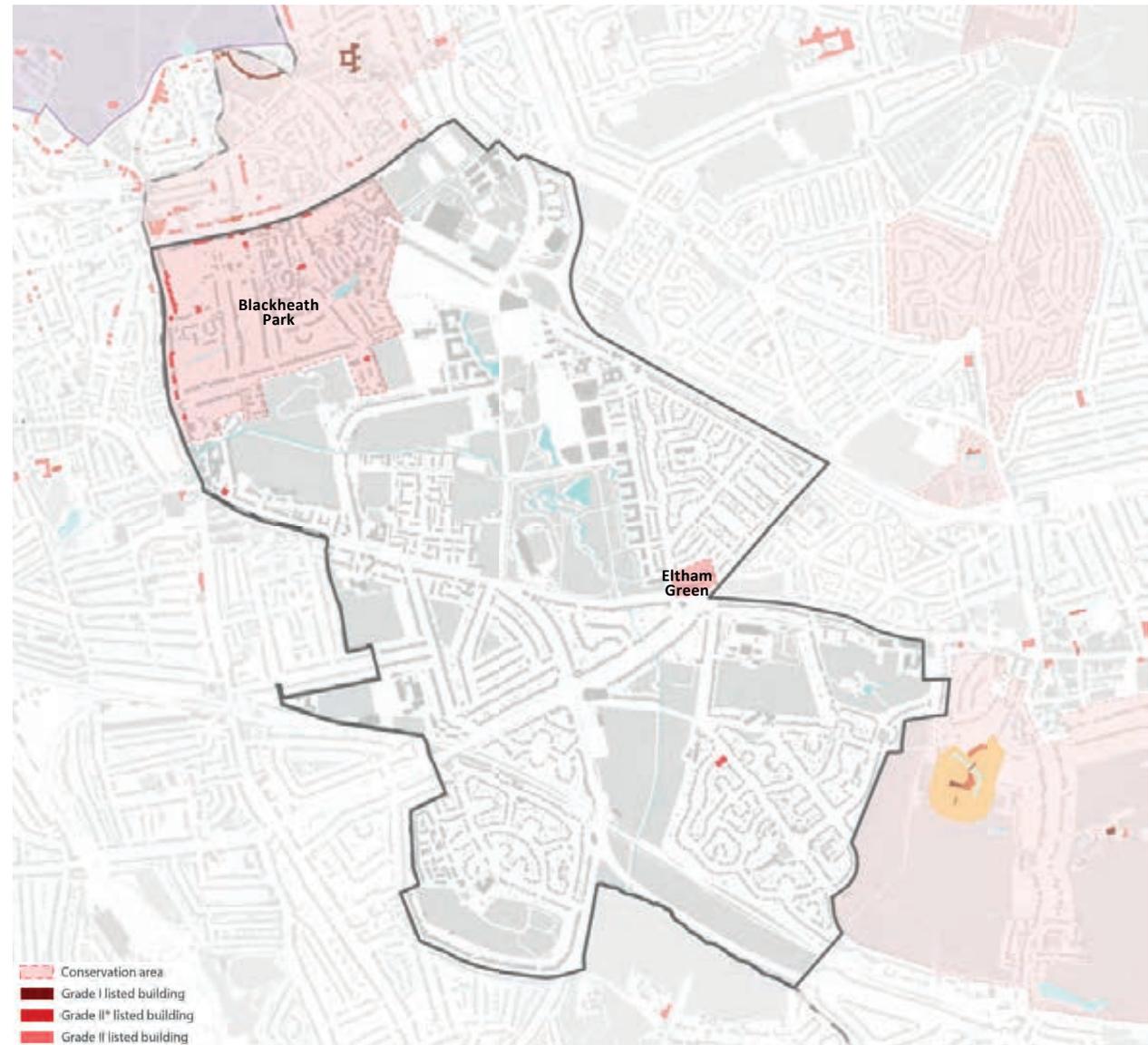


Figure 6.56: Heritage and conservation

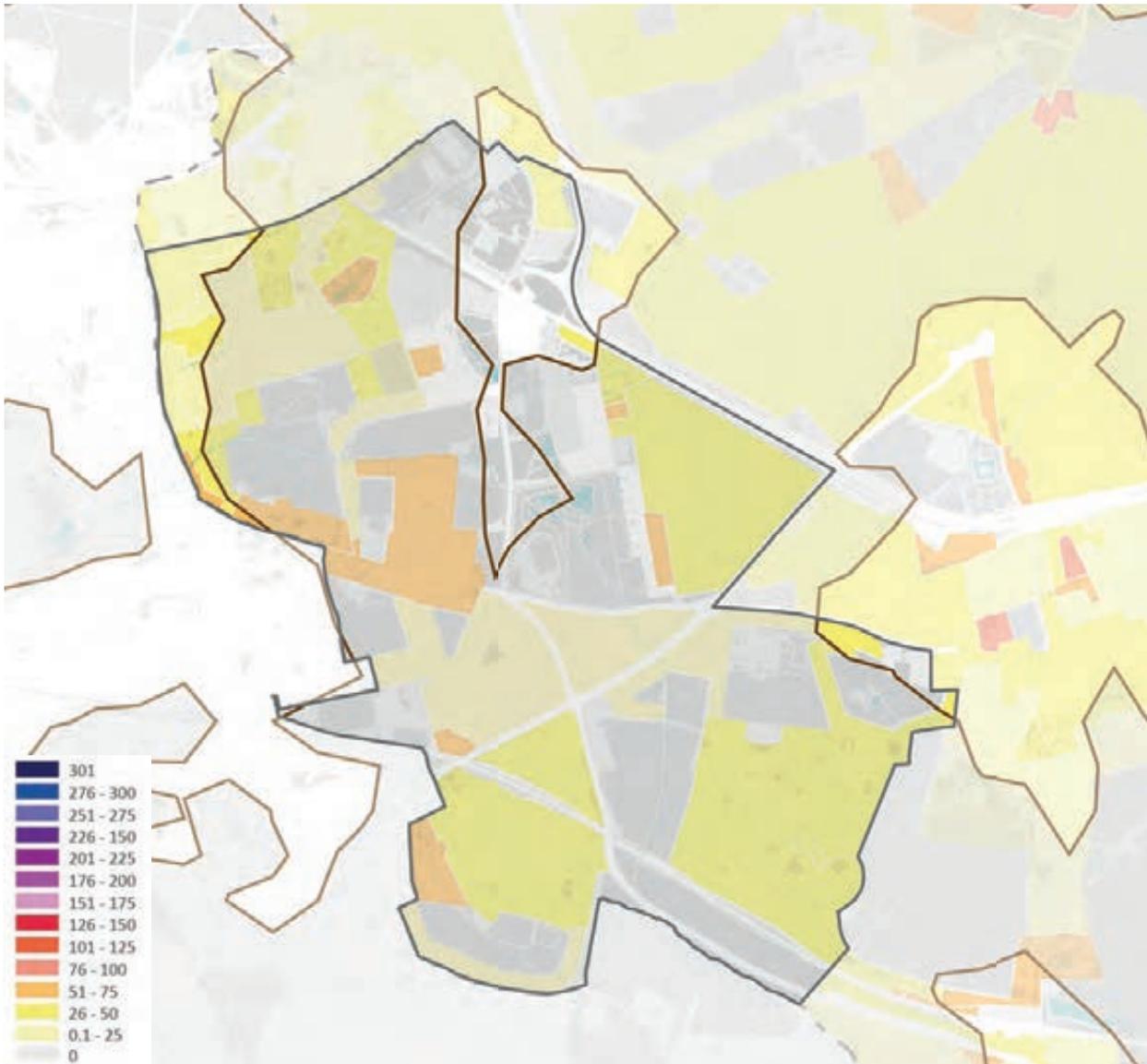


Figure 6.57: Dwelling Density units/ha + PTAL 3+

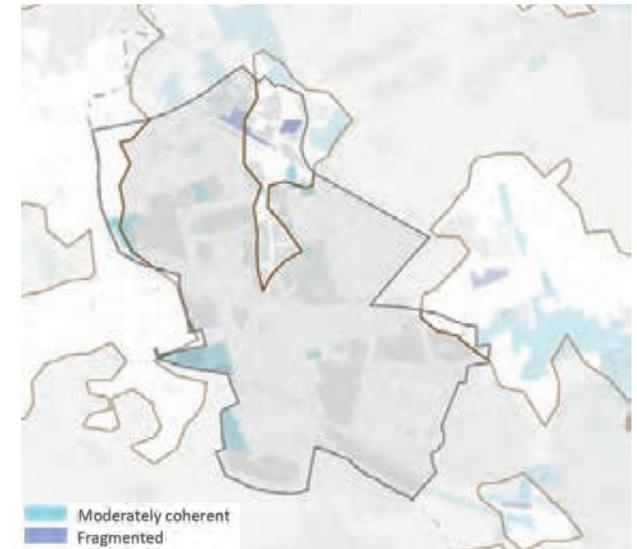


Figure 6.58: Sensitivity + PTAL 3+

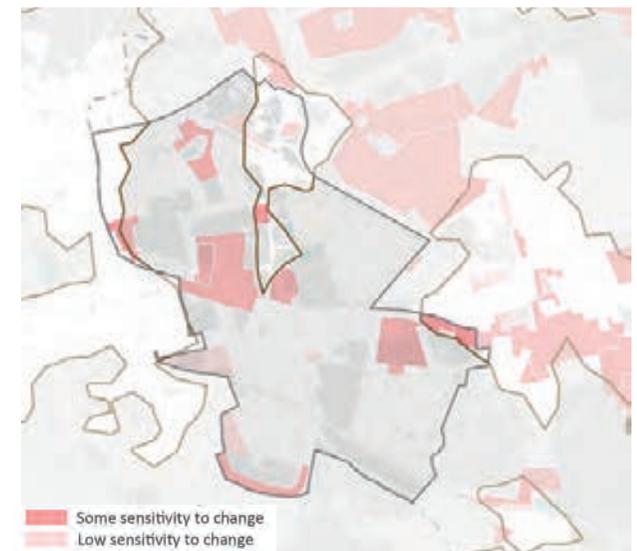


Figure 6.59: Coherence + PTAL 3+

# KIDBROOKE VILLAGE + MIDDLE PARK

## CAPACITY FOR GROWTH

Most of this Place suffers from poor public transport accessibility and is largely comprised of coherent and sensitive character areas. Kidbrooke Village, which benefits from access to a rail station and is currently undergoing redevelopment, has the most potential for further growth.

## OPPORTUNITY FOR CHANGE

As an area with high PTAL and an evolving character, the area around Kidbrooke Village could see Transformation with contemporary development. The area's post-war estates, mixed residential areas and sites along the A20 and A205 corridors have potential for Transition/Enhancement. The remainder of Kidbrooke Village and Middle Park should see a further Reinforcement of character through contextual development.

Each of these areas is discussed in detail on the following pages.

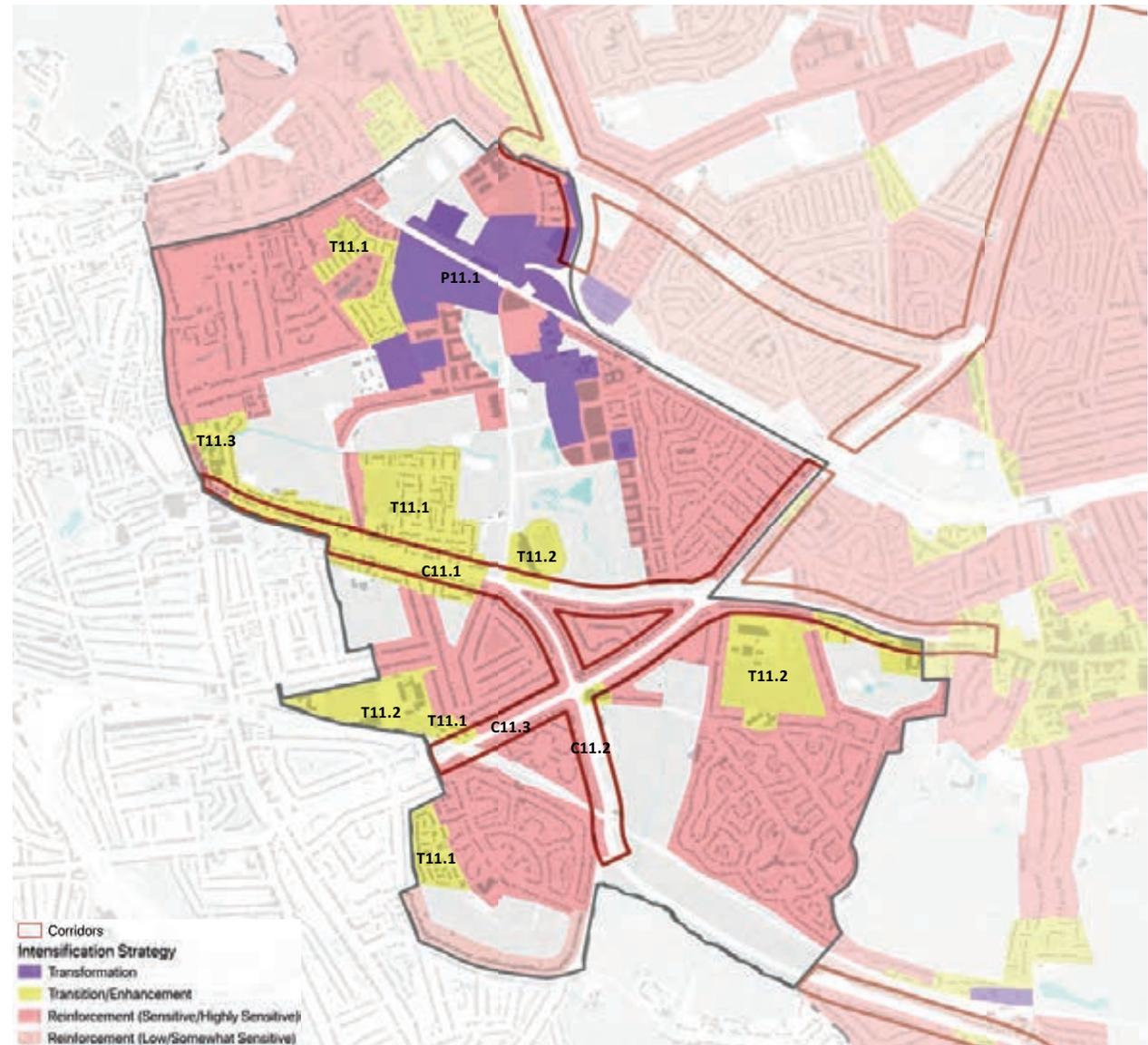


Figure 6.60: Intensification strategy

Transformation/ Placemaking	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Kidbrooke Village (P11.1)</li> </ul>	<p>Masterplan led development of a new high density neighbourhood around Cator Park driven by the Berkeley Group:</p> <ul style="list-style-type: none"> <li>Create well-defined human-scaled streets, where tall buildings form part of the streetscape but do not dominate;</li> <li>Create an inclusive urban centre with vibrancy and vitality that has a wider draw;</li> <li>Differentiate height of taller buildings so as not to undermine the central cluster next to the railway station;</li> <li>Create a connected network of streets and routes across the development area to join the area into a single whole, with direct, legible and safe routes, especially from the railway station to the west of Cator Park, across the railway line with future development areas, and across the A2 with existing neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> <li>Blackheath CA</li> <li>Greenwich WHS + Buffer</li> <li>Views from Blackheath</li> <li>Views from King John's Walk</li> <li>Views from Shooters Hill</li> <li>Local views</li> </ul>



Figure 6.61: Transformation / placemaking

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Eltham Road (C11.1),</li> <li>Sidcup Road (C11.2)</li> <li>Westthorne Avenue (C11.3)</li> </ul>	<p>Opportunity to intensify and enhance the corridor, transform it from a thoroughfare to a civic street, replacing smaller buildings with larger buildings that front onto the street and provide a greater level of enclosure:</p> <ul style="list-style-type: none"> <li>Interventions could include infill development on vacant or under-used plots, selective redevelopment, and consolidation of plots by redeveloping neighbouring buildings into larger structures;</li> <li>Potential for larger apartment buildings to be 3 full storeys, with one additional inhabited mansard roof or set-back storey along the corridor frontage only;</li> <li>Potential for compact short terraces of town houses of 3 storeys along the corridor frontage and to the rear of properties;</li> <li>Buildings to respect common building lines and to retain the rhythm of gaps between buildings along the corridor (i.e. not create long runs of continuous terraces);</li> <li>Development to respond sensitively to adjoining development that remains unchanged, and avoid major changes in building height;</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> <li>Eltham Green CA</li> </ul>

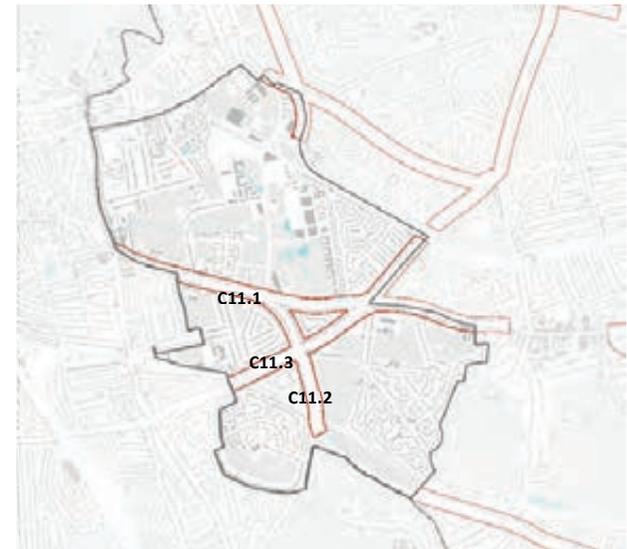


Figure 6.62: Corridor improvements

# KIDBROOKE VILLAGE + MIDDLE PARK

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Housing estates (T11.1)</li> </ul>	<p>Opportunity to enhance and better integrate estate with its surrounding and deliver additional homes:</p> <ul style="list-style-type: none"> <li>Create street-based environments with better definition and natural surveillance of streets by improving the street interface, securing courtyards, orienting development parallel to the street and addressing back-to-front conflicts;</li> <li>Comprehensive approach to estate renewal;</li> <li>Infill development of open corners, underused green spaces, garage sites or car parks;</li> <li>Potential for minimal selective redevelopment to overcome structural issues in the estate design;</li> <li>Building heights of 2 - 4 storeys to be contextual within the range of existing heights (up to 3 storeys within the Blackheath Park CA);</li> <li>Investment in estates to enhance the quality of accommodation and amenities for existing residents and not only new residents;</li> <li>Aiming to create streets and public spaces of high design quality across estates and integrating them with the route network in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> <li>Eltham Green CA</li> </ul>
<ul style="list-style-type: none"> <li>Institutions (schools) (T11.2)</li> </ul>	<p>Opportunity to intensify institutional sites:</p> <ul style="list-style-type: none"> <li>Infill development on underused or surplus sites to provide homes and to enhance the urban environment and setting of the institution;</li> <li>Heights up to 3 storeys and to be contextual;</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> <li>Eltham Green CA</li> </ul>
<ul style="list-style-type: none"> <li>Other transition areas (T11.3)</li> </ul>	<p>Opportunity to enhance the coherence of the area with buildings of a similar type and scale, and a common relationship with street:</p> <ul style="list-style-type: none"> <li>Potential for selective redevelopment and infill development;</li> <li>Development to strengthen prevailing building lines where appropriate and create a more coherent height profile along the street;</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> </ul>

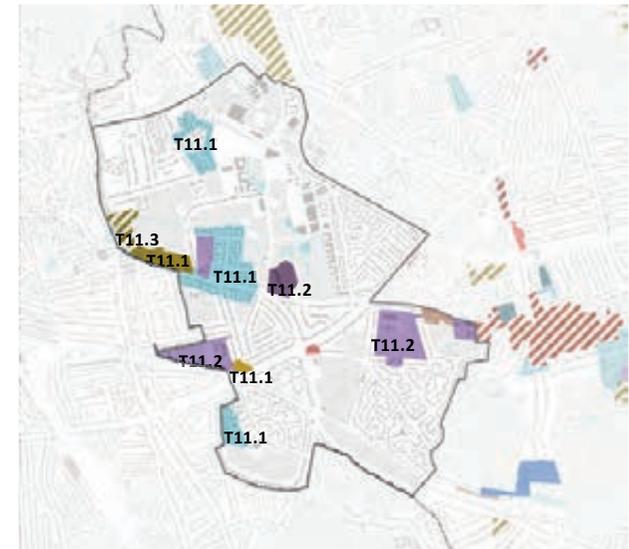


Figure 6.63: Transition

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Reinforcement areas (R10.1)</li> </ul>	<p>Opportunity for intensification through contextual infill development:</p> <ul style="list-style-type: none"> <li>Development to reinforce the prevailing character through a contextual response that responds to common building lines, shoulder heights, roof form, grain and materiality especially on street frontage or side facing sides;</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> <li>Eltham Green CA</li> </ul>



Figure 6.64: Reinforcement

# KIDBROOKE VILLAGE + MIDDLE PARK

## TALL BUILDING RECOMMENDATIONS

The adjoining plan illustrates the tall building recommendations for Kidbrooke Village and Middle Park and the table on the following page provides full details.

Kidbrooke Village could be further intensified with tall buildings within a cluster and there is potential for a local scale tall building as part of comprehensive development at Lee centre.

<b>Tall Buildings</b>	
★ Spires / Small tower	
■ Existing Tall Building Clusters	
<b>Heights</b>	
• 10-12 Storeys	
• 13-15 Storeys	
• 15-20 Storeys	
• 21-25 Storeys	
<b>Status</b>	
● Existing	
○ Under construction	
○ Planning Permission	
■ Tall Building Zone (TZ)	
■ Tall Building Clusters (CL)	
<b>Landmarks (LM)</b>	
★ Local Scale (8 storeys)	
→ Key Structuring View	
<b>Sensitivities</b>	
■ Highly Sensitive	
■ Sensitive	
□ Conservation Area	

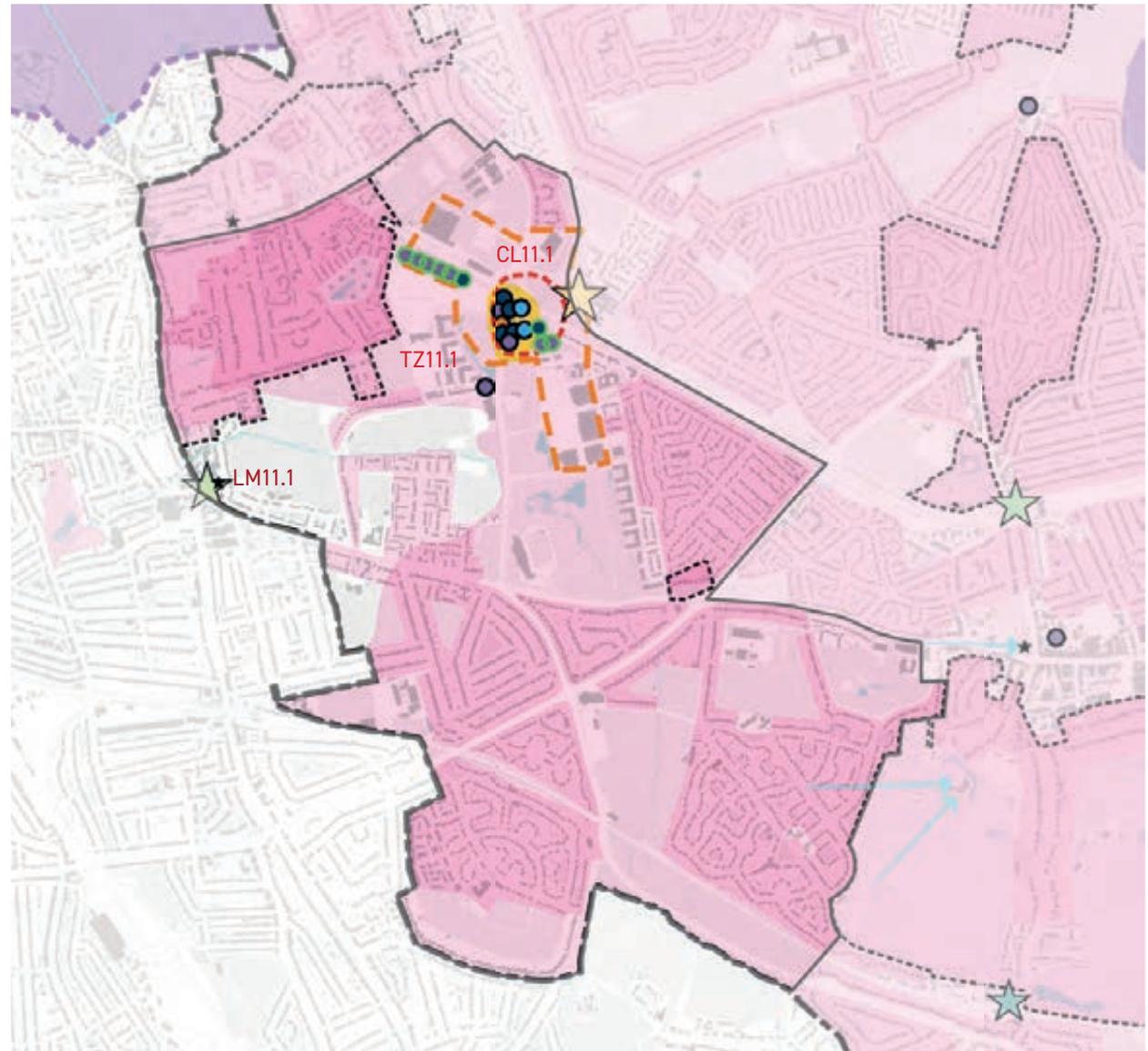


Figure 6.65: Tall building opportunities and sensitivities

Code	Promoting Factors	Context Height	Recommendations	Sensitivities
TZ11.1	<ul style="list-style-type: none"> <li>To optimise development of Strategic Development Location, deliver place making and intensify in areas of high PTAL and landmark the rail station</li> </ul>	<ul style="list-style-type: none"> <li>CH: 1-10 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Existing masterplan sees implementation of a cluster of taller buildings to the south of Kidbrooke Station and a formal arrangement of midrise buildings along the western and eastern edges of Cator Park and the railway line</li> <li>Potential for modest scale tall buildings to be part of the comprehensive masterplan led place making approach in the remainder of the tall building zone providing occasional highpoints and variety in the skyline, enhance legibility and deliver distinctiveness with heights of 8 to 12 storeys</li> <li>Tall Buildings subject to avoiding adverse impacts on Blackheath Park Conservation Area, Blackheath Conservation Area and other heritage assets, strategic and local views including views towards the WHS from the north and views from Blackheath, and low rise neighbouring development</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park Conservation Area</li> <li>Blackheath Conservation Area</li> <li>Views from Blackheath</li> <li>WHS views from the river towards Maritime Greenwich</li> <li>Open space</li> <li>Elevation above 20m</li> </ul>
CL11.1			<ul style="list-style-type: none"> <li>Potential to extend the cluster of tall buildings to the north of the railway line, heights to step down notably from the taller buildings in the centre of the cluster to towards the northern cluster edge</li> </ul>	
LM11.1	<ul style="list-style-type: none"> <li>To intensify district centre in area of high PTAL</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2-3 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for a modest local landmark of maximum 8 storeys as part of comprehensive development that regenerates the street corner of Eltham Road and Lee Road and enhances the vitality and appearance of the district centre</li> <li>Tall building to mark the street corner in vistas from south and west</li> <li>Tall building not to adversely impact on the conservation areas and their setting, impact on local or strategic views, detract from existing designated or undesignated heritage assets, break the typical grain of development or appear overbearing on lower rise neighbouring buildings or housing.</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park Conservation Area</li> <li>Blackheath Conservation Area - Greenwich</li> <li>Blackheath Conservation Area - Lewisham</li> <li>Views from Blackheath</li> <li>WHS views from the river towards Maritime Greenwich</li> <li>Open space</li> <li>Elevation above 20m</li> </ul>

**Table 5.8: Tall building recommendations - Kidbrooke Village and Middle Park**



Image 6.18: Middle Park



Image 6.19: Eltham High Street

## 12. ELTHAM

### PRESENT DAY CONTEXT

This place is focussed around Eltham Town Centre, with Eltham Palace to the south and the residential areas of Eltham Park to the north. It is bounded to the north and east by the contiguous series of open spaces from Eltham Common through Oxleas Meadows, Eltham Park South and Avery Hill Park. To the south it is bounded by the Bexleyheath rail line and to the west by Middle Park estate and Well Hall Road / Westthorne Avenue A205.

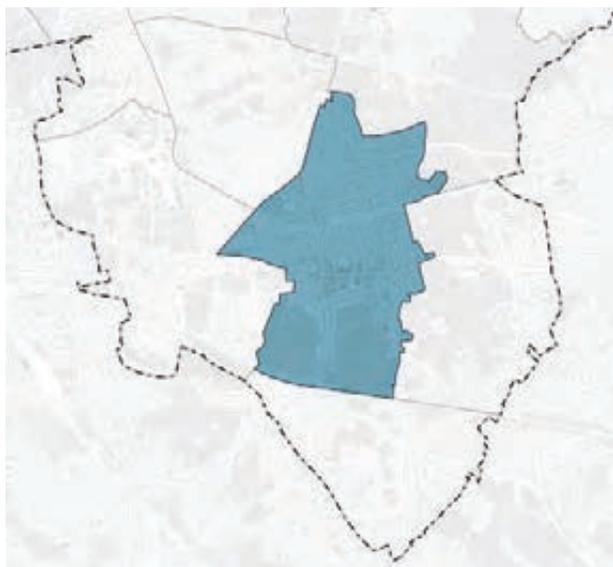


Figure 6.66: Location map



Image 6.20: Eltham aerial image

(copyright Google)

## HISTORIC DEVELOPMENT

Eltham Palace and its Park has origins in the 11th century. After being a manor house and bishop's palace, it passed to the Crown in 1311 in whose possession it remained for 300 years. By the 18th century the moated complex had fallen into disrepair and the 15th century Great Hall was used as a barn. Restored as a gentleman's residence in 1894, the Great Hall became an indoor tennis court.



Image 6.21: The Great Hall, Eltham Palace in use as a barn

By 1931 the Old Palace was restored by Seeley & Paget for textile magnet Stephen Courtauld and extended with a masterpiece of Art Deco entertainment rooms behind respectful neo-Tudor facades.

Eltham Palace and its park are situated within the Eltham Palace Conservation Area which also includes Eltham Lodge and its park.

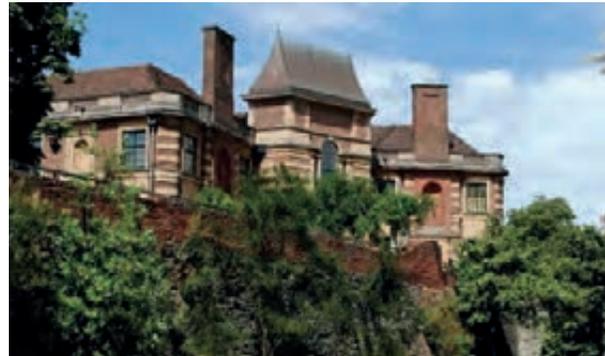


Image 6.22: Seeley & Paget's 1933 extension of Eltham

The Palace and its grounds have designations as a Scheduled Ancient Monument (SAM) and include 6 Grade I or II\* listed buildings and a Registered Park and Garden (Grade II\*).

As a major heritage site in an elevated position, Eltham Palace, its building group and setting are susceptible to possibly harmful impact from tall buildings in long views and vistas.

Directly north of Eltham Palace lies Well Hall Pleasaunce, the surviving fragment of a 15th century manor house and Tudor barn (Grade II\*), the grounds being a Registered Park and Garden (Grade II).

North of Eltham High Street (outside the Eltham Palace CA) are two Grade II\* buildings; Cliefden House and The Orangery to the former Eltham House.

Eltham Green Conservation Area lies to the north west of Eltham and is the surviving section of the historic village green. The Conservation area incorporates the short terrace of 19th century villas on the north side of the Green.



Image 6.23: Eltham Lodge, by Hugh May, 1663

PLACE STRUCTURE

Eltham is focussed around the town centre—the oldest settlement in the district— and situated on elevated land and as such is visually exposed in views from east as well as opening views to central London. The centre is bisected by the principal east-west route of Eltham Hill and High Street. South of the town centre are the estates of Eltham Palace, also situated on a local high point, and Royal Blackheath Golf Club. In cuttings north of the town centre and parallel to the high street are the Bexleyheath rail line and the A2 dual carriageway. North of these again are the historic Well Hall Pleasaunce and Tudor Barn and the residential area of Eltham Park. The principal north-south route of Well Hall Road / Westthorne Avenue A205 runs along the western boundary. Along its length are local centre facilities, though it is configured as a dual carriageway which descends with the topography and is overbridged by the railway and A2 dual carriageway. Westmount Road is the second important north-south route, serving the east of Eltham town centre. Within the eastern residential areas there is quite a clear grid-like street pattern, while in the west the ‘garden suburb’-style arrangement is somewhat less legible, with geometric patterns of streets and spaces, and around Keynsham Gardens a prevalence of culs-de-sac.

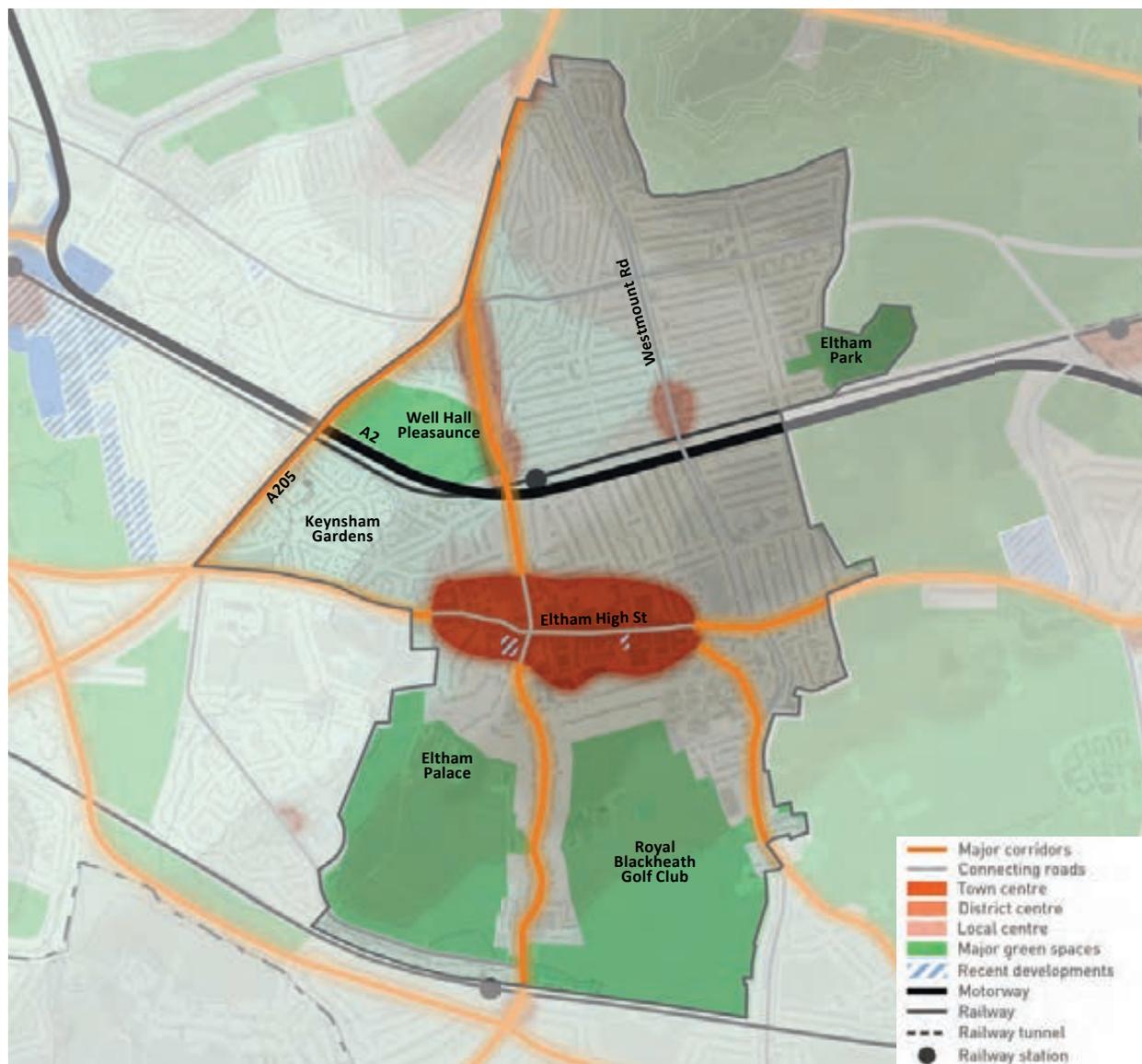


Figure 6.67: Place structure



Image 6.24: Rising Sun public house



Image 6.25: Eltham seating



Image 6.27: Eltham Town Centre



Image 6.26: Eltham signage



Image 6.28: Kidbrooke Village open space

## CHARACTER AND TOWNSCAPE FEATURES

As the oldest settlement and only town centre in the South District, Eltham is particularly distinctive. While Eltham High Street presents a conventional town centre offer, with enhanced public realm in a new public space on Passey Place, and a new Vue cinema complex. There is a fine-to-medium urban and a number of historic buildings including Eltham Parish Church which lend character and human scale to high street, while a few over-scaled and bland developments detract from it. Overall it is moderately coherent and must accommodate all the east-west traffic through the area, the town centre is well-contained and well connected to the adjacent residential districts. Directly to the south of the town centre is the historic Eltham Palace estate, an important visitor destination with house and parkland with combining Edwardian, Art Deco, medieval and rural character. South also is the Royal Blackheath Golf Club, between and around which are a series of small residential enclaves of quite different age and character ranging from avenues of grand Edwardian villas to estates of maisonette blocks. To the north, development is much more extensively coherent.

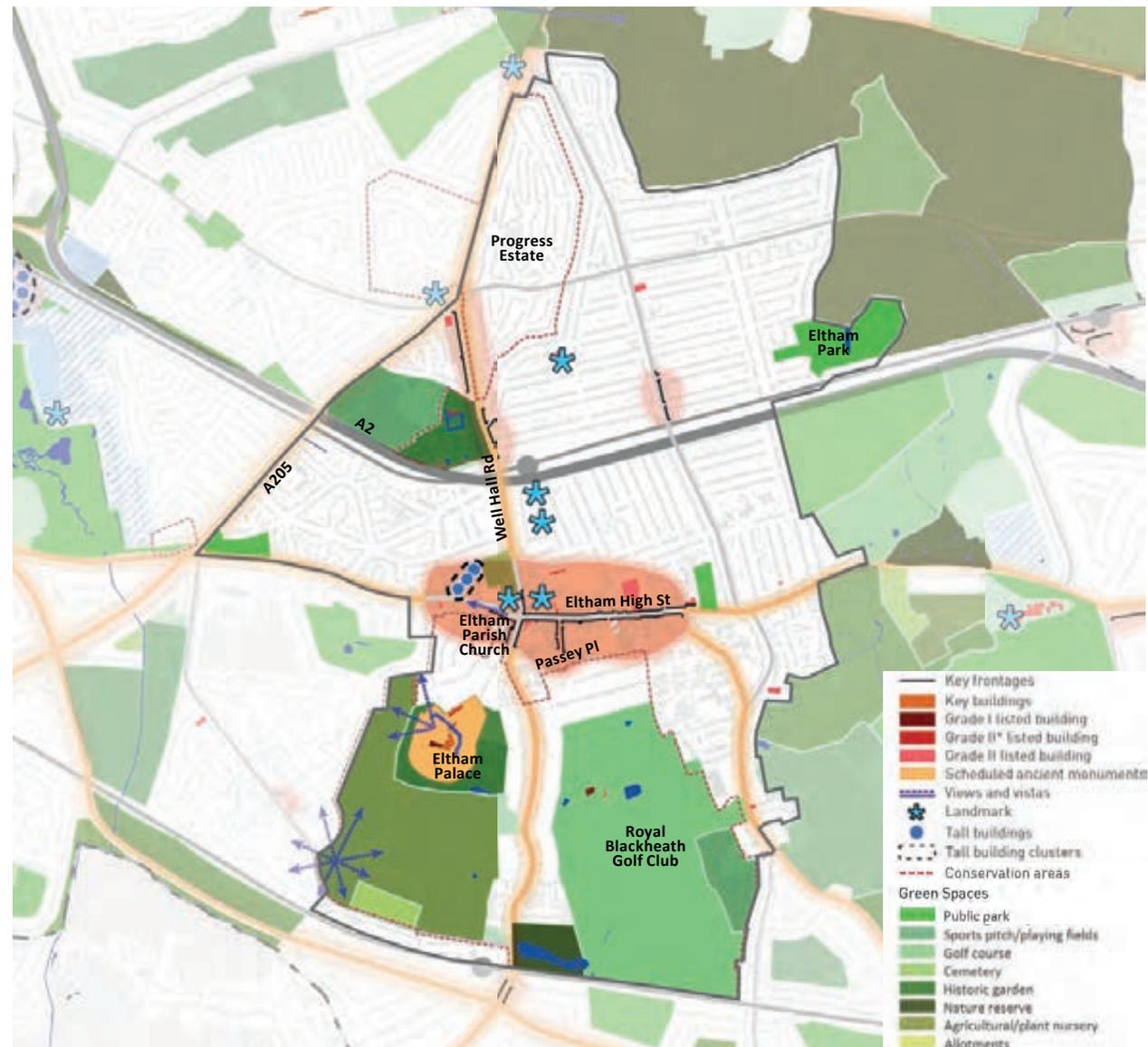


Figure 6.68: Character and townscape

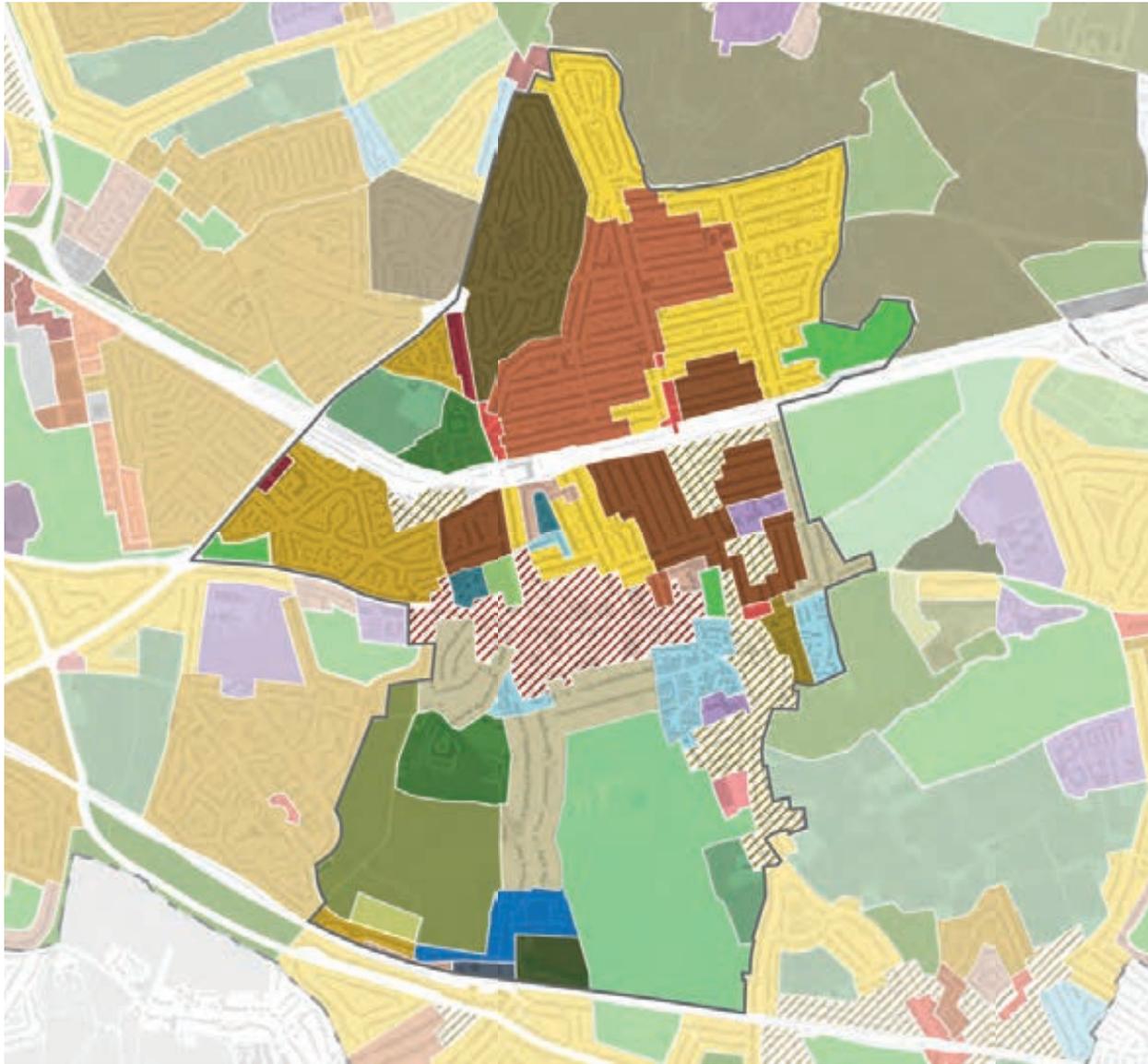


Figure 6.69: Urban typologies

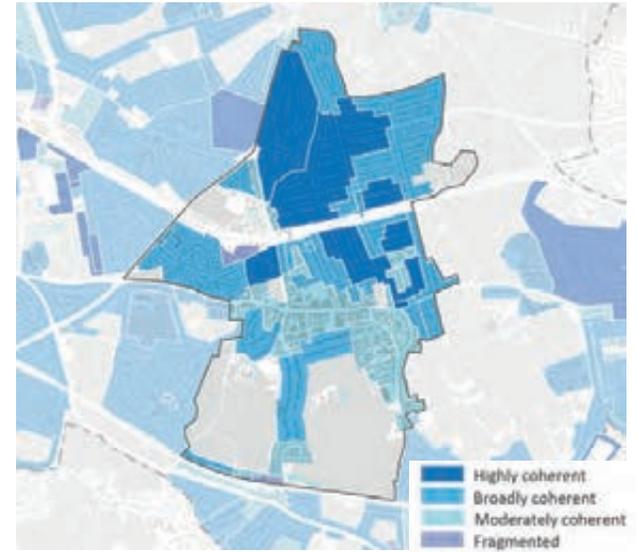


Figure 6.70: Coherence

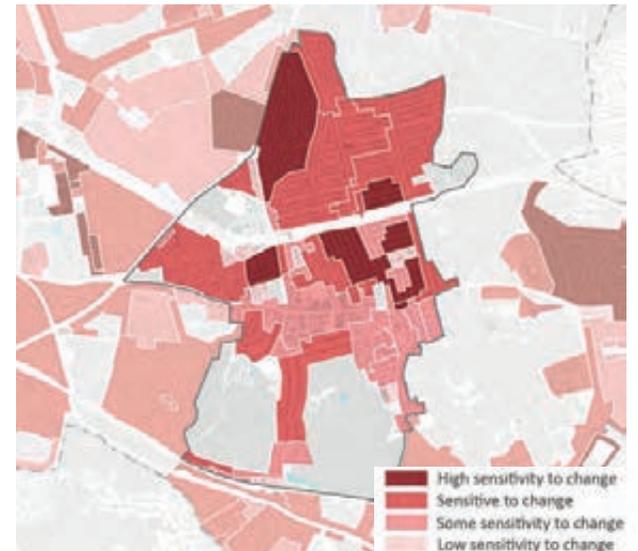


Figure 6.71: Sensitivity

To the north-east is a rectilinear grid of long blocks with detached, semi-detached and short terraces of Edwardian houses, some of large size. This area's distinctive urban character is shaped by the avenue of mature trees on Well Hall Road, the open space of Well Hall Pleasaunce and its local centre. To the north-west and west are a series of garden suburb type interwar estates with cottage-style houses in short terraces set back from the road behind open garden spaces and shared parklets, and distributed in coherent geometric patterns, in some cases with culs-de-sac. The rather picturesque Garden Suburb English Villages style of the Progress Estate contrasts with more conventional terraced Edwardian housing. Throughout the area, houses enjoy relatively large gardens, and estates are landscaped. There is a wide variety of open space in and adjacent the area, ranging from woodland to sports fields, allotments to ornamental gardens.

A number of features of the area detract from its townscape quality. To the rear of the town centre there is an extensive area of surface carparking and servicing which is of poor design quality and creates a poor sense of arrival in the town centre. Well Hall Street and Eltham High Street are dominated by vehicular traffic which detracts from the quality of the town centre and local centres.



Image 6.29: View from Eltham Palace grounds towards Central London

## BUILDING HEIGHTS

Eltham is predominantly low-rise, with the extensive housing areas laid out around the town ranging from two to four storeys in height. The only taller buildings are found in an near the town centre, including a ten-storey office building and a cluster of three ten-storey point blocks at its west end.

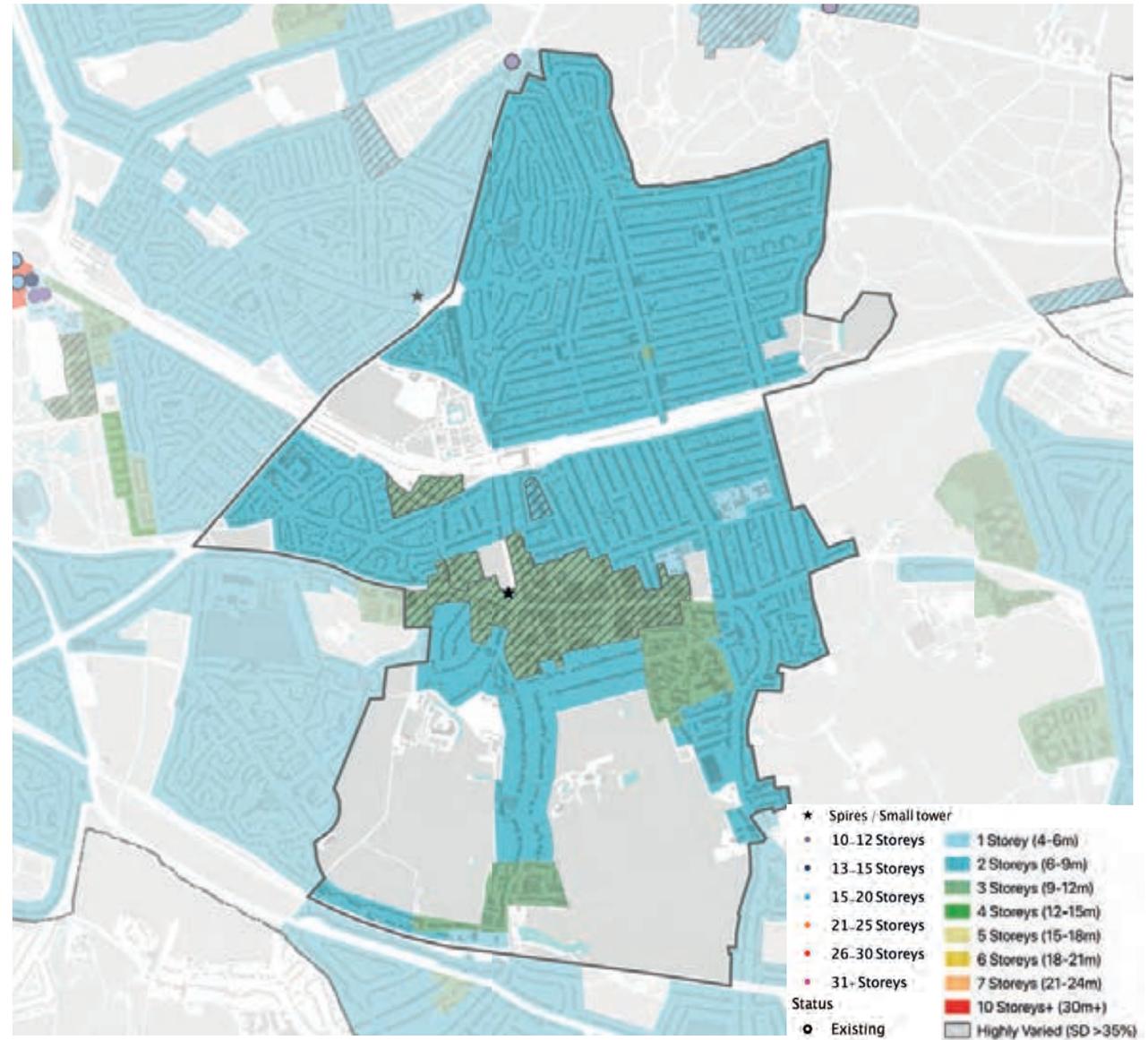


Figure 6.72: Context heights and Tall Buildings (existing shown with black outline, permitted shown with no outline)



Image 6.30: Eltham High Street with taller Vue building

## HERITAGE, CONSERVATION AND VIEWS

There are three Conservation Areas in Eltham.

Eltham Palace CA is centred on the Grade I listed Eltham Palace and numerous elements of buildings and curtilage, parts of which are also a Scheduled Ancient Monument, as well as Court Road and Footscray Road.

Eltham Palace and Eltham Lodge are the key heritage assets in the area. These buildings and their parkland setting have the highest and most comprehensive heritage designations. The principal assets are complemented by a range of additional listed buildings (Grade I & II). The buildings, the area and its setting are of a high level of heritage significance.

The historic heart of the South District with 6 Grade I and 9 Grade II Star\* listed buildings associated with the Royal Eltham Palace. The Palace (or Court) is situated on a promontory so that despite surrounding urban development there are splendid panoramic views north west to central London. An important historic site set in historic parkland surroundings.

A major and important survival of a medieval Royal Palace and its parkland setting. Both buildings and setting are susceptible to the impact of tall buildings on views and vistas given the elevated situation of the historic site.

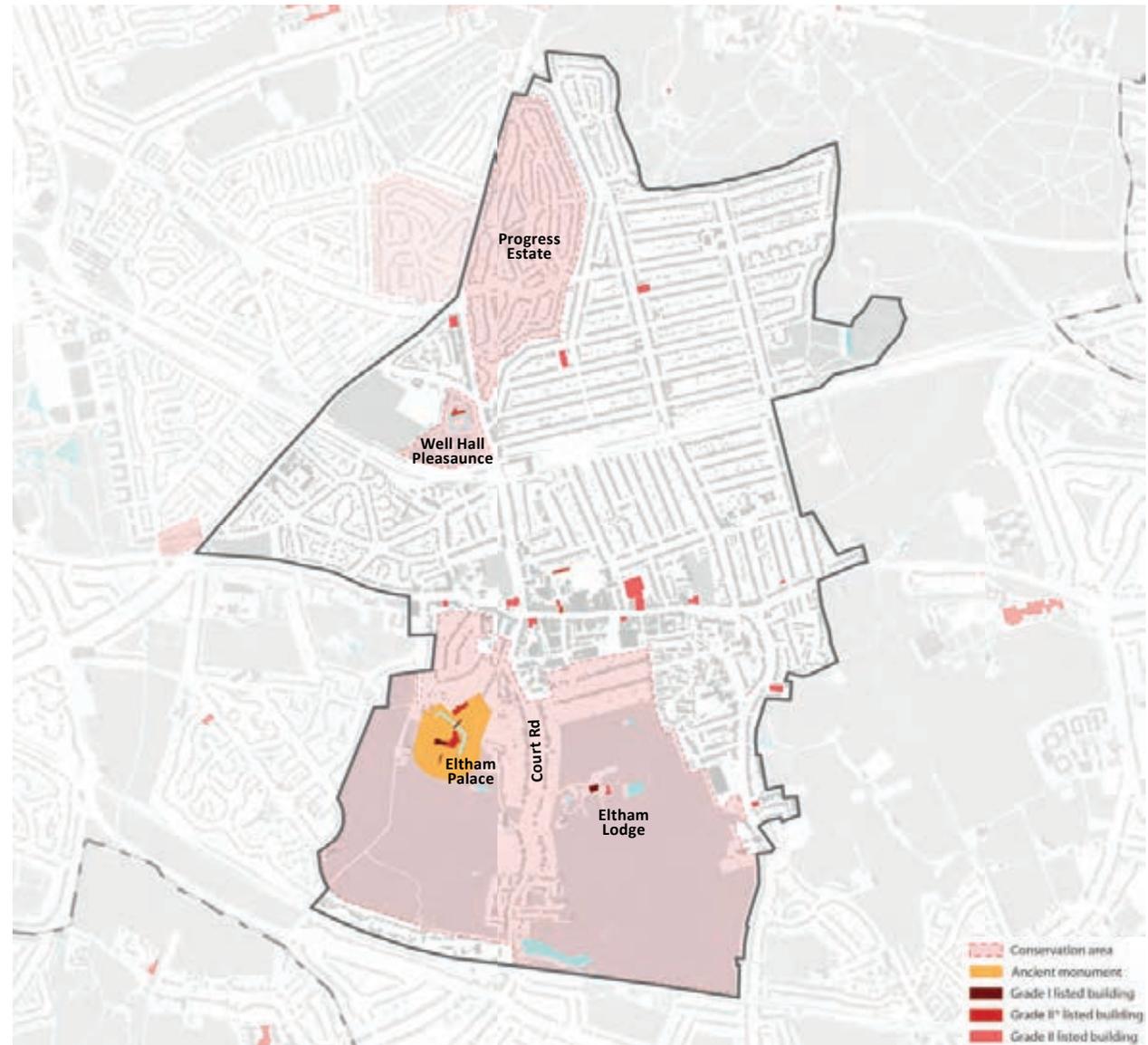


Figure 6.73: Heritage and conservation

The Well Hall Pleasance CA includes the Grade II\* listed Well Hall Art Gallery and numerous structures at Court Yard and The Manor House. The conservation area is a surviving fragment of the grounds of a 16th century manor house, incorporating a Tudor barn and the remains of a moat. The site is now laid out as a mature and well-landscaped public park and is situated to the north of Eltham Palace.

This area also includes the eastern side of the Progress Estate CA, an important garden suburb

The view eastwards from King John's Walk to Central London is locally protected.

From within the grounds of Eltham Palace are expansive views towards central London and the south east. Eltham Palace and Eltham Lodge enjoy a prominent position and are visible in views from surrounding streets and open spaces.

Full details on significant views are provided in the Heritage Appendix.



Image 6.31: Convent of St Mary (Grade II)



Image 6.33: Church of St John the Baptist (Grade II)



Image 6.32: Grade II\* Listed Court Yard



Image 6.34: Eltham Palace (Grade I)

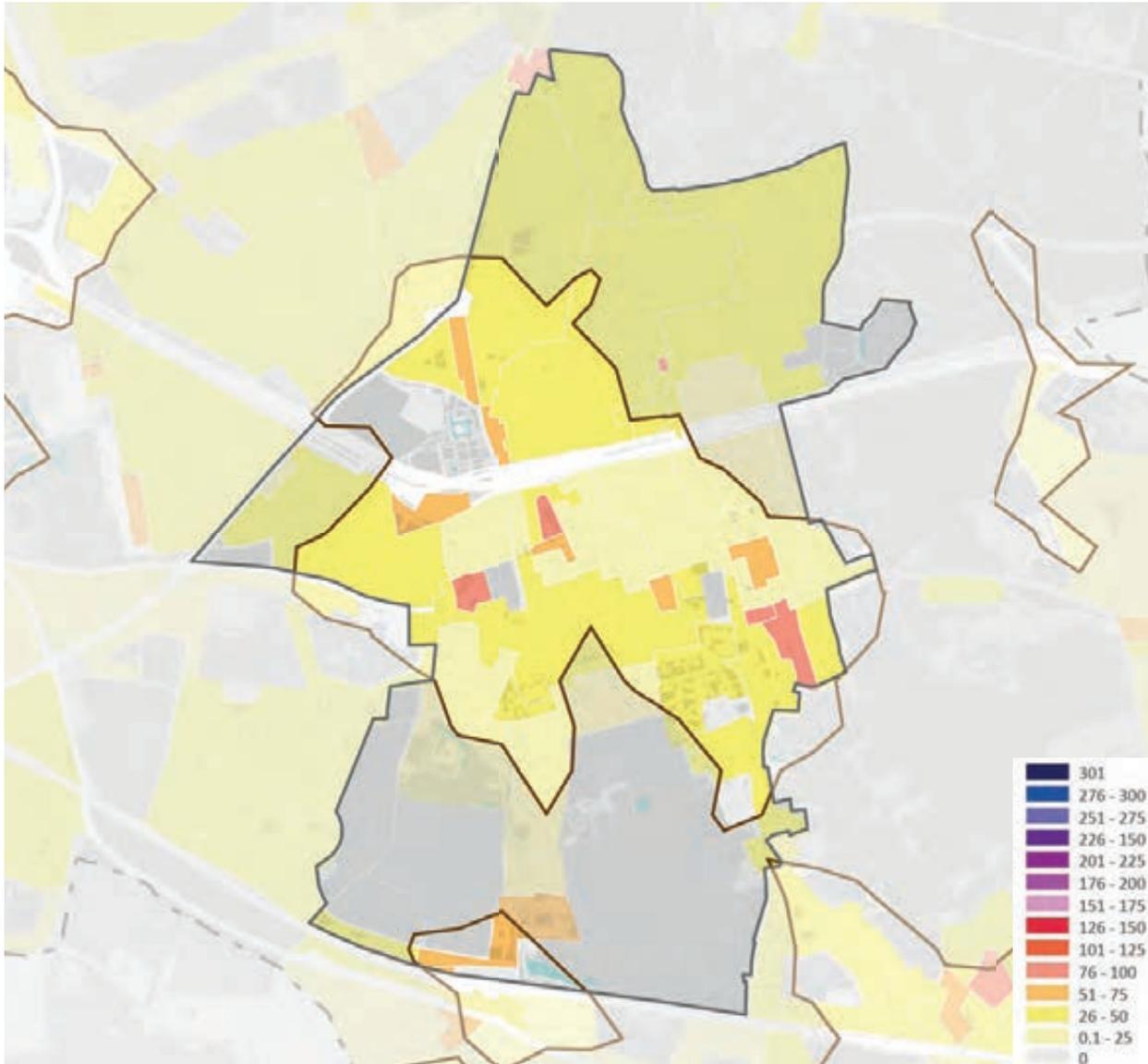


Figure 6.74: Dwelling Density units/ha + PTAL 3+

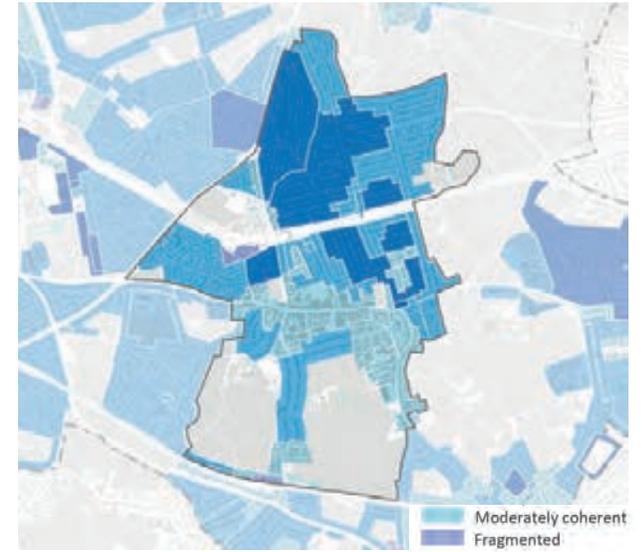


Figure 6.75: Sensitivity + PTAL 3+

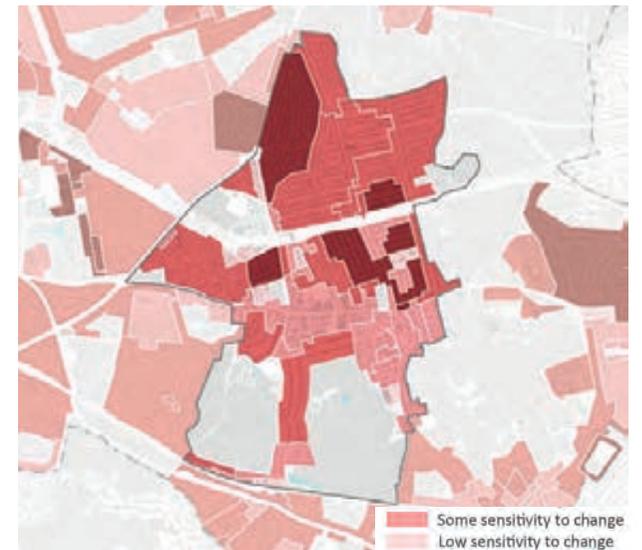


Figure 6.76: Coherence + PTAL 3+

### CAPACITY FOR GROWTH

The central part of Eltham, including the town centre and residential areas to the north, are highly accessible by public transport and low density (typically less than 50 homes per hectare). The areas with the lowest sensitivity and coherence are the town centre and nearby post-war estates.

### OPPORTUNITY FOR CHANGE

Due to its established urban form and lack of vacant sites, the only opportunity for Transformation in Eltham is the small industrial site adjoining Mottingham rail station. The town centre and nearby post-war estates could see a Transition/Enhancement towards a new character. The rest of the borough is generally coherent and should see Reinforcement through contextual development.

Each of these areas is discussed in detail on the following pages.

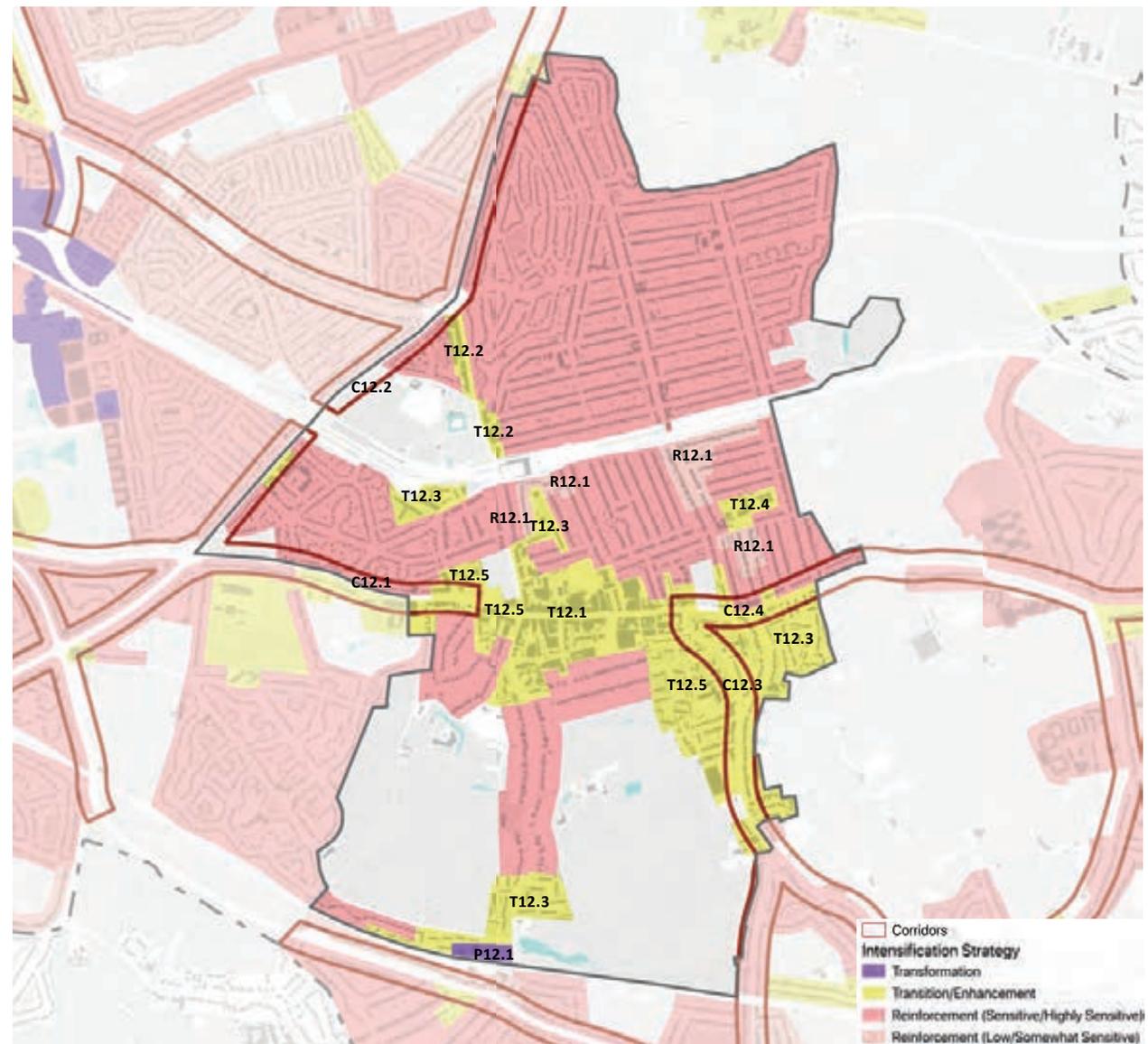


Figure 6.77: Intensification strategy

Transformation/ Placemaking	Principles	Sensitivities
<ul style="list-style-type: none"> <li>• Mottingham Station Site (P12.1)</li> </ul>	<p>Opportunity for comprehensive mixed-use development adjacent to the station:</p> <ul style="list-style-type: none"> <li>• Establish active frontages onto Court Road and Middle Park Avenue;</li> <li>• Heights of up to 5 storeys, with up to 6 storeys on Court Road including mansard or set-back storey;</li> </ul>	<ul style="list-style-type: none"> <li>• Eltham Palace CA</li> <li>• Views towards Eltham Palace and open green character</li> </ul>

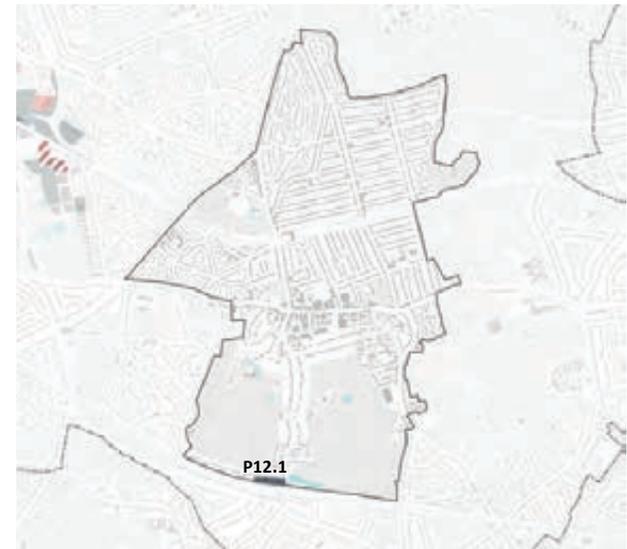


Figure 6.78: Transformation / placemaking

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>• Eltham Hill (C12.1),</li> <li>• Westthorne Avenue (C12.2)</li> <li>• Footscray Road (C12.3)</li> <li>• Eltham High Street (eastern end) (C12.4)</li> </ul>	<p>Opportunity to intensify and enhance the corridor, transforming it from a thoroughfare to a civic street, replacing smaller buildings with larger buildings that front parallel onto the street and provide a greater level of enclosure:</p> <ul style="list-style-type: none"> <li>• Interventions could include infill development on vacant or under-used plots, selective redevelopment, and consolidation of plots by redeveloping neighbouring buildings into larger structures;</li> <li>• Potential for larger apartment buildings to be 3 full storeys, with one additional inhabited mansard roof or set-back storey along the corridor frontage only;</li> <li>• Potential for compact short terraces of town houses of 3 storeys along the corridor frontage and to the rear of properties;</li> <li>• Buildings to respect common building lines and to retain the rhythm of gaps between buildings along the corridor (i.e. not create long runs of continuous terraces);</li> <li>• Development to respond sensitively to adjoining development that remains unchanged, and avoid major changes in building height;</li> </ul>	<ul style="list-style-type: none"> <li>• Eltham Green CA</li> <li>• Progress Estate CA</li> <li>• Well Hall Pleasance CA</li> <li>• Eltham Palace CA</li> </ul>

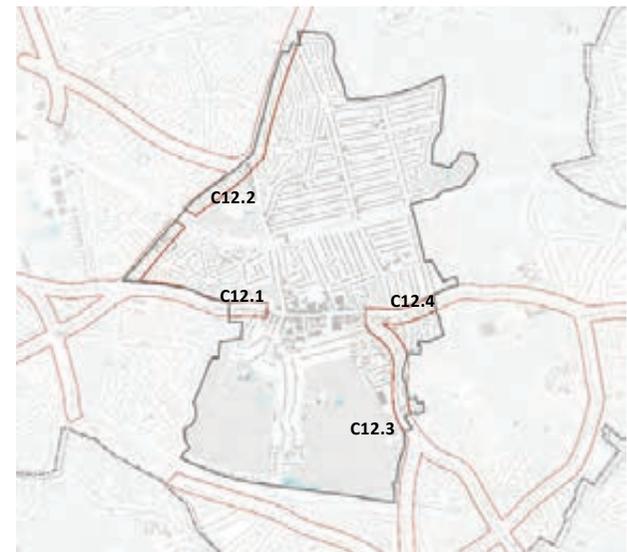


Figure 6.79: Corridor improvements

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Eltham Town Centre (T12.1)</li> </ul>	<p>Opportunity for enhancement and intensification of the town centre:</p> <ul style="list-style-type: none"> <li>Selective replacement of smaller low-rise properties on the high street with larger mixed-use buildings with residential upper floors, to respond appropriately to the fine-to-medium grain context on the High Street;</li> <li>Redevelopment of parking, servicing and/or underused areas to the rear of buildings fronting onto the high street;</li> <li>Establish a network of well defined and supervised routes through backlands, with frequent links to the high street;</li> <li>Heights to be contextual on the high street frontage – typically 3 storeys parapet height with potential to increase heights to the rear up to 5 storeys including set-back storey or mansard roof where not visually prominent;</li> <li>Development to respond sensitively to existing context and heritage, and enhance views;</li> </ul>	<ul style="list-style-type: none"> <li>Well Hall Pleasaunce CA</li> <li>Eltham Palace CA</li> </ul>
<ul style="list-style-type: none"> <li>Local centre (T12.2)</li> </ul>	<p>Opportunity to enhance and intensify local centre:</p> <ul style="list-style-type: none"> <li>Shop-front improvements;</li> <li>Public realm improvements;</li> <li>Selective replacement of low-rise and/or under-used building with little character value;</li> <li>Additional storey on existing of mixed-use buildings</li> <li>Total heights of up to 4 storeys including top floor as mansard roof or set-back storey where fronting onto main route serving the centre, and 3 storeys to the rear;</li> <li>Frontage to create a rhythm of vertical facades that provide a sense of a fine-to-medium grain;</li> </ul>	<ul style="list-style-type: none"> <li>Well Hall Pleasaunce CA</li> <li>Eltham Palace CA</li> </ul>

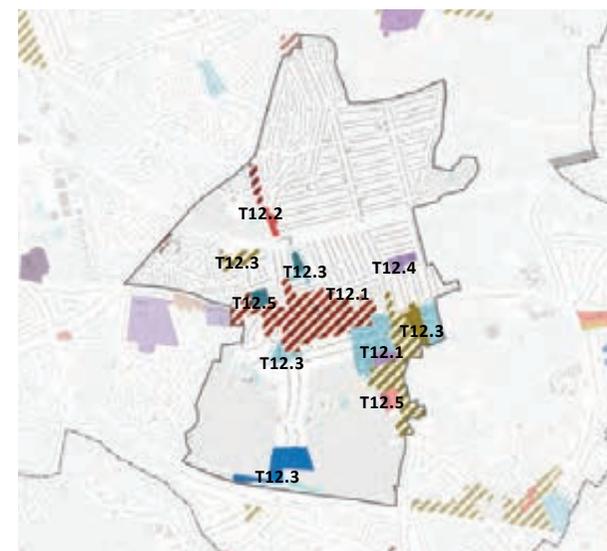


Figure 6.80: Transition

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Housing estates (T12.3)</li> </ul>	<p>Opportunity to enhance and better integrate estate with its surrounding and deliver additional homes:</p> <ul style="list-style-type: none"> <li>Create street-based environments with better definition and natural surveillance of streets by improving the street interface, creating development with secure courtyards, orienting development parallel to the street, and addressing back-to-front conflicts;</li> <li>Comprehensive approach to estate renewal;</li> <li>Infill development of open corners, underused green spaces, garage sites or car parks;</li> <li>Potential for minimal selective redevelopment to overcome structural issues in the estate design;</li> <li>Building heights of 2 - 4 storeys with heights responding contextually to existing heights;</li> <li>Investment into estates to enhance the quality of accommodation and amenities for existing residents and not only new residents;</li> <li>Aiming to create streets and public spaces of high design quality across estates and integrating them with the route network in the area;</li> <li>Establish a low-or-medium rise development at the base of existing high-rise building that integrates with surrounding built fabric and better defines the street space;</li> </ul>	<ul style="list-style-type: none"> <li>Blackheath Park CA</li> <li>Eltham Green CA</li> </ul>
<ul style="list-style-type: none"> <li>Institutions (schools) (T12.4)</li> </ul>	<p>Opportunity to intensify institutional sites:</p> <ul style="list-style-type: none"> <li>Infill development on underused or surplus sites to provide homes and to enhance the urban environment and setting of the institution;</li> <li>Heights up to 3 storeys and sensitive to context;</li> </ul>	
<ul style="list-style-type: none"> <li>Other transition areas (T12.5)</li> </ul>	<p>Opportunity to enhance the coherence of the area with more buildings of similar type and scale, and a common relationship with street:</p> <ul style="list-style-type: none"> <li>Potential for selective redevelopment and infill development;</li> <li>Development to strengthen prevailing building lines where appropriate and create a more coherent height profile along the street;</li> </ul>	<ul style="list-style-type: none"> <li>Eltham Palace CA</li> </ul>

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Reinforcement areas (R12.1)</li> </ul>	<p>Opportunity for intensification through contextual infill development:</p> <ul style="list-style-type: none"> <li>Development to reinforce the prevailing character through a contextual response to common building lines, shoulder heights, roof form, grain and materiality especially on street or side facing sides;</li> </ul>	<ul style="list-style-type: none"> <li>Eltham Green CA</li> <li>Progress Estate CA</li> <li>Well Hall Pleasance CA</li> <li>Eltham Palace CA</li> </ul>

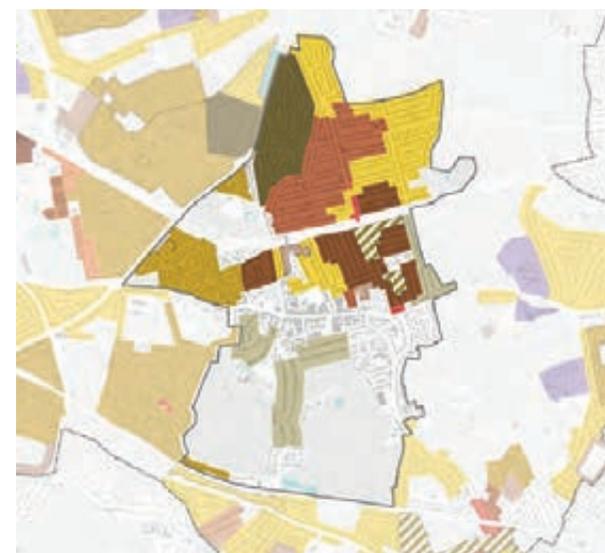


Figure 6.81: Reinforcement

## TALL BUILDING RECOMMENDATIONS

The adjoining plan illustrates the tall building recommendations for Eltham and the table on the following page provides full details.

There is no opportunity for tall buildings in Eltham town centre due to the elevated and visually exposed location, a delicate fine grain historic high street environment with heritage assets, adjoining conservation areas and low rise housing, and to protect its sensitive skyline dominated by the spire of St. John the Bapstist Parish Church, and avoid detracting from Eltham Palace and its setting. However, there is potential for local landmark tall buildings to mark Eltham Station and Mottingham Station

<b>Tall Buildings</b>	<b>Tall Building Recommendations</b>
★ Spires / Small tower	▨ Area of Search
<b>Heights</b>	<b>Landmarks (LM)</b>
● 10-12 Storeys	★ Local Scale (6 storeys)
● 13-15 Storeys	★ Local Scale (7 storeys)
● 15-20 Storeys	➔ Key Structuring View
● 21-25 Storeys	
<b>Status</b>	<b>Sensitivities</b>
● Existing	■ Highly Sensitive
● Under construction	■ Sensitive
● Planning Permission	▭ Conservation Area

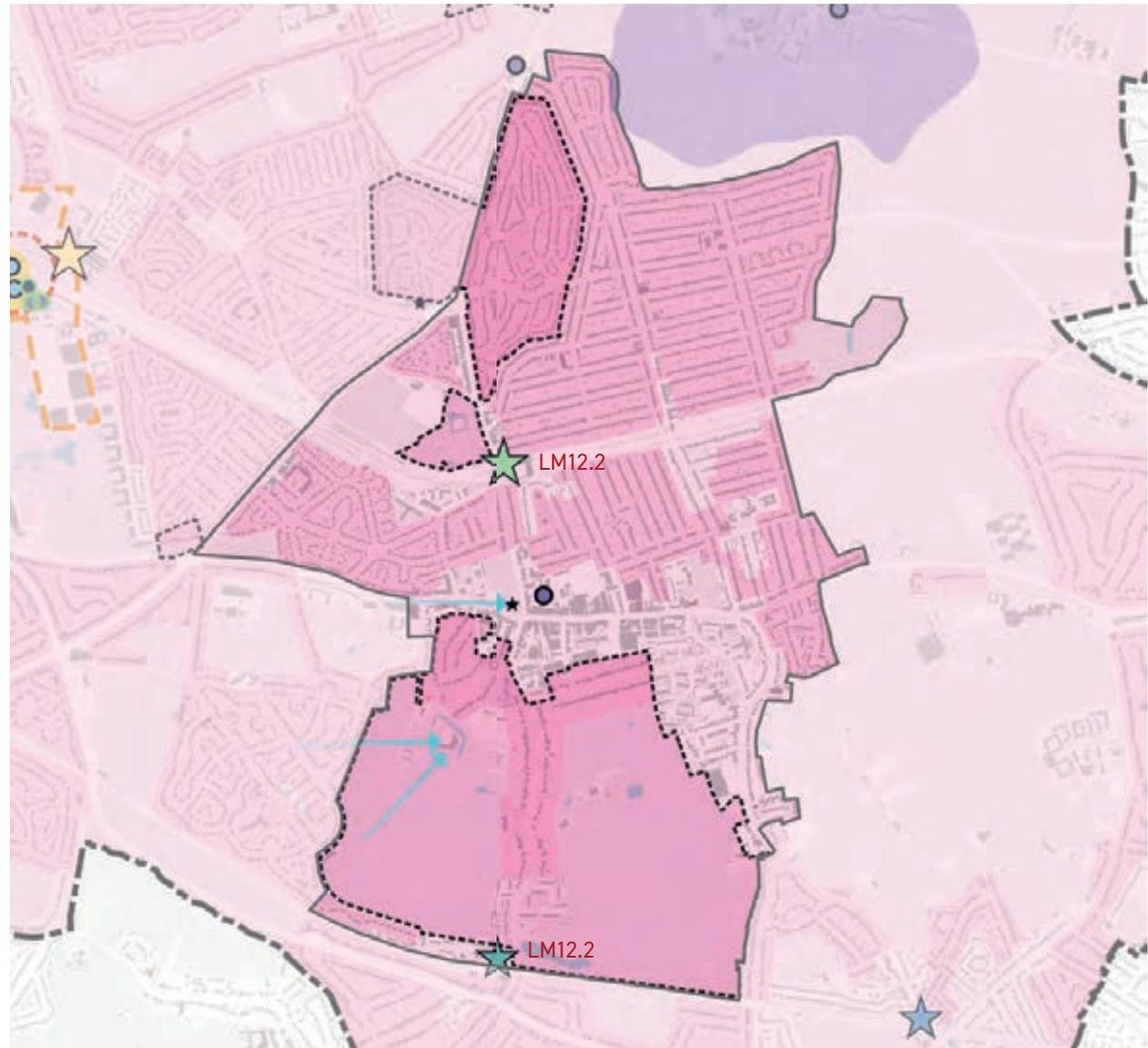


Figure 6.82: Tall building opportunities and sensitivities

Code	Promoting Factors	Context Height	Recommendations	Sensitivities
LM12.1	<ul style="list-style-type: none"> <li>To enhance legibility of rail station and intensify area of higher PTAL</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2 storeys (varied)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for a singular local landmark building (LM12.1) of up to 3x the context height (no more than 7 storeys) to mark the station on Well Hall Road to enhance wayfinding, deliver an improved station environment and bus interchange, and intensify around the station, as well as to provide a visual marker of Eltham on the A2.</li> <li>Site is situated on relatively low ground so its height is less pronounced or visible in the wider context of the town.</li> <li>Tall building to avoid adverse impact on neighbouring low rise buildings or to detract from Well Hall Pleasance Conservation Area and the Progress Estate Conservation Areas, their heritage assets, strategic and local views.</li> </ul>	<ul style="list-style-type: none"> <li>Well Hall Pleasance Conservation Area</li> <li>Progress Estate Conservation Areas</li> <li>Local and strategic views</li> <li>Low-rise residential area</li> </ul>
LM12.2	<ul style="list-style-type: none"> <li>To enhance legibility of rail station and intensify area of higher PTAL</li> </ul>	<ul style="list-style-type: none"> <li>CH: 1-3 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for a singular local landmark building (LM12.1) of up to to 3x the context height (no more than 6 storeys) to mark the station on Court Road and to assist the intensification and enhancement of the station environment.</li> <li>Tall building to avoid adverse impacts on neighbouring low rise buildings or heritage assets including views to Eltham Palace.</li> </ul>	<ul style="list-style-type: none"> <li>Eltham Palace Conservation Area</li> <li>Eltham Palace</li> <li>Local views</li> <li>Low-rise residential area</li> </ul>

**Table 5.9: Tall building recommendations - Eltham**



Image 6.35: University of Greenwich

At any time

# 13. AVERY HILL

## PRESENT DAY CONTEXT

Avery Hill is a residential neighbourhood fringing the north, east and south sides of Avery Hill Park; it is bounded to the north by the Bexleyheath rail line and A2 dual carriageway, and to the south by the Dartford Loop rail line, and the borough boundary forms its eastern edge.

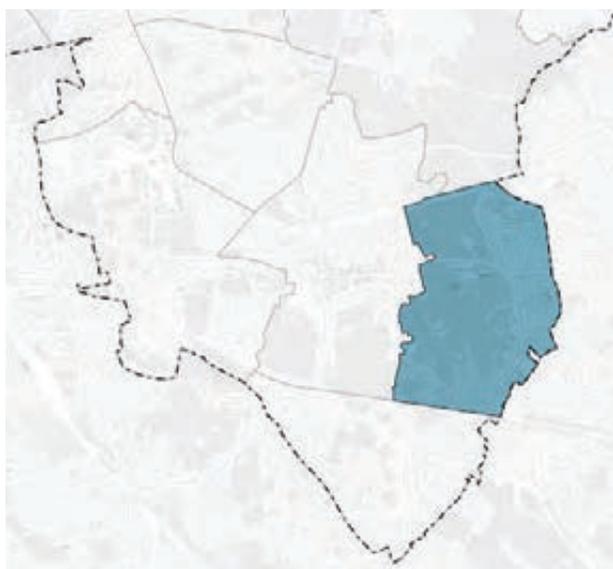


Figure 6.83: Location map



Image 6.36: Avery Hill aerial image

(copyright Google)

## HISTORIC DEVELOPMENT

Avery Hill Park estate has its origins in the late 19th century specimen tree planting of the hill by sugar magnet James Boyd. Nitrate fertiliser millionaire Colonel John Thomas North bought the site in 1888. He immediately began building and extending the house to provide a great hall, ballroom, sculpture gallery, marble staircase and the biggest glazed Winter Garden building after Kew Gardens. The Winter Garden, West Lodge and Gateway are Grade II listed. In the early 20th century, the London County Council purchased Avery Hill and converted it into the largest women's residential teacher training college in London, adding many new buildings. The elevated site of the listed buildings and the setting in a mature park are susceptible to intrusion from tall buildings in many long views and vistas.



Image 6.37: The Winter Garden, Avery Hill



Image 6.38: Col. John Thomas North (1842-1896)

## PLACE STRUCTURE

Avery Hill rises gently from south to north. The area is primarily structured by Avery Hill Park together with adjacent open spaces and institutional sites, which together take up most of the centre of the area. While access routes cross the area and enable pedestrians and cyclists to traverse it, there is no through vehicular access. North to south the open space uses include a golf club, environmental education site, secondary school, cemetery and crematorium, university campus, allotment site, and several sports grounds. Vehicular movement is confined to the periphery of this area, principally Bexley Road, Riefield Road, Avery Hill Road, Footscray Road and Green Lane. Local centre facilities are provided in short parades in the south at Footscray Road near New Eltham Station and in the north at Bexley Road and near Falconwood station. The different residential neighbourhoods served by these routes are almost entirely cut off from alternative access: there are rail lines to the north and south, and to the east only two routes—Halfway Street and Old Farm Avenue—cross the borough boundary.

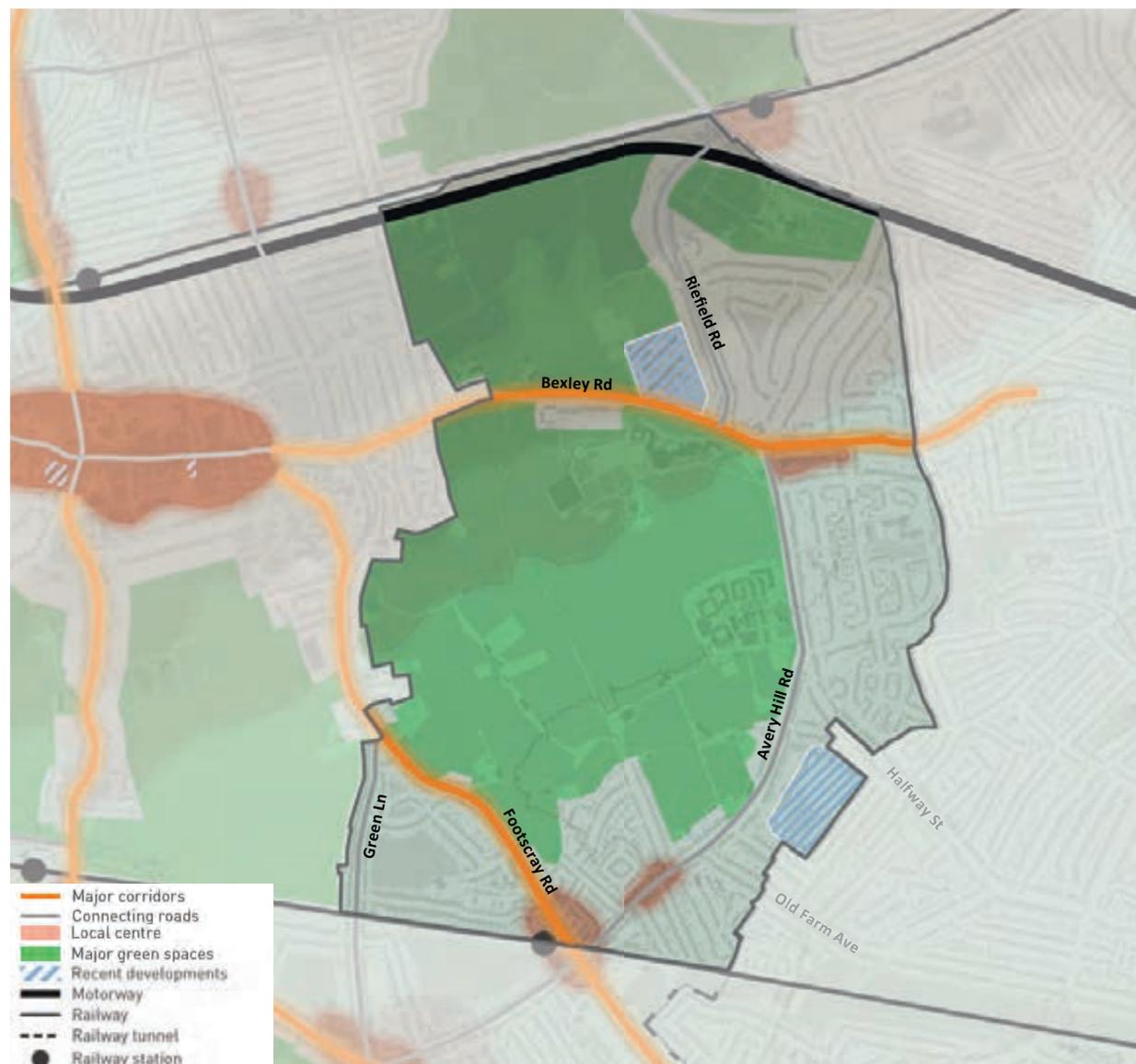


Figure 6.84: Place structure



Image 6.39: New Eltham rail station



Image 6.40: Leafy residential street



Image 6.42: Post-war local centre



Image 6.41: Suburban semi-detached properties



Image 6.43: Low-density suburban housing

## CHARACTER AND TOWNSCAPE FEATURES

Avery Hill is a predominantly low-density residential area with most of its development dating from the interwar and postwar periods, marking the transition from garden suburb to modernist planning approaches. In the older south-western part of the area, Cambridge Green is arranged geometrically with generous cottage style semi-detached houses fronting a shared green and road access confined to the south side. To the east, the Alderwood and Southspring estates accommodate postwar buildings on a garden suburb footprint, with more modest terraced houses and less formally-arranged open spaces; it is traversed east-west by a rather irregular central green space fronted by a series of flatted blocks. North of Bexley Road, there is much less influence of garden suburb design approaches. Here instead are often quite long straight streets of houses, semi-detached or in short terraces, with large front and rear gardens, with few public open spaces.



Figure 6.85: Character and townscape

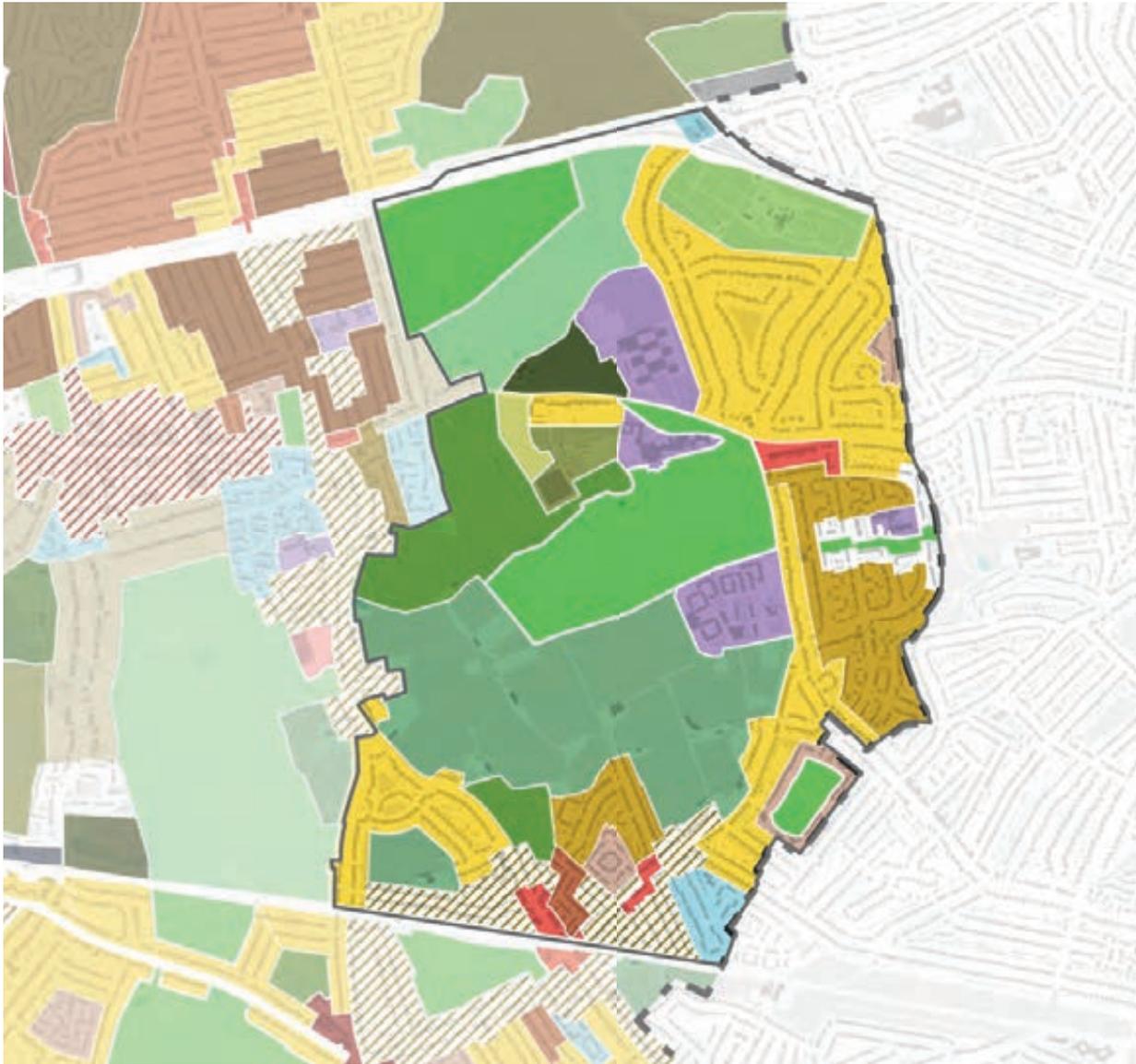


Figure 6.86: Urban typologies

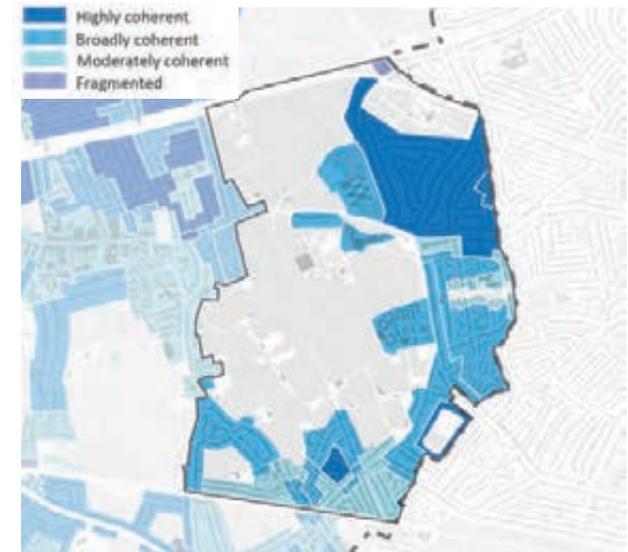


Figure 6.87: Coherence

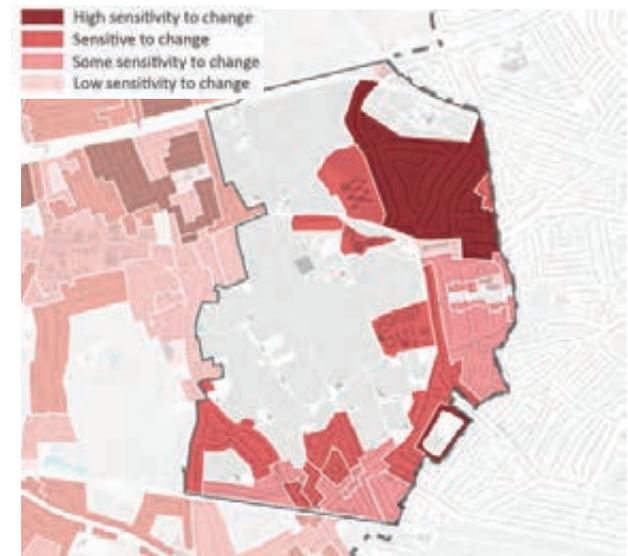


Figure 6.88: Sensitivity

There are a number of modern developments of moderate size, principally on former industrial land as at Stanley Court or disused sports grounds as at Holland Gardens, which have a single access point and hence are inevitably rather introverted in character. While the area as a whole enjoys excellent access to major open space amenities including Avery Hill Park, access to local green spaces is deficient due partly to distribution and partly due to the street pattern of long blocks. Furthermore the area's open space assets are often rather secluded, with few access points and poor visibility from surrounding streets.

A number of features of the area detract from its townscape quality. The A2 road corridors imposes severance, noise and air pollution impacts on the surrounding areas. Many of the housing areas feel very suburban and isolated, their layouts car-dominated and car-dependent. The local centre facilities are in peripheral locations.



Image 6.44: Post-war residential slab block in Avery Hill

## BUILDING HEIGHTS

Avery Hill is a predominantly low-rise area, with most development rising to two or three storeys. The few exceptions include a series of five-storey flatted blocks at the east boundary of the Alderwood estate, as well as buildings on several of the institutional sites—the university buildings on the Avery Hill Training College and Southwood sites, and at Eltham Crematorium.

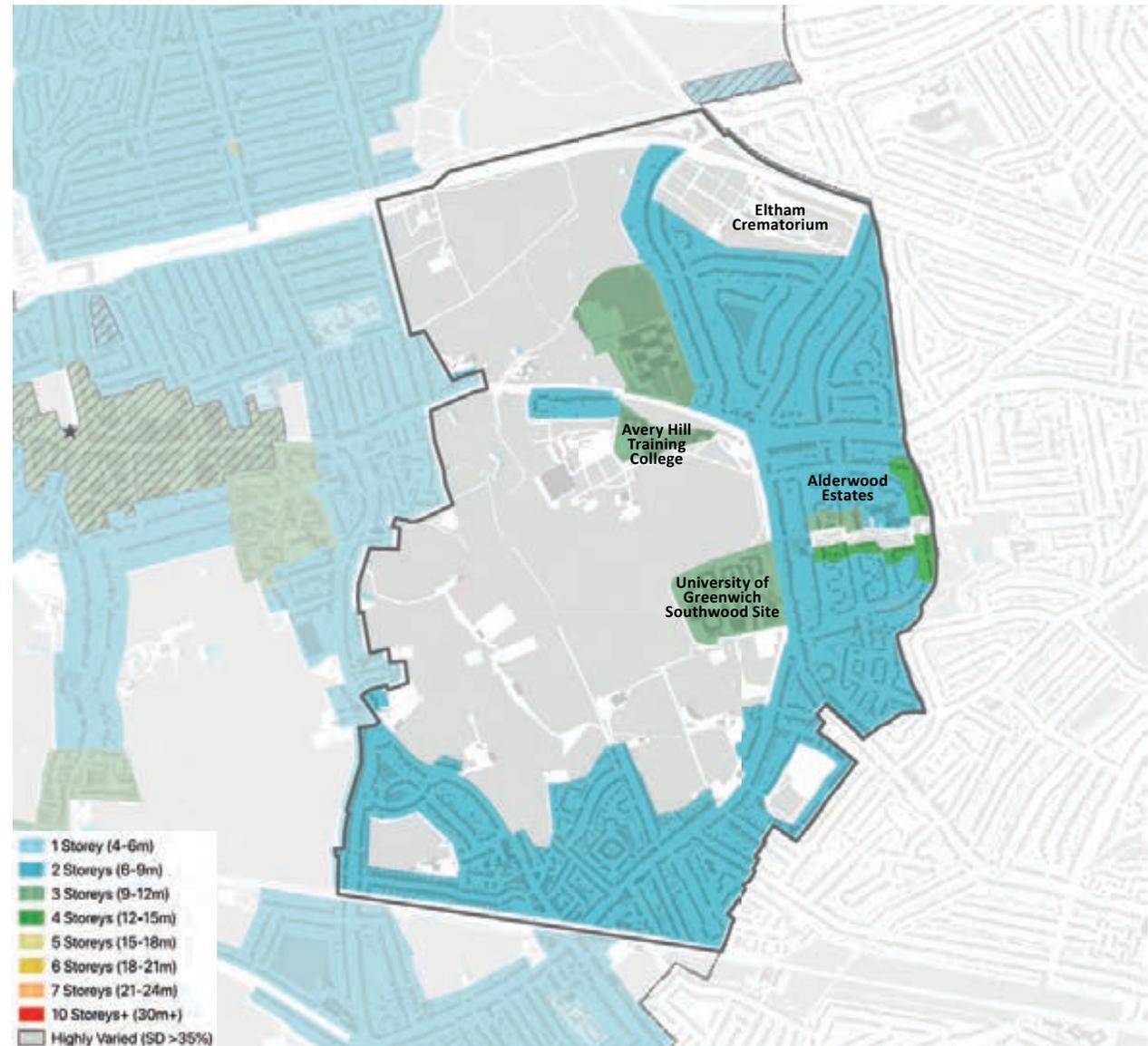


Figure 6.89: Context heights

## HERITAGE, CONSERVATION AND VIEWS

There are no Conservation Areas in Avery Hill, however the gate lodge and grand conservatory of the Avery Hill Training College, now part of the University of Greenwich, are Grade II listed.

Avery Hill Park allows for long views westwards towards Eltham Lodge and Eltham Palace, as well as towards the north and east. Full details on significant views are provided in the Heritage Appendix.

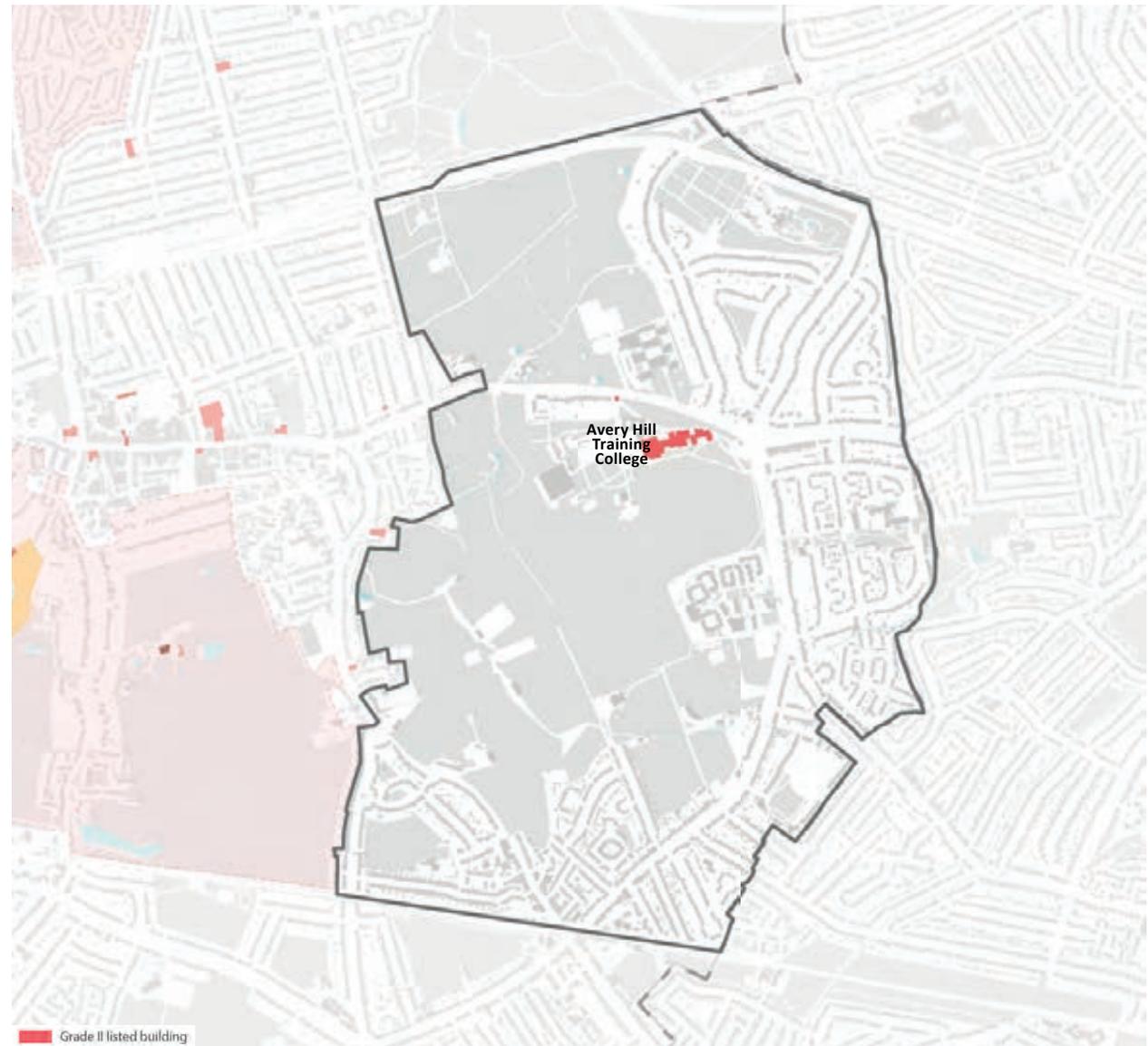


Figure 6.90: Heritage and conservation

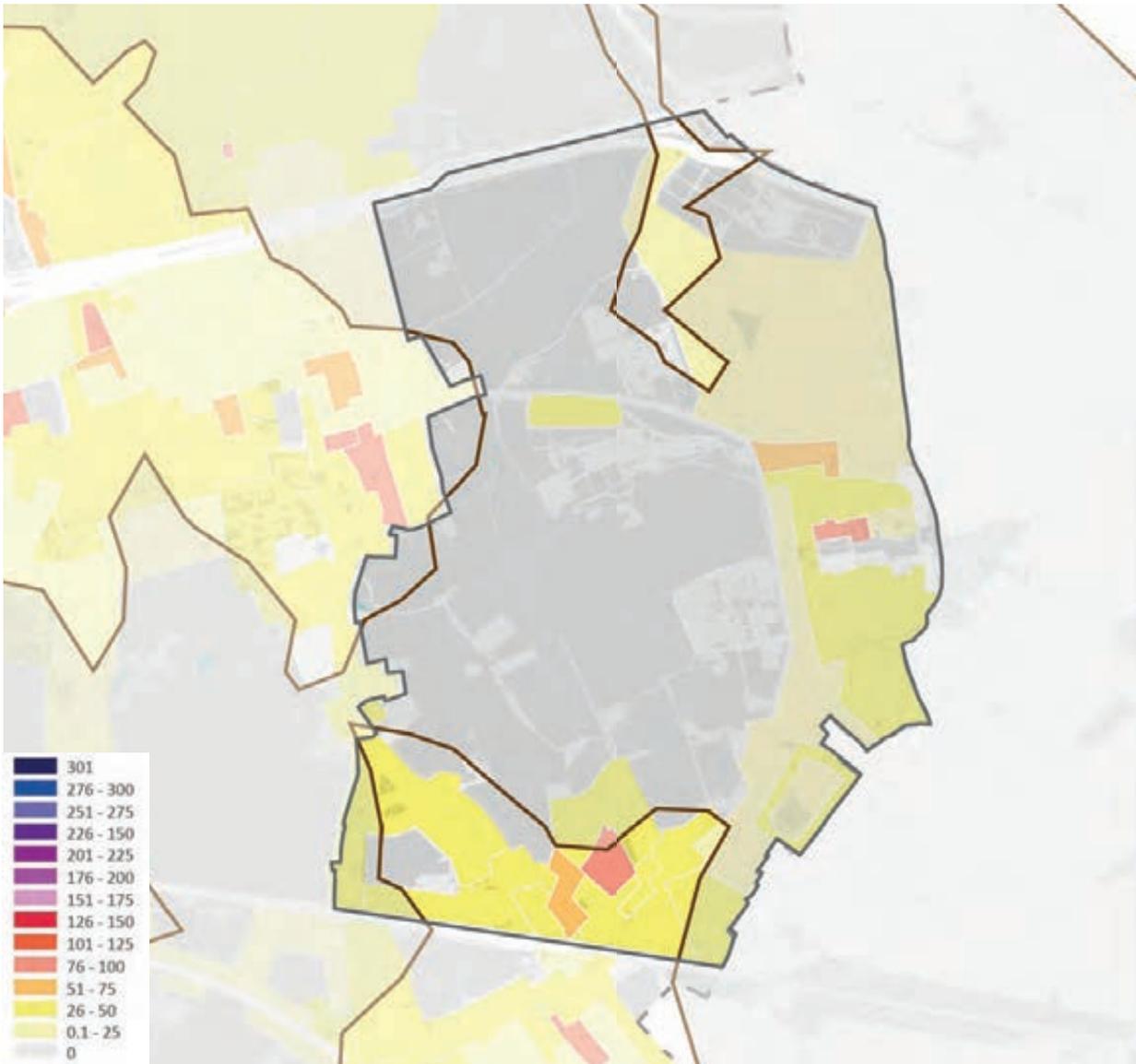


Figure 6.91: Dwelling Density units/ha + PTAL 3+

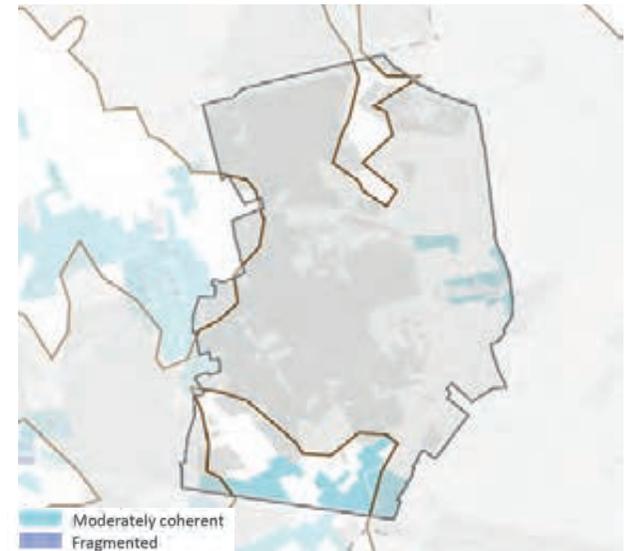


Figure 6.92: Sensitivity + PTAL 3+

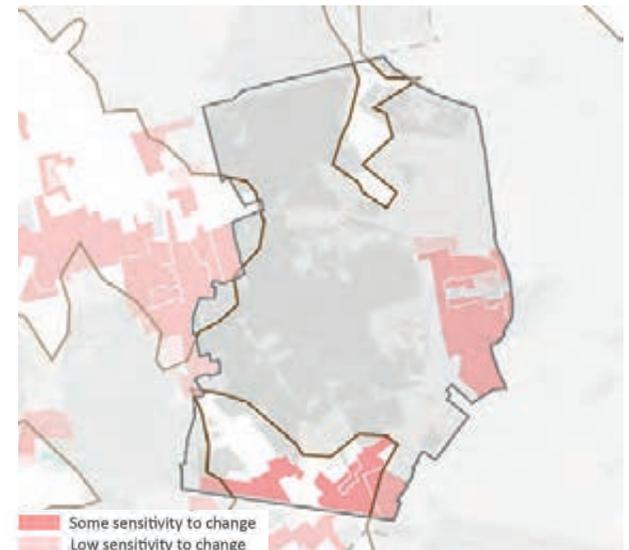


Figure 6.93: Coherence + PTAL 3+

## CAPACITY FOR GROWTH

Avery Hill centre, near New Eltham rail station, is the most accessible part of the Place and exhibits generally low densities, with areas of low sensitivity and coherence, which offer potential for growth and change.

## OPPORTUNITY FOR CHANGE

The mixed residential character areas in the south of Avery Hill offer potential for Transition/Enhancement as they do not display a coherent character. There is similarly some opportunity with the post-war housing on the eastern edge of the Place. The rest of Avery Hill should see Reinforcement through contextual development, with more substantial development opportunities along Footscray Road, Avery Hill Road and Bexley Road.

Each of these areas is discussed in detail on the following pages.

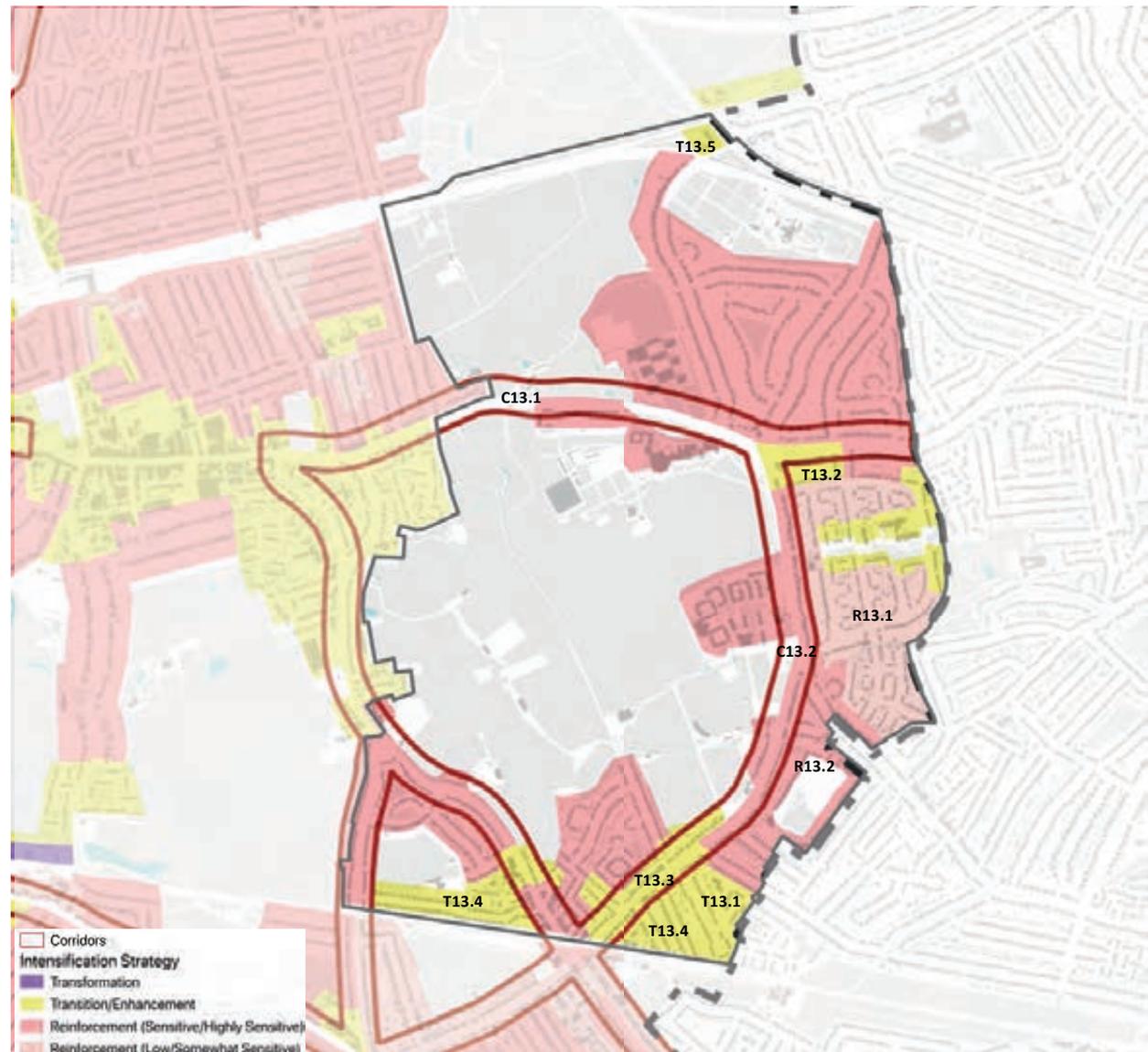


Figure 6.94: Intensification strategy

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>• Bexley Road (C13.1)</li> <li>• Avery Hill Road (C13.2)</li> </ul>	<p>Opportunity to intensify and enhance the corridor, transforming it from a thoroughfare to a civic street, replacing smaller buildings with larger buildings that front parallel onto the street and provide a greater level of enclosure:</p> <ul style="list-style-type: none"> <li>• Interventions could include infill development on vacant or under-used plots, selective redevelopment, and consolidation of plots by redeveloping neighbouring buildings into larger structures;</li> <li>• Potential for larger apartment buildings to be 3 full storeys, with one additional inhabited mansard roof or set-back storey along the corridor frontage only (Bexley Road only);</li> <li>• Potential for compact short terraces of town houses of 3 storeys along the corridor frontage and to the rear of properties;</li> <li>• Buildings to respect common building lines and to retain the rhythm of gaps between buildings along the corridor (i.e. not create long runs of continuous terraces);</li> <li>• Development to respond sensitively to adjoining development that remains unchanged, and avoid major changes in building height</li> </ul>	



Figure 6.95: Corridor improvements

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Housing estates (T13.1)</li> </ul>	<p>Opportunity to enhance and better integrate estate with its surrounding and deliver additional homes:</p> <ul style="list-style-type: none"> <li>Create street based environments with better definition and natural surveillance of streets by improving the street interface, creating development with secure courtyards, orienting development parallel to the street and addressing back-to-front conflicts;</li> <li>Comprehensive approach to estate renewal;</li> <li>Infill development of open corners, underused green spaces, garage site or car parks;</li> <li>Potential for minimal selective redevelopment to overcome structural issues in the estate design;</li> <li>Building heights of 2 - 4 storeys with heights responding contextually to existing heights;</li> <li>Investment in estates to enhance the quality of accommodation and amenities for existing residents and not only new residents;</li> <li>Aiming to create streets and public spaces of high design quality across estates and integrating them with the route network in the area;</li> </ul>	
<ul style="list-style-type: none"> <li>Bexley Road Local Centre (T13.2)</li> <li>Avery Hill Road Local Centre (T13.3)</li> </ul>	<p>Opportunity to enhance appearance and intensify local centre:</p> <ul style="list-style-type: none"> <li>Shop-front improvements;</li> <li>Public realm improvements;</li> <li>Potential for selective redevelopment and development of car parking and servicing areas to the rear of local centres;</li> <li>Building heights up to 4 storeys on Bexley Road and 3 storeys to the rear;</li> <li>Building heights up to 3 storeys at Avery Hill Road Local Centre</li> </ul>	
<ul style="list-style-type: none"> <li>New Eltham Station mixed area (T13.4)</li> </ul>	<p>Opportunity to enhance the level of coherence of area and intensify area around New Eltham Station:</p> <ul style="list-style-type: none"> <li>Potential for selective redevelopment and infill development of vacant or underused sites;</li> <li>Development to strengthen prevailing building lines where appropriate and create a more coherent height profile along the street;</li> <li>In close proximity to New Eltham Station potential for apartment buildings of up to 4 storeys including expressed mansard roof or top-floor set-back;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> </ul>
<ul style="list-style-type: none"> <li>Falconwood Station residential (T13.5)</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to enhance the level of coherence of area and intensify area in the proximity of Falconwood Station.</li> </ul>	<ul style="list-style-type: none"> <li>Shepherd Leas Wood and Oxleas Woods</li> </ul>

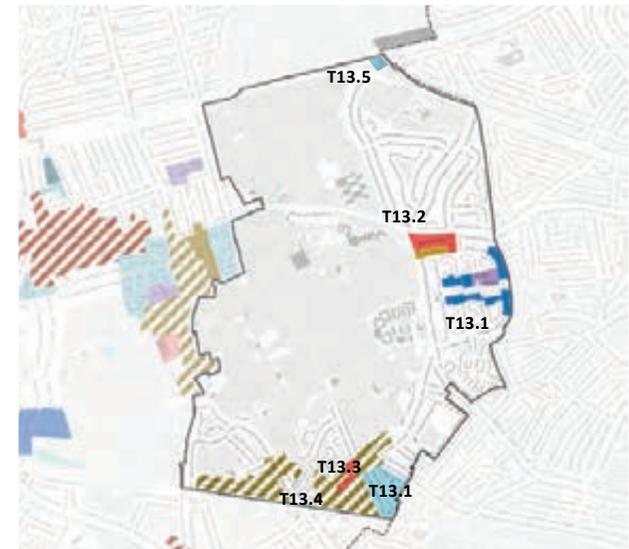


Figure 6.96: Transition

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Residential estates with lower sensitivity to change (R13.1)</li> </ul>	<p>Opportunity to intensify area with compact development of slightly increased height that contribute to an enhanced character:</p> <ul style="list-style-type: none"> <li>Potential for infill development on open corners, leftover or underused sites where buildings can establish better spatial definition of streets or public spaces, having regard to common building lines;</li> <li>Potential for the selective redevelopment of neighbouring or adjoining houses with small apartment buildings or compact terraced houses keeping the general rhythm and openness of development;</li> <li>Addition of one full storey to houses (where appropriate) but only where change would need to affect all buildings of an entire run of a short terrace or adjoining semi-detached houses, not just a part of it, and be of high design quality;</li> <li>Building heights of up to 3 storeys on new development can be considered subject to privacy, amenity and character;</li> <li>Development to avoid loss of the green and open character of garden space – hence outbuildings of only a single storey should be considered;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Listed and locally listed buildings, buildings that make a positive heritage contribution</li> </ul>
<ul style="list-style-type: none"> <li>Other reinforcement areas (R13.2)</li> </ul>	<p>Little opportunity for intensification:</p> <ul style="list-style-type: none"> <li>Development to reinforce the prevailing character through a contextual response to common building lines, shoulder heights, roof form, grain and materiality especially on street frontage or side facing sides;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Listed and locally listed buildings, buildings that make a positive heritage contribution</li> </ul>

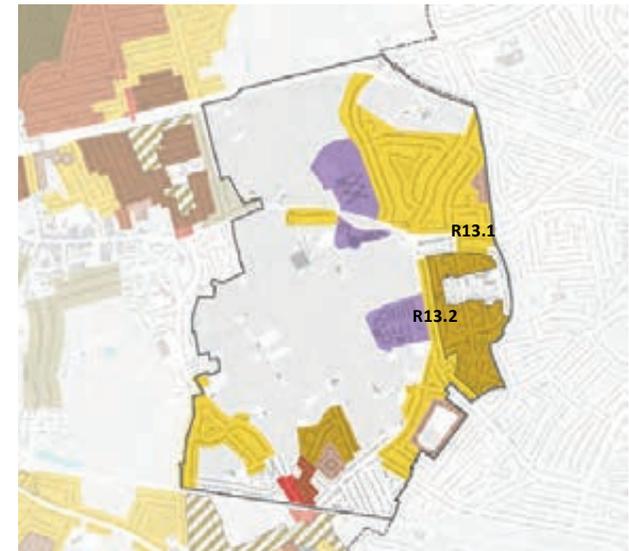


Figure 6.97: Reinforcement

## TALL BUILDING RECOMENDATIONS

The adjoining plan illustrates the tall building recommendations for Avery Hill and the table on the following page provides full details.

There is opportunity for a large building to mark New Eltham rail station.

- Tall Building Recommendations**
-  Area of Search
- Landmarks (LM)**
-  Local Scale (5 storeys)
  -  Local Scale (7 storeys)
-  Sensitive
-  Conservation Area

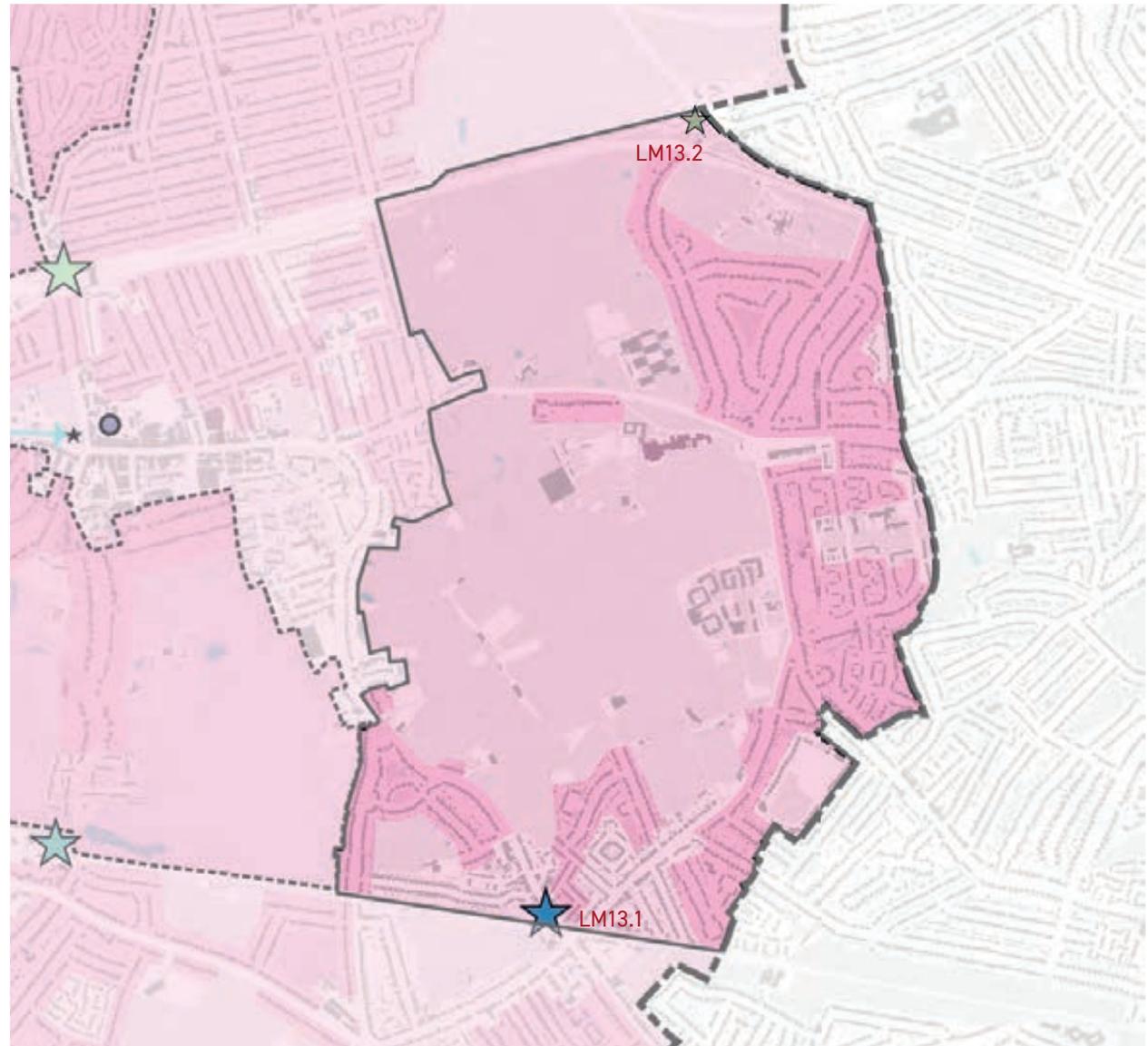


Figure 6.98: Tall building opportunities and sensitivities

Code	Promoting Factors	Context Height	Recommendations	Sensitivities
LM13.1	<ul style="list-style-type: none"> <li>To enhance legibility of rail station, animate the high street and intensify area of higher PTAL</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for a singular local landmark building of up to 5 storeys to mark the station on Footscray Road and enhance wayfinding, animate the high street and to assist the intensification and enhancement of the station environment.</li> <li>Tall building to respond sensitively to the character and fine grain of the high street and avoid an overbearing impact on lowrise houses</li> </ul>	<ul style="list-style-type: none"> <li>Fine grain townscape of the high street with designated and undesignated heritage assets</li> <li>Low-rise residential area</li> </ul>
LM13.2	<ul style="list-style-type: none"> <li>To intensify area nearby the station, while enhancing local character</li> </ul>	<ul style="list-style-type: none"> <li>CH: 2-3 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity for a singular local landmark building of up to 3x the prevalent context height (no more than 7 storeys) to mark Falconwood Station and intensify around it, as well as to provide a modest visual marker approaching from Lingfield Crescent, Rochester Way, Riefield Road and the A2.</li> </ul>	<ul style="list-style-type: none"> <li>Low-rise residential area</li> <li>Proximity to Shepherdleas Wood and Oxleas Woods, a site of special scientific interest</li> </ul>

**Table 5.10: Tall building recommendations - Avery Hill**



Image 6.45: Attractive terrace along Footscray road



Image 6.46: Court Road

## 14. COLDHARBOUR / NEW ELTHAM

### PRESENT DAY CONTEXT

Coldharbour & New Eltham is the southernmost part of the district and borough, a low-density residential neighbourhood with large open spaces, bounded to the north by the Dartford Loop rail line and to the south-east and south-west by the borough boundary. Retail and commercial uses are concentrated on the corridor along Sidcup Road A20 and at New Eltham station, with community facilities located in the residential areas off the main routes.

### HISTORIC DEVELOPMENT

New Eltham is a residential suburb developed on farmland in the 1930s, centred on the original hamlet of Pope Street which was close to today's Avery Hill Road. Coldharbour is named after the 19th century Farm of the same name and the last working farm in London. Farming ceased in 1947 when the Metropolitan Borough of Woolwich began building the Coldharbour Estate. The housing estate was planned to meet the needs of families who lost their homes in WWII.

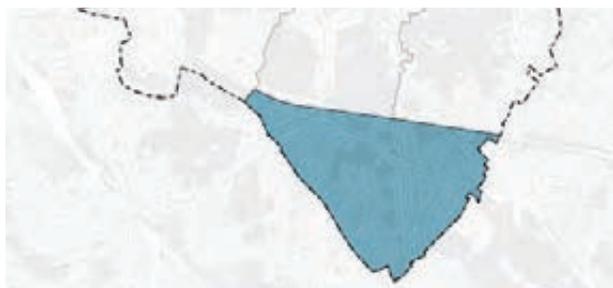


Figure 6.99: Location map



Image 6.47: Coldharbour / New Eltham aerial image

(copyright Google)

## PLACE STRUCTURE

Land rises consistently from the railway line in the north to the borough boundary in the south. Coldharbour & New Eltham's primary structuring element is the Dartford Loop rail line that forms its northern boundary. The railway both severs it from the rest of the borough, with only three points of access northwards, and connects it to the wider city via stations at Mottingham and New Eltham. Roughly parallel to the railway, the A20 Sidcup Road and A208 Mottingham Road are the principal vehicular routes providing access across the area and a focus for non-residential uses. Between these routes are a series of postwar residential neighbourhoods laid out in a hybrid of garden suburb and modernist planning principles, alternating with large open spaces and community facilities.

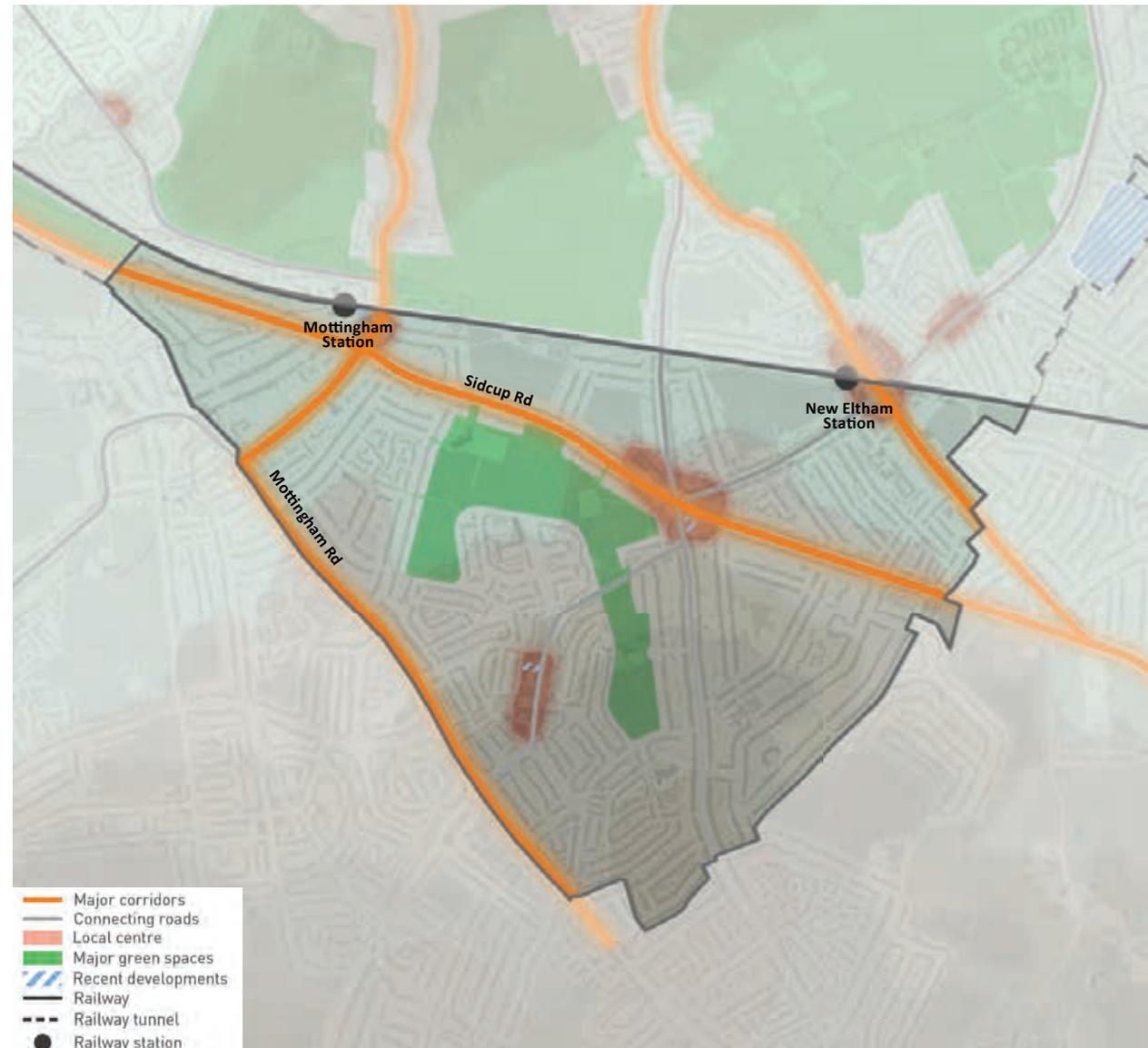


Figure 6.100: Place structure

## CHARACTER AND TOWNSCAPE FEATURES

Detractor:

- Sidcup Road Corridor dual carriageway – barrier, noise, pollution and detracts from character
- Local Centre on Sidcup Road / Green Lane lacks definition and sense of place

While the construction of the Dartford Loop rail line opened in 1866 and greatly improved access to the area, by 1900 it had only stimulated small clusters of residential development around Mottingham Road and Southwood Road. Coldharbour & New Eltham is therefore largely a twentieth century neighbourhood. Development in the first half of the 20th century extended from the two stations along relatively coherent networks of streets with semi-detached houses in large gardens lining relatively straight streets, linking up to provide good continuity and permeability. These areas have somewhat poor legibility however, with little provision of public open space and few landmarks that support wayfinding; for example both All Saint's and St. Andrew's churches are located on rather incidental sites.



Figure 6.101: Character and townscape

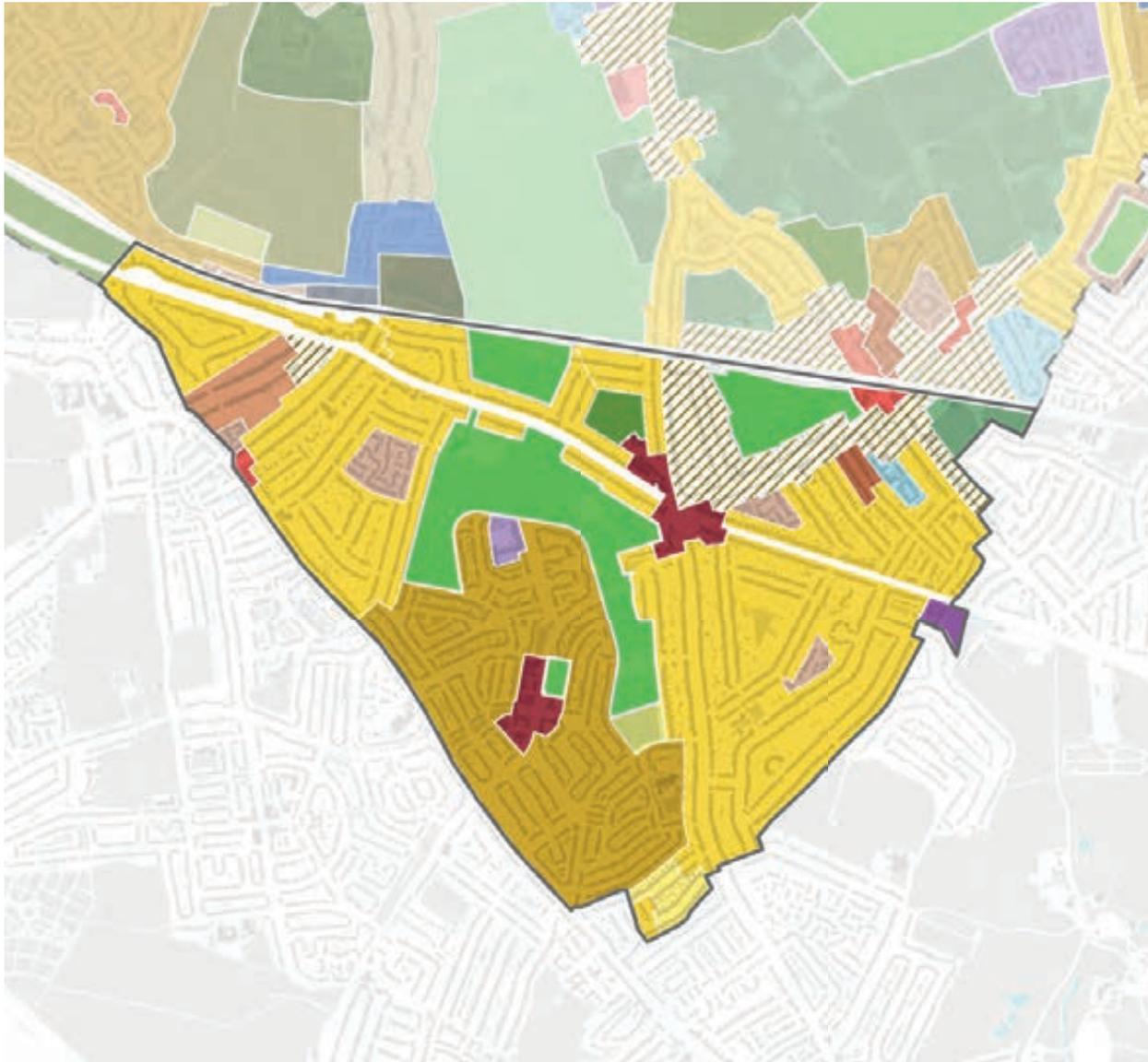


Figure 6.102: Urban typologies

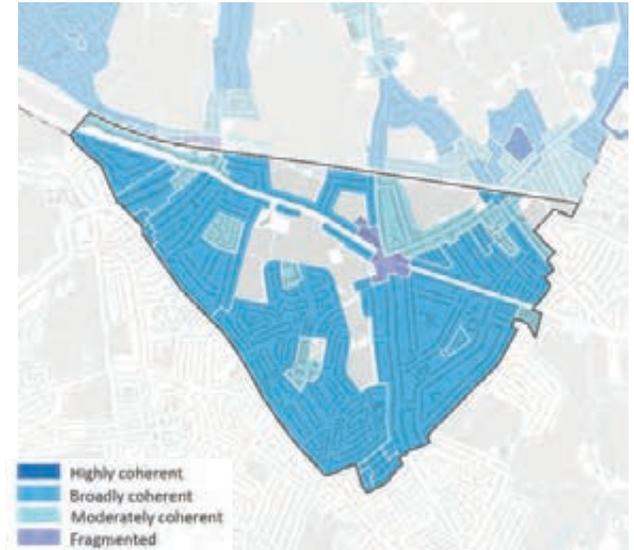


Figure 6.103: Coherence

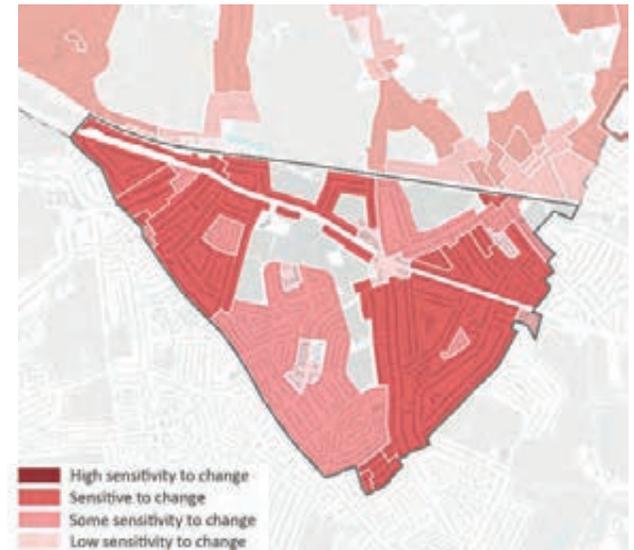


Figure 6.104: Sensitivity

## COLDHARBOUR / NEW ELTHAM

In the immediate postwar period, the Coldharbour Estate was laid out by the Metropolitan Borough of Woolwich in the remaining open land between the two stations, London's last working farm. This estate combines elements of garden suburb and modernist planning, with good-sized houses in short terraces and semi-detached arrangements with good sized gardens set out on broad streets, often with grass verges and parklets. While there is an emphasis throughout on vehicular movement, all open spaces are fronted by development providing good natural surveillance. Local centre facilities and flatted accommodation are provided in a distinctive and attractive formal cluster on the Coldharbour Estate at William Barefoot Drive. Open space uses include formal gardens, sports fields and allotment sites.

A number of features of the area detract from its townscape quality. The Sidcup Road dual carriageway imposes severance, noise and air pollution impacts on the corridor and surrounding areas. The local centre on Sidcup Road at Green Lane lacks definition and sense of place.



Image 6.48: Suburban terraced housing



Image 6.50: Contemporary infill development



Image 6.49: Residential street with mixed typologies



Image 6.51: Footscray Road local centre

## BUILDING HEIGHTS

Coldharbour & New Eltham is almost entirely a low-rise area of two- and three-storeys. Framing the local centre in the Coldharbour Estate there is a cluster of four-storey mixed-use and flatted blocks and a seven-storey flatted point block. Similarly at the junctions of Sidcup Road with Court Road in the west and Green Lane in the east there are a number of four-storey mixed-use, commercial and residential buildings, reflecting the importance of these junctions and their proximity to the rail stations.

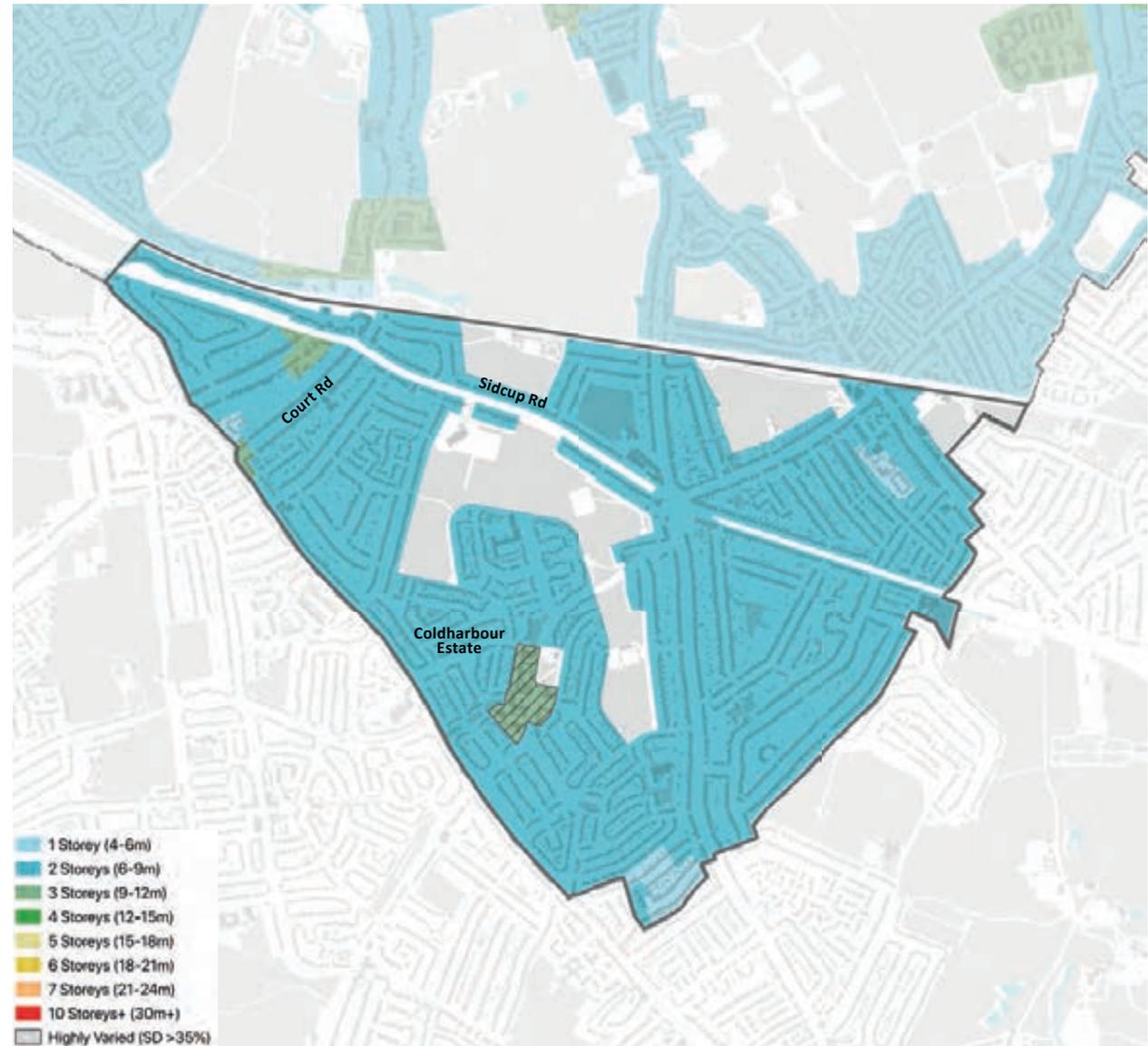


Figure 6.105: Context heights

## HERITAGE, CONSERVATION AND VIEWS

There are no Conservation Areas and listed buildings in this area.

There are no identified heritage-related views within Coldharbour and New Eltham. However, views from Eltham Palace southwards cross over the area. Full details on significant views are provided in the Heritage Appendix.

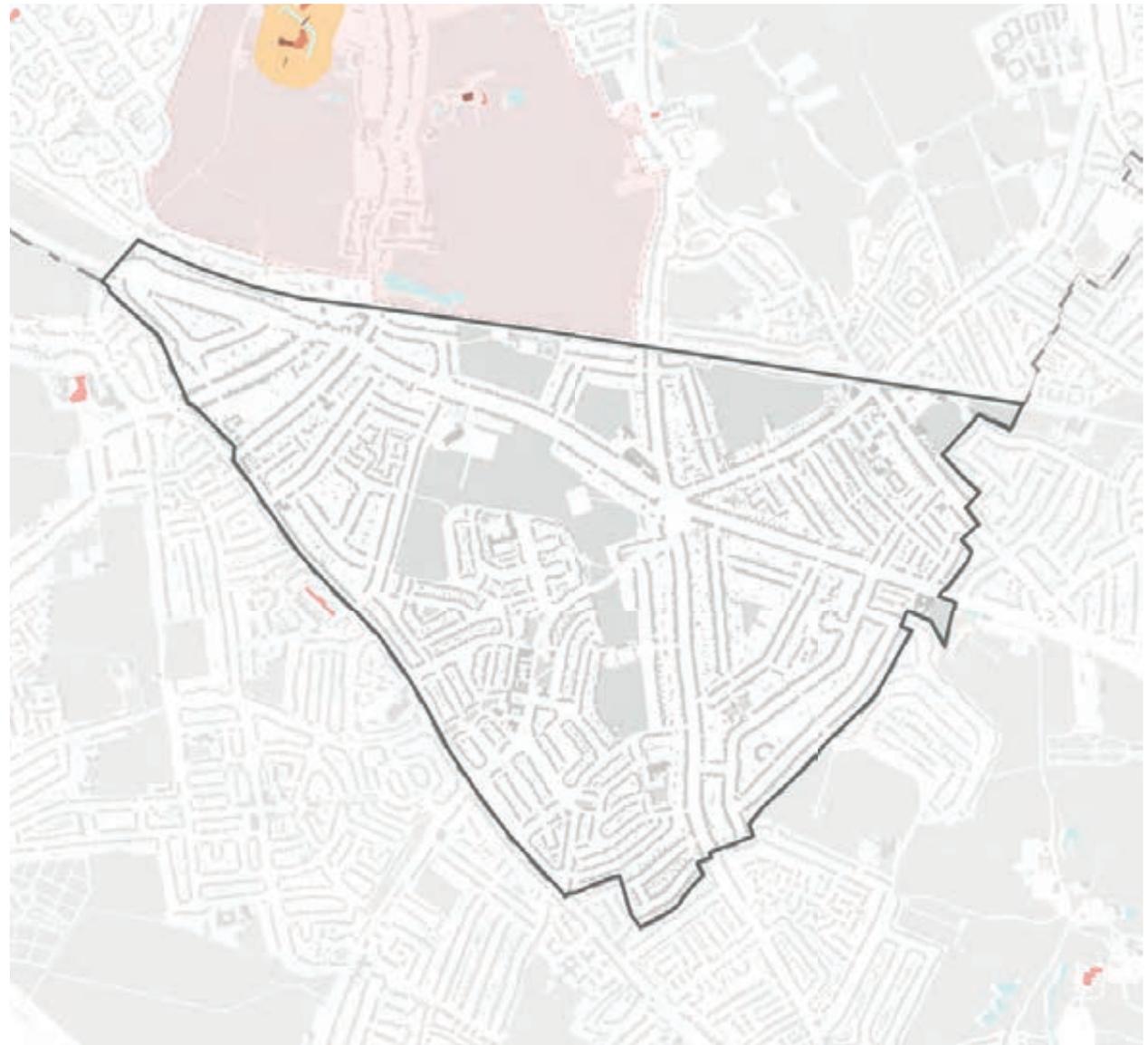


Figure 6.106: Heritage and conservation

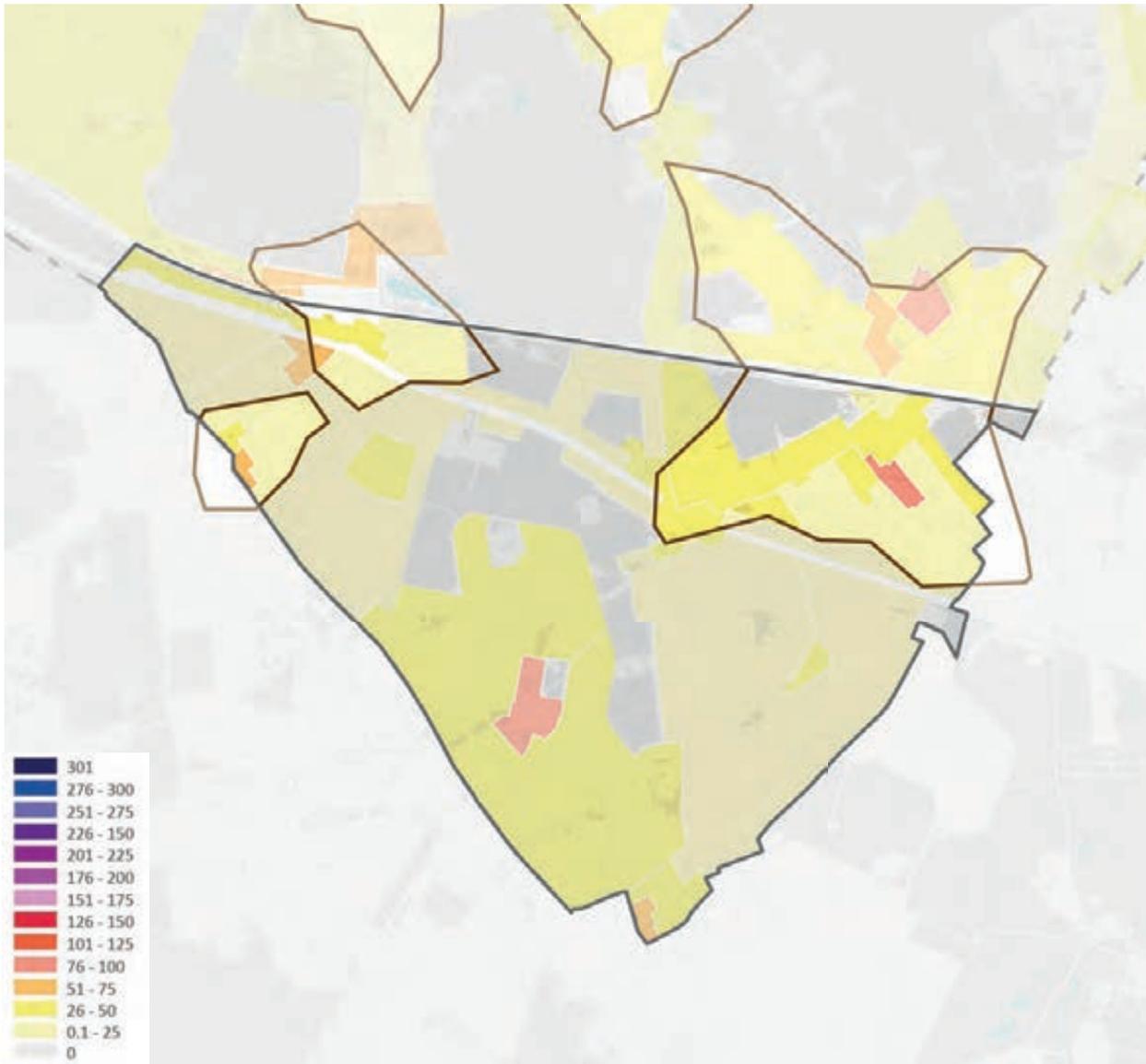


Figure 6.107: Dwelling Density units/ha + PTAL 3+

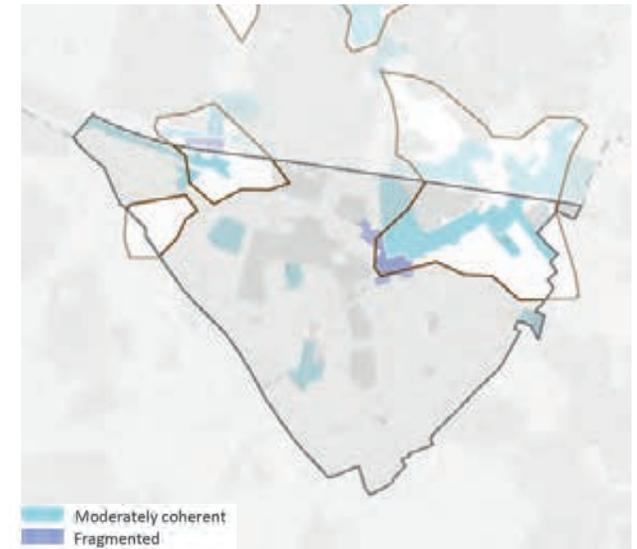


Figure 6.108: Sensitivity + PTAL 3+

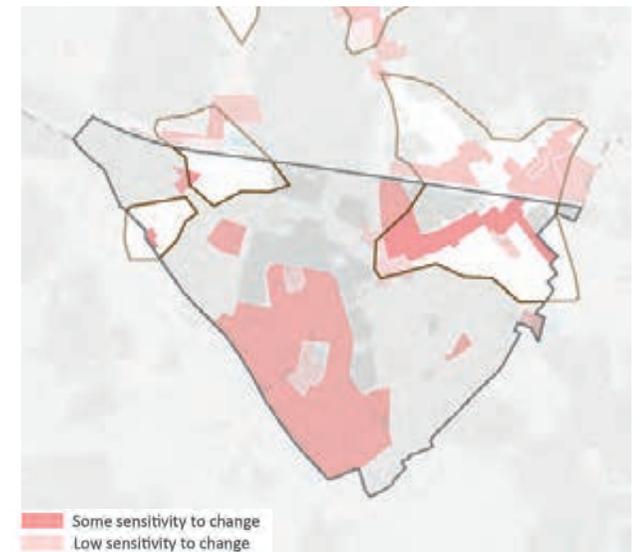


Figure 6.109: Coherence + PTAL 3+

## CAPACITY FOR GROWTH

The areas directly south of New Eltham and Mottingham rail stations have the highest PTAL in the Place and are generally of low residential density. The housing around Southhill Road in the east of the Place offer the most capacity for growth as they are of low sensitivity and coherence.

## OPPORTUNITY FOR CHANGE

The peripheral nature of Coldharbour and New Eltham coupled with their largely coherent character means that there is very little opportunity for substantial intensification here. There are four areas with opportunity for Transition/Enhancement due to their lack of coherence or special qualities. The remainder of the place should see Reinforcement through contextual development.

Each of these areas is discussed in detail on the following pages.

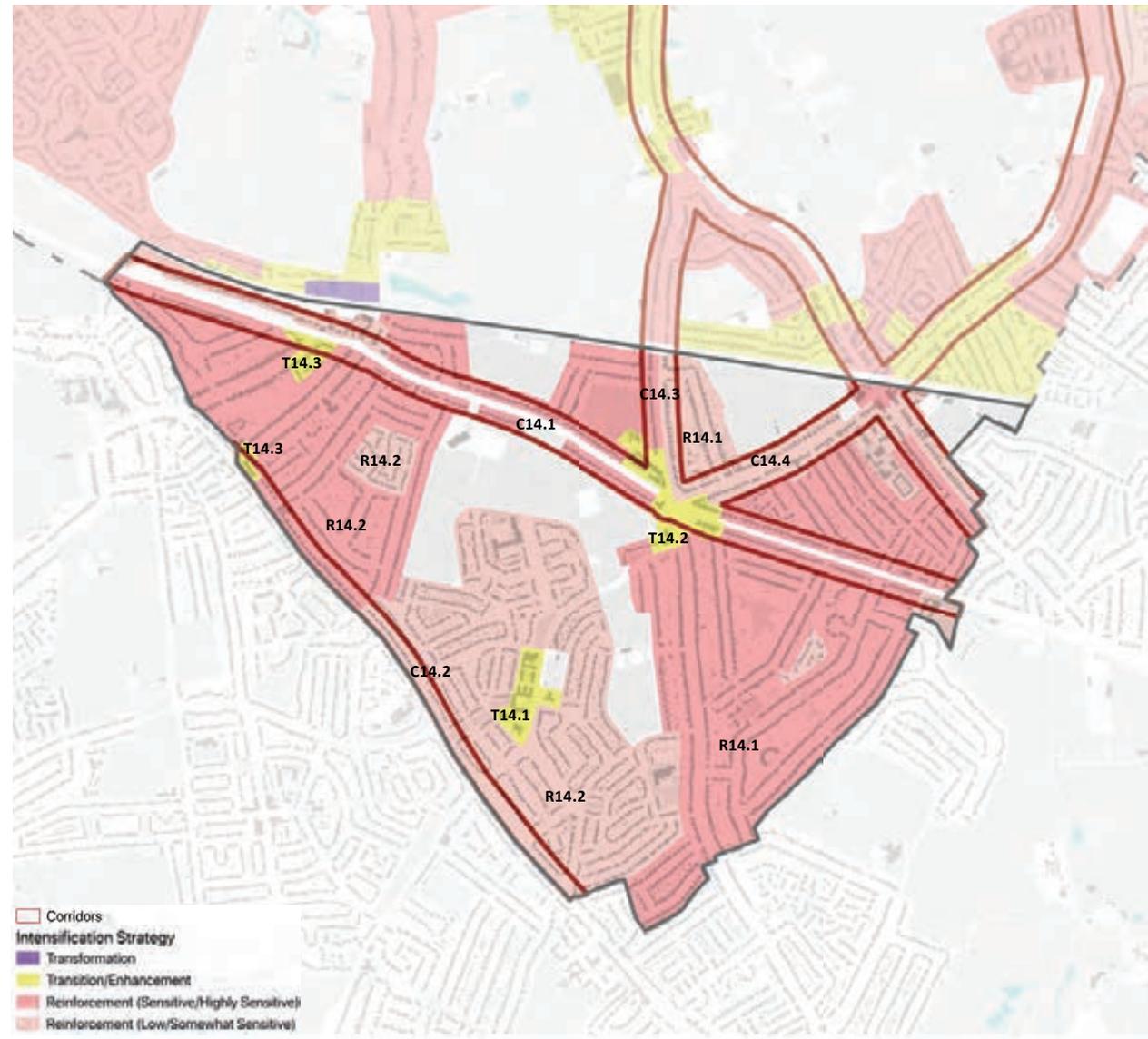


Figure 6.110: Intensification strategy

Corridor Improvements	Principles	Sensitivities
<ul style="list-style-type: none"> <li>• Sidcup Road (C14.1) –</li> <li>• Mottingham Road (C14.2)</li> <li>• Green Lane (C14.3)</li> <li>• - Southwood Road (C14.4)</li> </ul>	<p>Opportunity to intensify and enhance the corridor, transforming it from a thoroughfare to a civic street, replacing smaller buildings with larger buildings that front parallel onto the street and provide a greater level of enclosure:</p> <ul style="list-style-type: none"> <li>• Interventions could include infill development on vacant or under-used plots, selective redevelopment, and consolidation of plots by redeveloping neighbouring buildings into larger structures;</li> <li>• Potential for larger apartment buildings to be 3 full storeys, with one additional inhabited mansard roof or set-back storey along the corridor frontage only ((Sidcup Road and Mottingham Road only);</li> <li>• Potential for compact short terraces of town houses of 3 storeys along the corridor frontage and to the rear of properties;</li> <li>• Buildings to respect common building lines and to retain the rhythm of gaps between buildings along the corridor (i.e. not create long runs of continuous terraces);</li> <li>• Development to respond sensitively to adjoining development that remains unchanged, and avoid major changes in building height;</li> </ul>	

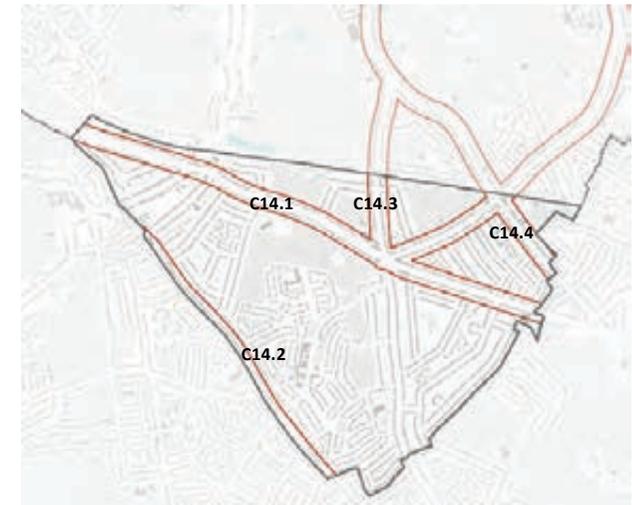


Figure 6.111: Corridor improvements

# COLDHARBOUR / NEW ELTHAM

Transition	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Coldharbour Centre (T14.1)</li> </ul>	<p>Opportunity to enhance the centre and its appeal and to deliver additional homes:</p> <ul style="list-style-type: none"> <li>Shop-front improvements;</li> <li>Public realm improvements;</li> <li>Infill and selective redevelopment of underused facilities to better define streets and spaces and secure service yards;</li> <li>Potential for additional set-back storey on the centre (The Mound);</li> <li>Potential for low/medium rise development around the base of the high-rise building on Great Harry Drive to create a better defined street and frontage onto Queens Gardens;</li> <li>Building heights of 4 storeys including mansard roof or set-back top floor;</li> <li>Building heights should respond sensitively to existing context;</li> </ul>	
<ul style="list-style-type: none"> <li>Sidcup Road Local Centre (T14.2)</li> </ul>	<p>Opportunity to enhance appearance and intensify local centre:</p> <ul style="list-style-type: none"> <li>Shop-front improvements;</li> <li>Public realm improvements;</li> <li>Potential for selective redevelopment of corner plots to better define, enclose and animate the street space;</li> <li>Building heights up to 4 storeys on Sidcup Road including mansard roof or top-floor set-back; 3 storeys to the rear;</li> <li>Buildings to respect common building lines;</li> </ul>	
<ul style="list-style-type: none"> <li>Other mixed areas (T14.3)</li> </ul>	<p>Opportunity to enhance the level of coherence of area:</p> <ul style="list-style-type: none"> <li>Potential for selective redevelopment and infill development of vacant or underused sites;</li> <li>Development to strengthen prevailing building lines and create positive frontages towards the street space;</li> <li>Heights to aim for greater coherence along a street;</li> </ul>	

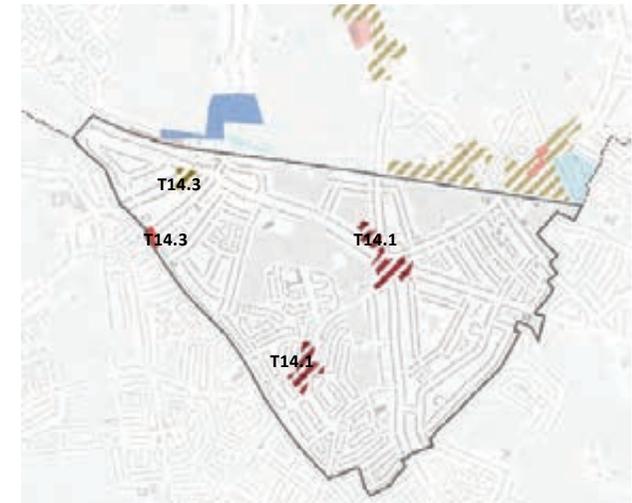


Figure 6.112: Transition

Reinforcement	Principles	Sensitivities
<ul style="list-style-type: none"> <li>Residential mixed areas or estates with lower sensitivity to change (R14.1)</li> </ul>	<p>Opportunity to intensify area with compact development of slightly increased height that contribute to an enhanced character:</p> <ul style="list-style-type: none"> <li>Potential for infill development on open corners, left over or underused sites where buildings can establish better spatial definition of streets or public spaces, having regard to common building lines;</li> <li>Potential for the selective redevelopment of neighbouring or adjoining houses with small apartment buildings or compact terraced houses keeping the general rhythm and openness of development;</li> <li>Addition of one full storey to houses (where appropriate) but only where change will be delivered across an entire run of a short terrace or with an adjoining semi-detached house, and will be delivered to a high design quality;</li> <li>Heights of up to 3 storeys on new development can be considered subject to privacy, amenity and character;</li> <li>Development to avoid loss of the green and open character of garden space – hence outbuildings of only a single storey should be considered;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Listed and locally listed buildings, buildings that make a positive heritage contribution</li> </ul>
<ul style="list-style-type: none"> <li>Other reinforcement areas (R14.2)</li> </ul>	<p>Little opportunity for intensification</p> <ul style="list-style-type: none"> <li>Development to reinforce the prevailing character through a contextual response that responds to common building lines, shoulder heights, roof form, grain and materiality especially on street frontage or side facing sides;</li> </ul>	<ul style="list-style-type: none"> <li>The Sun in the Sands CA</li> <li>Woolwich Common CA</li> <li>Progress Estate CA</li> <li>Listed and locally listed buildings, buildings that make a positive heritage contribution</li> </ul>

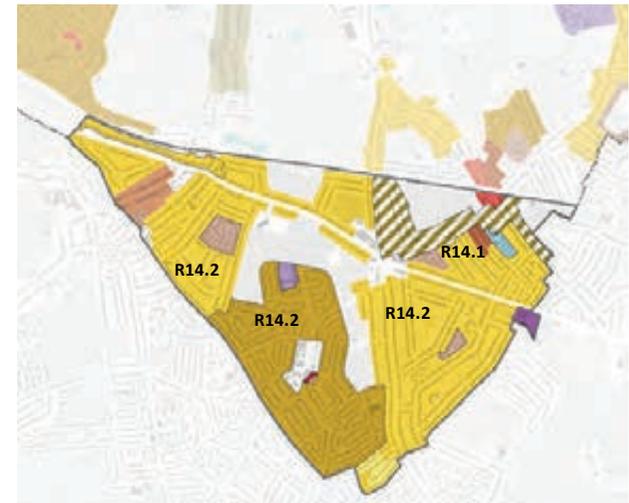


Figure 6.113: Reinforcement

## TALL BUILDING RECCOMENDATIONS

There are no opportunities for tall buildings within Coldharbour and New Eltham.

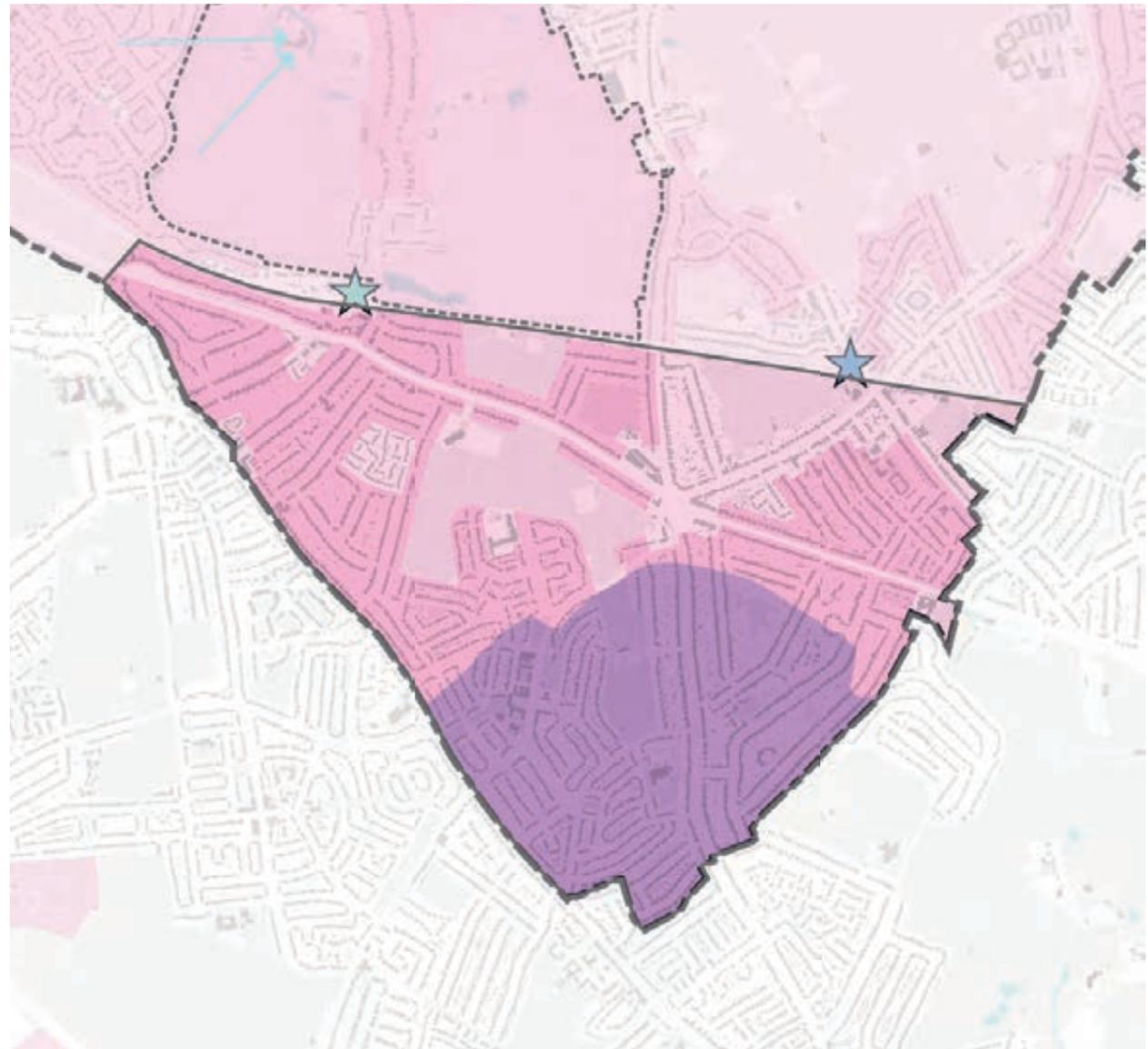


Figure 6.114: Tall building opportunities and sensitivities

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