

Royal Borough of Greenwich

Site Allocation Methodology Report

Draft Local Plan 2022-2037



December 2025

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1. Introduction

- 1.1. The Royal Borough of Greenwich (RBG/the Council) has prepared a new draft Local Plan (2022-2037) which will positively plan for and manage future development in the borough. The new Local Plan sets out the Council's vision for how the borough will grow and change over the next 15 years, with planning policies and site allocations that will support this vision.
- 1.2. Site allocations are an integral element of the Local Plan, contributing towards meeting the borough's housing needs and ensuring development is directed to the right locations at the appropriate scale, supporting sustainable, attractive neighbourhoods and generating new economic opportunities.
- 1.3. The draft Regulation 18 Local Plan (draft Local Plan) includes 51 site allocations and sets out the policy approach to guide the delivery of these sites. Site selection has been informed by a variety of methods which are discussed later in this report including existing and undelivered site allocations included in previous adopted and draft development plan documents, sites identified in adopted/emerging masterplan supplementary planning documents (SPDs), opportunity area planning frameworks (OAPFs) and urban frameworks relating to specific sites or areas, and through the Council's 'Call for Sites' exercise in 2024.
- 1.4. This report sets out the methodology used for the identification, assessment, capacity testing and selection of suitable sites for housing and other uses to support the anticipated level of growth within Royal Greenwich, with the proposed site allocations included in chapter 3 of draft Local Plan. This methodology report forms part of the evidence base for the Local Plan and takes account of government policy and guidance contained within the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) to justify the approach to the proposed allocations.
- 1.5. This report should be read alongside the site allocations in chapter 3 of the draft Local Plan and policies P1-P8, and is structured in the following manner:
 - **Section 2 – Planning Policy Overview:** Overview of the relevant national and regional policies which have informed the site allocation methodology.
 - **Section 3 – Site Allocation Methodology:** Outlines the key stages of the methodology for site selection.
 - **Section 4 – Guidance on Site Allocation Schedules:** Overview of the structure and terminology included within the site allocation schedules.

2. Planning Policy Overview

2.1. This section provides an overview of the policy context for allocating sites and the assessment undertaken to identify land uses for different sites.

2.1. National Planning Policy Framework (NPPF):

2.1.1. The NPPF provides the overarching national planning guidance on Local Plan making and identification of sites for allocation. The Local Plan must ensure sufficient land is identified and brought forward at the right scale and pace to meet objectively assessed housing and economic needs across the Local Plan period.

2.1.2. Plans should contribute to sustainable development by balancing economic, social, and environmental objectives (paragraphs 8–11), provide a clear strategy for meeting objectively assessed needs for housing, employment, and other uses, including allocating sufficient sites to deliver strategic priorities (paragraphs 23 and 69), and be underpinned by adequate, up-to-date, and relevant evidence about the economic, social, and environmental characteristics of the area (paragraph 33).

2.1.3. Other key NPPF requirements relevant to site allocations include:

- Site Selection Principles:
 - Prefer land of lesser environmental value and encourage the effective use of land, including brownfield sites where suitable (paragraphs 124–126).
 - Ensure allocations are deliverable and developable over the plan period (paragraph 72).
 - Consider market signals, viability, and infrastructure capacity when identifying sites (paragraphs 72 and 77).
- Environmental and Heritage Considerations: Allocations must avoid unacceptable harm to designated and non-designated heritage assets and their settings, and integrate opportunities for enhancement (paragraphs 167 and 207–221).
- Open Space: Opportunities for new provision of high quality open spaces and sport and physical activity should be explored and based on up-to-date assessments of needs. Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces should not be built on, unless surplus to requirements, the space is re-provided or alternative provision is given. Public rights of way and access should be

protected and enhanced, including taking opportunities to provide better facilities for users (paragraphs 103-105).

2.1.4. The Council is required (paragraph 72) to have a clear understanding of the land available for housing in the borough and to identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. The Local Plan should identify a supply of specific, deliverable sites for five years following the intended date of adoption and specific, developable sites or broad locations for years 6 – 10 and, where possible, for years 11 – 15 of the plan.

2.2. Planning Practice Guidance (PPG)

2.2.1. PPG provides detailed guidance to support NPPF implementation. For site allocation methodology, the following principles apply:

- Housing and Economic Land Availability Assessment (HELAA): Authorities should maintain a clear understanding of land availability by assessing sites for availability, suitability, and achievability (including viability). This forms the foundation for identifying a deliverable and developable supply of sites.
- Viability and Plan-Making: Site allocations should be informed by proportionate viability evidence to ensure that development is realistically achievable within the plan period.
- Infrastructure Planning: PPG stresses the need to align site allocations with infrastructure delivery, ensuring that sites can be supported by necessary transport, utilities, and community facilities.
- Transparency and justification: The process must be clear, consistent, and documented, with professional judgments explained and supported by evidence to withstand scrutiny at examination.

2.2.2. The Council has not produced a separate HELAA; instead, the assessment requirements and outputs have been addressed through a combined approach using the Employment Land Review and the Site Allocations Review. The PPG clarifies that the HELAA provides information on the range of sites available to meet identified need, but the decision on which sites are most suitable for allocation is made within the formal development plan process (the Local Plan).

2.2.3. The PPG advocates a staged approach in constructing a site selection methodology for HELAA, which has informed the approach taken to the site allocation methodology. In summary, assessments should:

- identify sites and broad locations with potential for development;
- assess their development potential; and
- assess their suitability for development and the likelihood of development coming forward (the availability and achievability).

2.3. Regional policy and guidance

2.3.1. Local Plans must be in general conformity with the London Plan, ensuring that site allocations support the Mayor's vision for Good Growth and sustainable development across the capital. The following London Plan (2021) policies are applicable to site allocations:

- Good Growth Principles (Policies GG1–GG6): Site allocations should reflect the six Good Growth objectives: building inclusive communities, making the best use of land, delivering the homes Londoners need, supporting a healthy city, ensuring a resilient economy, and promoting sustainability.
- Optimising Land Use (Policy D3): Allocations must adopt a design-led approach to optimise site capacity, considering context, character, and infrastructure capacity. Higher densities should be focused in well-connected locations such as Opportunity Areas and town centres, while incremental densification should be encouraged elsewhere.
- Infrastructure Alignment (Policy D2): Site allocations should align with existing and planned infrastructure to support sustainable growth and appropriate densities.
- Housing Delivery (Policies H1, H2, H10): Allocations must contribute to borough housing targets, including provision for small sites and a mix of housing types and tenures. Sites should support affordable housing delivery and family-sized homes.
- Opportunity Areas (Policy SD1): Strategic growth should be concentrated in designated Opportunity Areas, identified for significant housing and employment capacity linked to transport improvements.
- Industrial and Employment Land (Policy E4): Allocations should safeguard and intensify industrial land where appropriate, ensuring sufficient capacity for logistics and services to support London's economy.
- Design Quality and Character (Policies D1, D4–D6): Allocations should set clear design parameters to secure high-quality, inclusive development that responds to local character and enhances the public realm.
- Green Infrastructure and Sustainability (Policies G1–G7, SI policies): Site allocations should integrate urban greening, biodiversity, and climate resilience measures, supporting London's net-zero carbon objectives.

2.3.2. Recent London Plan Guidance (LPG) documents provide detailed guidance on implementing these policies, including:

- *Characterisation and Growth Strategy LPG.*
- *Optimising Site Capacity: A Design-led Approach LPG.*
- *Small Site Design Codes LPG.*

3. Site Allocation Methodology:

3.1. Summary of the Site Allocation Methodology

- 3.1.1. The approach to the proposed site allocations in the draft Local Plan has followed the guidance of the NPPF and PPG, giving effect to the requirement in NPPF paragraph 23 to provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the Plan Period.
- 3.1.2. The site allocation methodology took the form of a staged process which comprised a series of more detailed assessments to identify the most suitable sites for allocation. The assessment resulted in sites being excluded at different stages of the process. The methodology leading up to the selection of sites for the Regulation 18 draft Local Plan consultation version included three stages. Following consultation on the Regulation 18 version, the site allocations will be further reviewed and refined, and this methodology report will be updated to reflect this.
- 3.1.3. Stages one and two identified and evaluated sites' development potential by assessing their suitability, availability and achievability in accordance with the PPG. This included an initial site screening, identification of constraints, and estimation of timescales (phasing) for potential development. Sites were then subject to capacity testing and vision work in stage three. This capacity testing informed the housing trajectory and the drafting of design principles for the site allocations. These assessments and capacity testing were then used to inform the final selection of sites proposed for allocation in the draft Local Plan.
- 3.1.4. Figure one below summarises this process and the stages are set out in more detail in the subsequent sections of this methodology report. These stages took place during the preparation of the draft Local Plan (Regulation 18). It is acknowledged that further stages in the methodology will be required following Regulation 18 consultation, including a further review and refinement of proposed site allocations based on consultation feedback and evidence provided. This could include a combination of further additional sites as well as potential site removal based on consultation feedback or further evidence.



Figure 1: Summary of the Site Allocation Methodology stages for the Regulation 18 draft Local Plan

3.2. Stage 1: Site identification

3.2.1. Sites selection process

3.2.1.1. The PPG recommends that plan makers take a proactive approach at the desktop stage, identifying a broad spectrum of potential sites and locations for development, including existing ones that may be enhanced, intensified, or repurposed.

3.2.1.2. During preparation of the Regulation 18 draft Local Plan, over 200 sites were considered for inclusion once duplicates were removed. To ensure that all reasonable site options have been considered in developing the new Local Plan, potential sites were drawn from a variety of sources including:

- the saved UDP Site Proposals Schedule (Appendix to the Core Strategy 2014).
- sites in the draft RBG Site Allocations Plan (Proposed Submission Regulation 19 Consultation 2021).
- sites put forward during the 2024 “Call for Sites” exercise.
- site identified in adopted/emerging area-based masterplan SPDs, site specific SPDs, OAPFs and delivery frameworks, including the Charlton Riverside Delivery Framework (2025), Thamesmead and Abbey Wood OAPF (2020), Charlton Riverside Masterplan Supplementary Planning Document (2017), Eltham Town Centre Masterplan Supplementary Planning Document (2012) and Plumstead Urban Framework (2015).
- the GLA Strategic Housing Land Availability Assessment (SHLAA) review 2024 Land For London (LAND4LDN) Call for Sites consultation process.
- sites with known development interest (sites with planning permission or in the planning pipeline including those undertaking pre-application process).
- on-going engagement with landowners and developers.
- sites considered through the Royal Borough’s Local Authority New Build (LANB) programme.

3.2.2. Core Strategy Adopted Site Allocations and 2021 Draft Site Allocations Plan Proposed Allocations

3.2.2.1. Site selection has also been informed by existing and undelivered site allocations included in previous adopted and unadopted development plan documents. The Adopted Core Strategy 2014 superseded all parts of the 2006 Unitary Development Plan (UDP), apart from the Site Proposal

Schedules. Some site proposals were superseded or amended, and it was otherwise signalled that these will be reviewed through the preparation of the 'Royal Greenwich Local Plan: Site Allocations', which once adopted would result the UDP Site Proposals addendum being disregarded.

3.2.2.2. The UDP Site Proposals cover a vast range of sites and proposed uses including community infrastructure, industrial uses, housing, open spaces and transport infrastructure. These are shown below in Figure two from the Core Strategy. 98 sites are included in the UDP schedule. However, these allocations cover a wide range of land uses – housing, mixed use, transport infrastructure, open space etc. Sites that related to transport infrastructure or open space were immediately removed from contention, as were any sites that had been largely developed over the life of the Core Strategy.

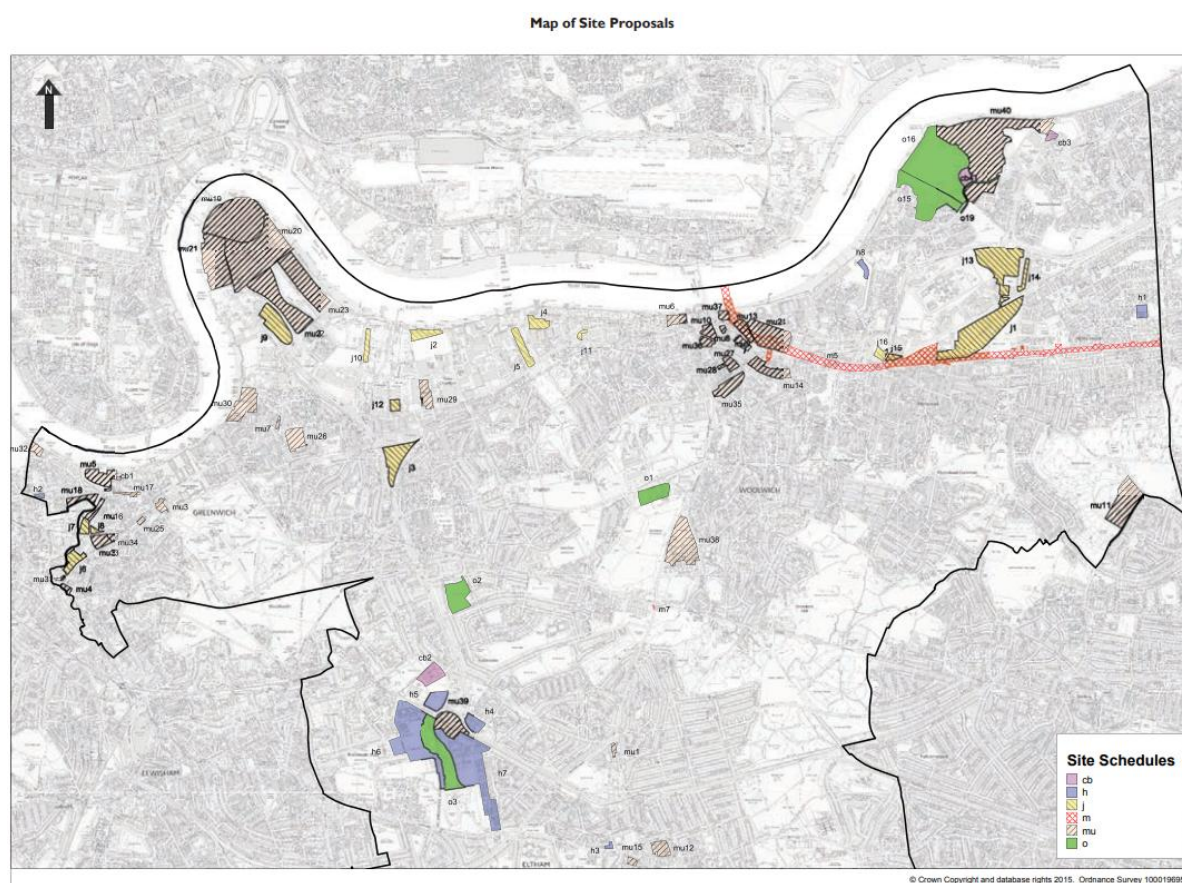


Figure 2: Royal Borough of Greenwich Core Strategy 2014 Map of Site Proposals.

3.2.2.3. Work began on the 'Royal Greenwich Local Plan: Site Allocations' with consultation on the Issues and Options document in February 2016, which also included a formal 'call for sites' which invited landowners, developers and others to put forward sites for consideration for inclusion in the Site Allocations. Consultation on the Preferred Approach document was then undertaken in August 2019. The feedback received and the call for site

nominations were then incorporated into the 'Site Allocations Proposed Submission Regulation 19 Consultation Document' which was consulted on in November 2021. The Draft Site Allocations Development Plan Document (DPD) provided specific policy for key sites in order to ensure that the vision and objectives of the Local Plan's strategic policies (as set out in the Core Strategy) were implemented.

3.2.2.4. In aligning with the Core Strategy approach the Proposed Submission Document focused on accommodating growth within six Strategic Development Locations (the five London Plan Opportunity Areas - Charlton Riverside, Deptford Creek/Greenwich Riverside, Greenwich Peninsula/Greenwich Peninsula West, Thamesmead and Abbey Wood, Woolwich - and Kidbrooke) and localised growth in the borough's town centres, with a number of sites identified in/around both Eltham and Plumstead town centres. Potential sites were informed by a variety of sources including the London Plan 2017 SHLAA and the 2012 Employment Land Review (ELR), Royal Borough's LANB programme, on-going engagement with landowners and developers etc. The location of the 38 proposed site allocations are shown below in Figure three.

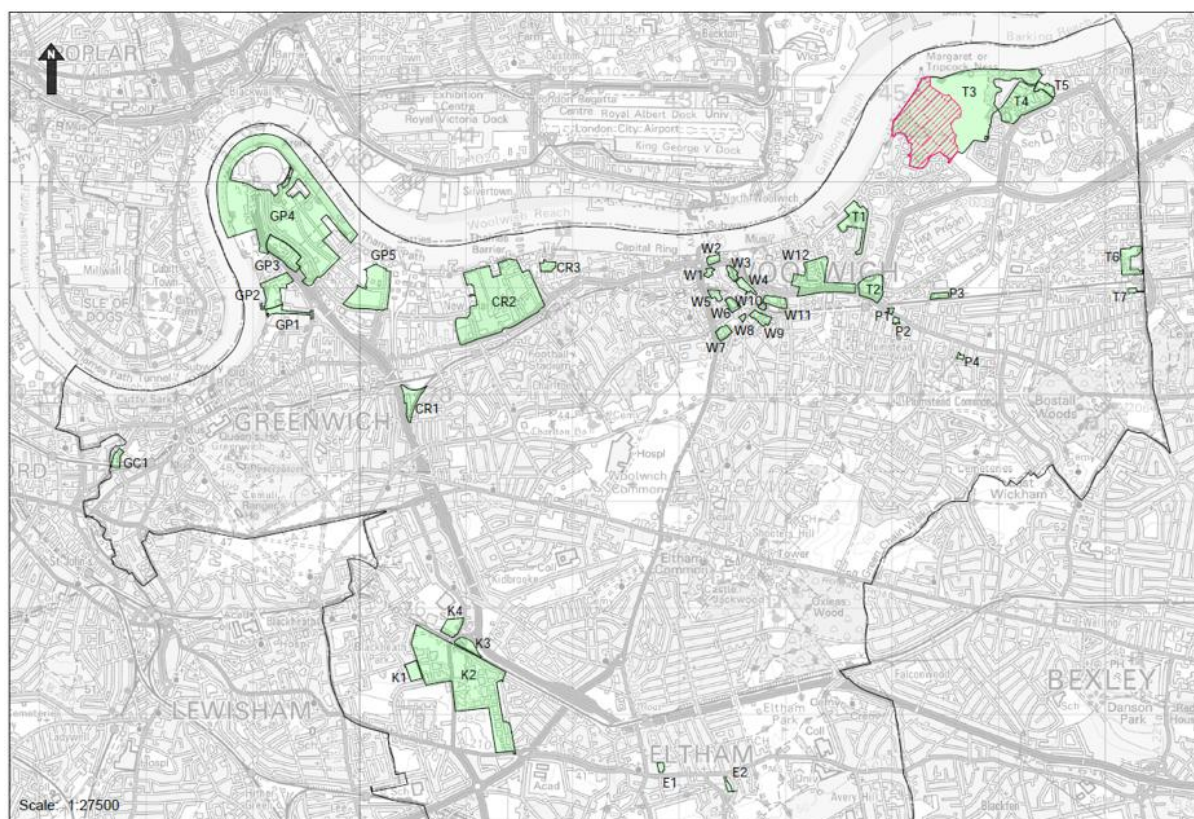


Figure 3: Site Allocations Proposed Submission Regulation 19 Consultation sites.

3.2.3. Sites identified in adopted/emerging area-based masterplan SPDs, site specific SPDs and Opportunity Area Planning Frameworks (OAPFs)

- 3.2.3.1. Sites addressed in Royal Greenwich's existing/ emerging urban frameworks and masterplans were reviewed for potential inclusion in the site allocation review process. This included reviewing sites within the Charlton Riverside Delivery Framework (2025), Thamesmead and Abbey Wood OAPF (2020), Charlton Riverside Masterplan SPD (2017), Eltham Town Centre Masterplan SPD (2012) and Plumstead Urban Framework (2015). Sites that had not been re-developed since the respective documents were adopted were taken forward to stage 2A for review.

3.2.4. 2024 Call for Sites

- 3.2.4.1. RBG ran a new Call for Sites consultation from 17 April 2024 until 31 July 2024, asking interested parties to put forward suitable sites for development. The Call for Sites process was an opportunity for landowners, developers, agents and site promoters to submit sites to the Council, which are considered to have the potential for future development, either the short-term (1-5 years), medium-term (6-10 years) or long-term (11-15 years). This was also open to members of the public who were aware of any sites or land that may be suitable for different types of new developments or uses (e.g. vacant or poorly used sites or premises), to enable the Council to further investigate. 143 representations were made resulting in the nomination of 117 sites through this process. These covered a large swath of the borough.

3.2.5. GLA SHLAA review 2024 Land For London Call for Sites consultation process

- 3.2.5.1. In September 2024 the GLA launched a Call for Sites consultation process using a new platform LAND4LDN for managing and understanding London's housing land supply. The LAND4LDN platform provides new functionality for GLA and boroughs to manage land supply information. This system and Call for Sites data will be used as part of the next London Plan's Strategic Housing Land Availability Assessment (SHLAA). Through the LAND4LDN platform, the Call for Sites allows landowners, developers, community organisations, and members of the public to identify sites which are considered suitable for housing development.
- 3.2.5.2. Through the GLA Call for Sites process, 16 sites were nominated within Royal Greenwich, were then reviewed by the Council to inform both the new SHLAA and the new Royal Greenwich Local Plan site allocation process. Some sites which were already nominated through other processes, for example the RBG Call for Sites 2024 process, were discounted.

3.2.6. Exclusion of sites before Stage 2

3.2.6.1. Before progressing sites through to the initial sifting phase, some sites were excluded for the following reasons:

- The site had planning permission for the proposed use and had either been completely developed or a significant proportion of the development has been delivered.
- The size of the site was insufficient (generally less than 0.25ha) to make a significant contribution to the delivery of the Local Plan's housing requirement.
- The proposed use will not contribute to the delivery of housing within the Royal Borough of Greenwich, for example the proposed use is for open space, industrial uses or transport infrastructure purposes. These uses are protected through other policy designations.

3.3. Stage 2A: Site suitability, availability and achievability assessment – Initial sifting:

3.3.1. Stage 2A involved an initial desktop analysis of identified sites, with the purpose being to make an initial judgement on whether a site is suitable, available and achievable for housing and economic development over the plan period and whether the site should be taken forward for a more detailed site assessment.

3.3.2. This stage looked at site context, applicable policy designations, site constraints and initial assessment of development potential to identify any 'showstoppers' and whether these could be mitigated and/or given further consideration during the more detailed assessment. This screening process was based on information provided in Call for Sites representations, maps, databases and studies.

3.3.3. Stage 2A entailed a review of each sites' context, eligibility in terms of meeting certain criteria including site size and largely focused on whether the site was suitable. The assessment criteria included in the Stage 2A template is summarised in Table one in Appendix one. Stage 2A's criteria assessments prompted either:

- a yes or no response (e.g. if the site was in designated Metropolitan Open Land or not);
- a description to be given (e.g. detailing the current land uses on the site); or
- required an assessment score, often relating to identified constraints/impact of developing the site.

3.3.4. Sites were excluded from being taken forward to the more detailed assessment in Stage 2B based on one or combination of the following reasons:

- The proposed use is contrary to the Core Strategy, London Plan, and/or existing policy designations, including:
 - where the site is designated Green Belt, Metropolitan Open Land (MOL), or Community Open Space (COS).
 - where the site is designated Strategic Industrial Land (SIL).
 - where the site is designated wholly as a Site of Importance for Nature Conservation (SINC), Local Nature Reserve or a Site of Special Scientific Interest (SSSI).
 - where the whole site is in Flood Zone 3b.
- Where the whole site has been recently developed, or has planning permission for the proposed use and a significant proportion of the development has been delivered.
- The size of the site is insufficient (generally less than 0.25ha) to make a significant contribution to the delivery of housing under the new Local Plan and cannot provide for 50 units.
- The site contains functional infrastructure where it could not re-provided or relocated.

3.4. Stage 2B: Site Assessment

3.4.1. Stage 2B entailed a detailed assessment of the sites shortlisted from Stage 2A site sifting, with a predominant focus on the availability of the site and the achievability of development to be delivered on the site. The purpose of this exercise was to consider the site in more detail, including the site constraints identified in Stage 2A, the site's ownership and planning history, delivery timelines and opportunities that would need to be addressed through development and design principles. The conclusions of the site assessment would also inform land use selection and capacity testing.

3.4.1. Landowner engagement

- 3.4.1.1. Engagement with landowners took place throughout the site allocation identification and assessment process. This commenced with the Call for Sites exercise in April 2024, where representations received by landowners as part of this process were considered as part of the site sifting and site assessment. There were two types of landowner engagement scenarios:
- engagement with landowners who nominated their own sites,

- engagement with landowners whose sites were nominated by other parties, for example developers, community groups, members of the public, etc.

3.4.1.2. For landowners who nominated their sites, engagement was done on a case-by-case basis where further information was sought about the site or the detail provided in their nominations. For sites put forward by non-owners, the Council set about contacting the owners of the sites to understand their aspirations for their site over the next 15 years in terms of potential redevelopment and future land uses, as well as any factors that may impact on a site's deliverability or availability.

3.4.1.3. Site ownership information was gained either from nominations, or through searches via the Land Registry. Emails and letters were sent to these landowners explaining the site allocation process, and how the site came to be reviewed for potential inclusion as an allocation, tailored to the different nomination sources – Call for Sites, Masterplan sites, Adopted Site Allocations or Draft 2021 Site Allocations. Any site where the landowner confirmed they were not looking to redevelop in the next 15 years was not taken forward. Positive landowner engagement fed into the assessment of the suitability and availability of the site.

3.4.1.4. Engagement also provided an opportunity for landowners to share any design and capacity studies with the Council that they had commissioned, which could be considered as part of the capacity testing and site allocation drafting.

3.4.2. Land use selection, site phasing and infrastructure requirements

3.4.2.1. The sites were assessed against enhanced screening criteria, and an assessment was made about the proposed land use appropriate for the site, site phasing and considerations around infrastructure provision to support growth. The criteria for the detailed assessment is provided in Table two in Appendix two. Following completion of this assessment, a recommendation was made as to whether to progress the site to Stage 3's quantitative study preparation phase (design-led capacity testing), which would also determine anticipated land use, phasing, vision and design principles for the site.

3.5. Stage 3 Design-led capacity testing

3.5.1. Introduction

- 3.5.1.1. Quantitative studies have been prepared as part of the evidence base supporting the Site Allocations in the new Local Plan. These studies are a design-led exercise that evaluate the development potential of sites identified through the various processes identified in stage one at the outset of the Royal Greenwich Local Plan review. They help select those sites that meet or exceed the minimum requirements for inclusion as site allocations, including the delivery of a minimum of 50 residential units on the site.
- 3.5.1.2. They are prepared in conformity with the outlined policies in the new Local Plan, including designations, preferred mix of uses, public transport accessibility, suitability for tall buildings, and other key factors. National and regional policy and guidance are duly considered. In particular, the studies build on the guidance provided by the GLA's Optimising Site Capacity: A Design-led Approach LPG.

3.5.2. Methodology: Main steps in the preparation of Quantitative Studies:

3.5.2.1. Site analysis

- 3.5.1.2.1. Site opportunities and constraints were analysed starting with an assessment of the surrounding context, supported by the evidence base provided by the Royal Greenwich Characterisation Study and Tall Buildings Assessment. This includes elements such as spatial character, urban grain and prevalent heights, coherence and sensitivity, land uses, accessibility, and pedestrian permeability.
- 3.5.1.2.2. The characteristics of the site context were summarised in the Site Allocation Policy Schedule in the draft Local Plan.

3.5.2.2. Design parameters and Principles

- 3.5.2.2.1. Based on the site analysis, supporting evidence base, draft Local Plan strategic objectives and policies, and specific policies for identified sub-areas, design principles and parameters were defined for each site. These were translated into place-making diagrams and summarised in the Policy Schedules.
- 3.5.2.2.2. The Policy Schedules include guidance on building alignments and heights, new or enhanced connections, access points, appropriate mix

of uses, ground floor activation, buildings to be retained, and other key considerations.

3.5.2.3. Design-led testing

- 3.5.2.3.1. 3D massing models were prepared for each site using VuCity software, an interactive digital city platform that uses real-world geolocation to build and analyse 3D models of urban areas.
- 3.5.2.3.2. The models were developed in accordance with the identified constraints and defined design principles and parameters, providing reliable evidence on the quantum of development appropriate for each site. The 3D models provided the Gross External Area (GEA) for the different uses deemed suitable for each site.
- 3.5.2.3.3. For residential uses, an Indicative Housing Capacity Calculator was used to translate the GEA into a number of residential units, based on the Council's preferred mix of tenures, housing types, and building typologies.
- 3.5.2.3.4. The calculator was tailored to the specific needs and characteristics of the Royal Borough, while drawing on the Indicative Capacity Calculator in the GLA's Optimising Site Capacity LPG.
- 3.5.2.3.5. The place-making plan and quantitative outputs were then extracted from the study and integrated into the Site Allocation Schedules for each site.
- 3.5.2.3.6. The capacities included in the draft Local Plan should not be read prescriptively. The actual development capacity of a site for any future applications will ultimately need to be determined through detailed testing as part of the planning application process. The exact scale of housing development which will come forward on each site allocation will depend on further detailed site design work undertaken through the application process. A range of housing capacities could be delivered while still meeting the design, housing, place and site allocation policies and design requirements in the draft Local Plan.

3.5.2.4. Capacity testing for sites not nominated through the Call for Sites process

- 3.5.2.4.1. A quantitative study was not required for four sites due to the following reasons:

- Greenwich Peninsula Central site – the site is subject to outline planning consents granted in 2015 and 2019, with some non-residential development having already been delivered. Development on the Greenwich Peninsula site will be guided by masterplans, including parameter plans produced by Allies and Morrison that underpinned the outline planning permission, which plans for five new neighbourhoods.
- Royal Artillery Barracks Woolwich – the site is covered by the draft Woolwich Barracks Supplementary Planning Document (SPD), which was consulted on in October 2025. The SPD sets out a clear vision and planning guidance to support the sustainable redevelopment of the Woolwich Barracks site, ensuring its unique character and military heritage are respected. It proposes a residential-led redevelopment with a high proportion of affordable housing, alongside community, cultural, and commercial uses, aiming to improve public access to green spaces, enhance connections to Woolwich town centre, and conserve historic buildings.
- Thamesmead Waterfront – this site and wider area is subject to the adopted Thamesmead and Abbey Wood Opportunity Area Framework (2020). This framework provides a long-term plan for future development in the area over the next 20 years until 2041. Following adoption of the Framework, the landowner began work on creating a Thamesmead Waterfront Strategic Masterplan that would realise the potential for transformation of the site. This masterplan is subject to ongoing discussion with the Council.
- Land west of Church Manor Way – this site has been allocated for Gypsy and Traveller use to meet need for additional pitches identified in the RBG Gypsy and Traveller Accommodation Needs Assessment. Due to the proposed use, capacity testing is not required.

3.5.2.4.2. For some sites, their quantitative studies' capacity testing and design principals have been informed by master planning or vision assessments undertaken as part of other planning or regeneration processes. For example, quantitative studies for sites in Charlton were assisted by the Charlton Riverside Delivery Framework prepared in 2025, which is provided as part of the Regulation 18 draft Local Plan evidence base.

3.5.3. Final selection of sites

3.5.3.1. The Regulation 18 draft Local Plan makes provision for 51 site allocations. The final list of sites included in the Plan has been derived from the outcome of the methodology described above. Figure four below shows these 51 site allocations. The sites are detailed in Chapter three of the draft Local Plan, in Appendix one, and also in the quantitative studies found in Appendix four. A full list of sites not taken forward and the rationale for this is provided in Appendix two.

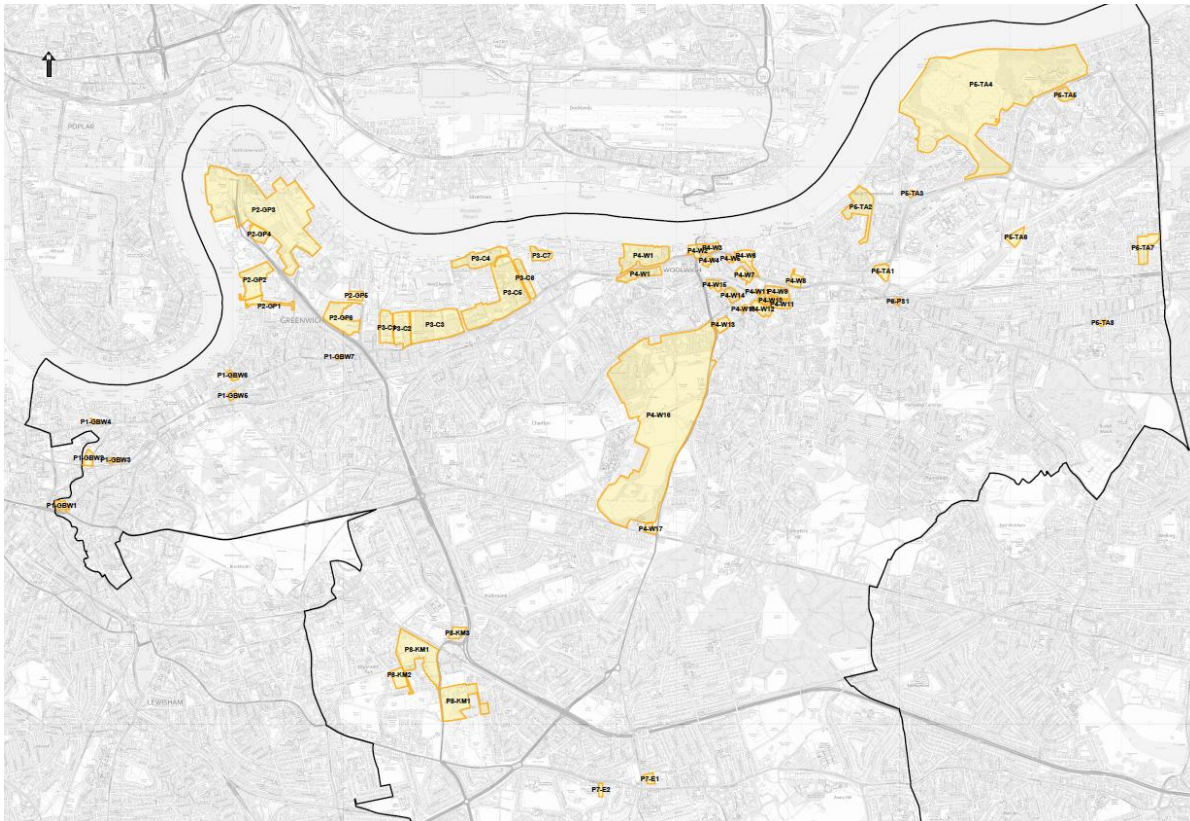


Figure 4: Showing site allocations included in the Regulation 18 draft Local Plan

4. Guidance on Site Allocation Schedules:

4.1. Chapter 3 (Places) of the Regulation 18 draft Local Plan provides a guide to site allocations. The site allocation schedules are located in Chapter three of the draft Local Plan and sit under their respective spatial area's policy. The schedules include a key details page containing contextual detail of the site and what is envisioned for the site, a site-specific policy which sets out the vision and design and land use principles to guide development of the site, a place making diagram and associated key and a context page.

4.2. Explanation of key terms included in the site allocation schedules is set out below:

- **Proposed Land Uses:** The supported land uses, set out in broad terms, should a planning application for the site be submitted, as well as any infrastructure that is

to be delivered on site. Site Allocations also specify whether existing uses are to be re-provided.

- **Indicative development capacity:** The indicative gross number of homes and the gross quantum of non-residential floorspace that could be accommodated on the site should it be redeveloped, where this information is known. These are derived from a range of sources, including design-led capacity testing and engagement through the Development Management process (e.g. consents). The capacities included in the plan should not be read prescriptively. The actual development capacity of a site will ultimately need to be determined through the planning application process.
- **Indicative delivery timescale:** This sets out an estimation of the likely timescales for the completion of development of the site, divided into three five-year periods from 2023-2028, 2028-2033, 2033-2038. This estimation is based on a range of different sources of information, including engagement with landowners and/or developers and the complexity of the site. For larger, more complex sites, delivery is likely to be phased, with completion at different times. In some cases, completion of later phases may even be after the Plan Period of 2023-2038. For clarity, and as above, the allocations set out the total number of homes (gross) that could be accommodated on site; however, where they are likely to be completed after 2038 they are not included within the Council's evidence or understanding of housing supply to meet identified needs over the Plan Period.
- **Evidence Base: Characterisation Study:** This contains recommendations from the Royal Borough of Greenwich Characterisation Study (2023) on the scope for character-led intensification for the site. Three categories of intensification strategy are provided in the study – transformation, transition/enhancement and reinforcement.
- **Evidence Base: Tall Building Assessment:** This contains recommendations from the Royal Borough of Greenwich Tall Building Assessment (2023) for the appropriate locations and heights of tall buildings in the borough.
- **Address:** The address of the site.
- **Site Size (Ha):** The total area of the site included within the site boundaries, measured in hectares (ha).
- **Current use:** The current uses of the site.
- **PTAL rating:** PTAL rating of the site provided by Transport for London.
- **Ownership:** The status of landownership for the site grouped into public, private, or mixed public and private.
- **Ward:** The name of the ward the site is located within.

- Policy designation: The planning designations from the Local Plan that are relevant to this site.

Appendices

Appendix 1: Stage 2A initial site sifting criteria

Table 1: Stage 2A initial site sifting criteria

Criteria:	Assessment:	Score (if applicable):
Suitability – Site Context		
Site size (ha)		N/A
Potential overlap with other sites being reviewed	Identification of whether the site overlaps or immediately adjoins any other site put forward as part of the site allocation process.	N/A
Brownfield or greenfield land status		N/A
Recent development or current construction status.	Identification of whether the site has recently been developed, or if the site is currently under construction.	N/A
Current land uses and character – the site and adjoining sites	Description of current land uses on the site and adjoining sites, and the character of the surrounding area.	3 = The site is vacant. 2 = The site is in active use but could be re-provided as part of the development. 1 = Site is in current active use which may need to be relocated (e.g. a business or community use includes recreational open space).
Public Transport Accessibility	Identification of the site's PTAL rating.	3 = PTAL rating 4 to 6 2 = PTAL rating 2 to 3 1 = PTAL rating 0 to 1
Suitability – Policy designations		
Flood risk	Identification of whether the site is in an Area at Risk from Flooding (E2), or subject to Residual Flood Risk (E3).	3 = Flood Zone 1 2 = Flood Zone 2 1 = Flood Zone 3a 0 = Flood Zone 3b
Strategic Industrial Site (SIL)	Identification of SIL status.	3 = Not within a SIL. 2 = Within a designated SIL and will result in the loss of employment space/industrial space. 1 = Within a designated SIL where residential development is not supported.
Location within an Opportunity Area or Strategic Development Location	Identification of location in an Opportunity Area or Strategic Development Location.	N/A
Existing or Potential Safeguarded alternative uses, including River Crossings Safeguarded Areas (IM3, M2, M3)	Identification of location in a safeguarded alternative use location.	3 = Not within/ adjacent to an existing/potential safeguarded site. 2 = Adjacent to/within a potential safeguarded use site. 1 = Within an existing safeguarded use/site.

Location in or nearby a Major Centre/ District Centre/ Local Centre/ Neighbourhood Parade, and/or shop frontage designation	Identification of location within or nearby a Royal Greenwich centre or shopping frontage.	<p>3 = The site is not within any centre, neighbourhood parade, shopping frontage etc. boundaries or near to any pre-mentioned boundaries.</p> <p>3 = Will increase the vitality of a centre for example by introducing an active frontage, utilising under-used space or increase footfall.</p> <p>2 = The site will have no impact on a town centre.</p> <p>1 = The site would result in the loss of a main town centre use (e.g. active primary retail frontage).</p>
Heritage (Heritage Building, Conservation Area, Historic Landscape and Archaeological Area)	Identification of location within or nearby a heritage asset.	<p>3 = Site is not located within a conservation area, heritage landscape nor subject to a heritage designation itself, is not located within an Area of High Archaeological Potential and is not likely to affect heritage assets due to their distance from the site.</p> <p>2 = Site is located within the setting of a heritage asset and effects can be mitigated.</p> <p>2 = Site is located within an Area of High Archaeological Potential</p> <p>1 = Site is located within a Conservation Area, Historic Landscape or adjacent to a Listed Building or Locally Listed Building or other heritage asset and effects can be mitigated.</p> <p>0 = Site has Listed Building or other heritage asset within it/effects upon heritage assets cannot be mitigated.</p>
World Heritage Site and World Heritage Site Buffer Zone	Identification of location within the WHS or WHS Buffer Zone.	<p>3 = The site is outside the buffer zone and not within close proximity and thus will not adversely affect the values or views to and from the site.</p> <p>2 = The site is outside the buffer zone but within close proximity and could affect views to and from the WHS.</p> <p>1 = The site is within the buffer zone and could affect views to and from the WHS.</p>
Area of Special Character	Identification of location within Area of Special Character.	N/A
Open space (Green Belt, Community Open Space, MOL)	Identification of location within a designated open space.	<p>3 = Site is not within any open space designation.</p> <p>2- Site is within an open space but the impact on open space could be mitigated and/or the site could incorporate open space.</p> <p>1 = Site is within open space where effects cannot be mitigated; site is within an MOL or Green Belt that could be considered Grey Belt land.</p> <p>0 = Site is within an MOL or Green Belt that is to be retained.</p>
Green Chain, Capital Ring	Identification of location within the Green Chain or Capital Ring.	N/A
Protected Trees	Identification of any protected trees within the site.	N/A

Site in Nature Conservation (SINC), Local Nature Reserve or Site of Special Scientific Interest (SSSI)	Identification of location within a SINC, Local Nature Reserve or SSSI.	3 = Not within any of the identified areas. 2 = Only partially within an area. 1 = The whole site is identified within one of these areas.
Characterisation and Intensification Study strategy	Identification of RBG Characterisation and Intensification Study recommendations for the area and any site specific applicable detail.	N/A
Tall Building Zone recommendations	Identification of RBG Tall Building Study recommendations for the site.	N/A
Strategic View (London Plan designated) and Local View (Core Strategy designated)	Identification of whether the site is traversed by a Strategic London View or a Local View.	3 = Site does not sit within a view. 2 = Site sits within the focal area of the view at a considerable distance from the view starting point and could manage development to mitigate effects upon the view. 1 = Site sits within close proximity to the view starting point and would considerably compromise the view.
Infrastructure – Strategic or community facilities	Identification of strategic infrastructure, utilities, flood defences or community facilities on or near the site.	3 = The site does not include any existing or safeguarded strategic infrastructure nor any community facilities. 2 = The site includes strategic infrastructure in active use or safeguarded for such uses and/or community uses, however the site is part of an agreed disposal strategy and/or feasible co-location is proposed which would maintain/provide for the strategic/community infrastructure. 1 = The site includes strategic infrastructure in active use or safeguarded for such uses and/or community infrastructure, and the site is not part of an agreed disposal strategy and/or feasible co-location is not proposed.
Availability		
Ownership	Identification of the ownership status of the site.	3 = Single ownership and the developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell. 2 = Multiple ownership with the opportunity for comprehensive development. 1 = Potential legal or ownership issues and/or the site was not put forward by the owner.
Potential delivery date	Identification of potential time period that the site may come forward based on site representations etc.	3 = Short term (next 5 years). 2 = Medium term (5-10 years). 1 = Long-term (10+ years).

Achievability:		
Known infrastructure or physical constraints.	Identification of any known infrastructure or physical constraints.	3 = No constraints or viability issues known of. 2 = Potential viability constraints due to site constraints or other constraints. 1 = Significant viability constraints due to site constraints.

Appendix 2: Stage 2B assessment criteria

Table 2: Criteria included in Stage 2B Assessment

Criteria:	Assessment:
Availability	
Land ownership – Interest in redeveloping the site	Record of engagement with landowner and their interest in developing the site. If re-development in the 15 year timeframe was not anticipated then the assessment did not progress.
Land ownership – Status	Identification of who owns the site and whether the site is in single or multiple ownership. Assessment of confidence as to whether there are no known legal or ownership constraints to development.
Land ownership - Timeframes	Identification of when the landowner envisions the site will come forward (1-5 years, 6-10 years or 11-15 years).
Land ownership – Land use	Identification of what land uses the site landowner envisions for the site going forward.
Land ownership – Other	Identification of any other contextual detail provided by the landowner to inform suitability, availability and achievability assessment including any feedback on boundary detail, infrastructure requirements needed, phasing detail etc. This includes if any capacity testing has been done by the landowner.
Planning history	Assessment of the site's planning history to inform the potential capacity, boundary, phasing, uses, infrastructure requirements and/or design principles. This assessment focused on planning history from 2014 onwards and focused on larger works. A variety of sources were assessed including Council's planning portal, Annual Monitoring Report, monitoring data, GLA's Land Supply Manager (London Planning Database), and masterplan direction for the applicable area.
Achievability	
Neighbourhood vision and design considerations	<p>Assessment of the RBG Characterisation and Intensification Study's vision and intensification strategy for the site to inform potential design principles and to assess the site's role in achieving the neighbourhood vision, with the intensification strategies being:</p> <ul style="list-style-type: none"> • reinforcement (low/somewhat sensitive); • reinforcement (sensitive/highly sensitive); • transition/enhancement; or • transformation. <p>Assessment to consider if what has been put forward in the representation aligns with these recommendations. Consideration given to whether more guidance is needed to ensure that the site is developed in a way that helps to address local needs, identified sensitivities and priorities.</p>
Tall buildings	<p>Assessment addressing:</p> <ul style="list-style-type: none"> • the site's suitability for tall buildings as informed by the RBG Tall Building Assessment, to guide potential design principles on building heights. This includes assessing the assessment's recommendations for the site - whether the site was located within a Tall Building Zone, Tall Building Cluster, Limited

Criteria:	Assessment:
	<p>Opportunity Zone or an area with potential for a Local Scale Landmark and what heights are anticipated; and</p> <ul style="list-style-type: none"> • if what has been put forward in the representation aligns with these recommendations.
Land uses	<p>Assessment addressing:</p> <ul style="list-style-type: none"> • whether the site is suitable for the type of development and land use being proposed; • the potential uses that should be allocated on this site taking into account Core Strategy land use designations, new Local Plan evidence, landowner aspirations; and • if the site suitable for a particular type of use or as part of a mixed-use development (e.g. residential only, residential and offices/ commercial/ light industrial/ community uses).
Assessment summary:	
Recommendation on whether the site should be taken forward to the next stage – visioning and capacity testing	Recommendation to take forward or reject. If reject at this stage, rationale provided as to why this decision has been made (e.g. complicated site ownership, further constraints have been identified etc.).
Identified issues and opportunities if the site is redeveloped	Identified issues and opportunities from stages 2A and 2B.
Phasing recommendation	1-5 years, 6-10 years or 11-15 years.
Recommended future land use for the site	Recommended land use and identification as to whether this differs from that recommended in representation etc. or detailed in existing masterplan/delivery framework/past allocation and rationale for this difference (e.g. accommodating commercial space on ground floor due to flood risk).
Design considerations	Initial recommendations on design considerations for the site, using the site context/ location and detail provided, as well as designations that apply. Consideration given to scale, active frontage use, public realm, setting, PTAL rating, site permeability etc.

Appendix 3: Schedule of sites - Complete list of proposed site allocations in the draft Local Plan 2025

2025 Site Ref	Site Name	Proposed Uses	Indicative residential capacity	Site identification source (including previous references)
P1-GBW1	Lewisham College	Residential led mixed use development with commercial / community uses.	220	<ul style="list-style-type: none"> • RBG CfS 2024 • GLA CfS 2024 • Current Allocation 2014 (mu31)
P1-GBW2	Brookmarsh Industrial Estate and Phoenix Wharf, Lower Norman Road	Mixed use scheme including light industrial and residential uses alongside public access to Deptford Creek.	270	<ul style="list-style-type: none"> • RBG CfS 2024 • GLA CfS 2024 • Current Allocation 2014 (j7) • Draft Site Allocation 2021 (GC1)
P1-GBW3	Greenwich DLR Station	Residential-led mixed-use. Replacement access to Greenwich Station.	120	<ul style="list-style-type: none"> • RBG CfS 2024
P1-GBW4	Greenwich Quay	Residential and commercial uses.	100	<ul style="list-style-type: none"> • RBG CfS 2024
P1-GBW5	Former Arches Leisure Centre	Mixed use development incorporating commercial uses with residential uses.	110	<ul style="list-style-type: none"> • RBG CfS 2024
P1-GBW6	Hoskins Street Island Site	Residential led, mixed use scheme with commercial use and/or light industrial workspace use.	90	<ul style="list-style-type: none"> • RBG CfS 2024 • GLA CfS 2024
P1-GBW7	141 Woolwich Road	Residential-led scheme (residential or student accommodation) and commercial use.	60 (or 190 student bedrooms)	<ul style="list-style-type: none"> • RBG CfS 2024
P2-GP1	Enderby Place	Residential and industrial/commercial use.	560	<ul style="list-style-type: none"> • Draft Site Allocation 2021 (GP1)
P2-GP2	Morden Wharf	Residential-led mixed use.	1,500	<ul style="list-style-type: none"> • Draft Site Allocation 2021 (GP2)
P2-GP3	Greenwich Peninsula Central	Residential-led mixed use.	14,915	<ul style="list-style-type: none"> • Draft Site Allocation 2021 (GP4) • Current Allocation 2014 (mu19, mu20, mu21, mu22, mu23)
P2-GP4	SGN Greenwich	Residential led, mixed use development, incorporating commercial and community uses at ground floor.	750	<ul style="list-style-type: none"> • Draft Site Allocation 2021 (GP3) • RBG CfS 2024
P2-GP5	GMV Plot 500s	Residential led mixed-use.	260	<ul style="list-style-type: none"> • Current Allocation 2014 (j10) • RBG CfS 2024 • Draft Site Allocation 2021 (GP5)
P2-GP6	Millenium Retail Park	Residential led mixed-use.	1,250	<ul style="list-style-type: none"> • RBG CfS 2024

2025 Site Ref	Site Name	Proposed Uses	Indicative residential capacity	Site identification source (including previous references)
P3-C1	Charlton Riverside: Peninsular Park Road	Mixed-use development including residential, commercial and industrial.	360	<ul style="list-style-type: none"> Charlton Riverside Masterplan SPD 2017
P3-C2	Charlton Riverside: ASDA and Ramac Way	Mixed uses including residential, commercial/retail and small scale industrial workshop/ studio uses.	750	<ul style="list-style-type: none"> Current Allocation 2014 (j12) Charlton Riverside Masterplan SPD 2017 RBG CfS 2024
P3-C3	Charlton Riverside: Greenwich Shopping Park, Maritime Industrial Estate and Makro	Residential-led, with light industrial (including affordable workspace) and commercial uses.	2,260	<ul style="list-style-type: none"> Current Allocation 2014 (mu29) Charlton Riverside Masterplan SPD 2017 Draft Site Allocation 2021 (CR2) RBG CfS 2024
P3-C4	Charlton Riverside: Herringham Road and Riverside	Mixed-use development comprising residential, commercial, and light industrial uses.	1,320	<ul style="list-style-type: none"> Charlton Riverside Masterplan SPD 2017 Draft Site Allocation 2021 (CR2) RBG CfS 2024
P3-C5	Charlton Riverside: Central	Mixed-use development comprising residential, new local centre, industrial, commercial and education uses.	2,790	<ul style="list-style-type: none"> Charlton Riverside Masterplan SPD 2017 Draft Site Allocation 2021 (CR2) RBG CfS 2024
P3-C6	Charlton Riverside: Eastmoor Street and Westmoor Street	Mixed-use development comprising residential, commercial, light industrial and community uses.	540	<ul style="list-style-type: none"> Current Allocation 2014 (j5) Charlton Riverside Masterplan SPD 2017 Draft Site Allocation 2021 (CR2) RBG CfS 2024
P3-C7	17-37 & 18-36 Bowater Road, 1-3 Faraday Way	Mixed use development incorporating commercial and light industrial uses with residential uses.	360	<ul style="list-style-type: none"> Current Allocation 2014 (j4) Charlton Riverside Masterplan SPD 2017 Draft Site Allocation 2021 (CR3)
P4-W1	Woolwich Dockyard	Residential led mixed use development with commercial units and community uses at	1,700	<ul style="list-style-type: none"> RBG CfS 2024

2025 Site Ref	Site Name	Proposed Uses	Indicative residential capacity	Site identification source (including previous references)
		ground floor.		
P4-W2	Woolwich Ferry and Ambulance Station	Mixed use development, incorporating the Woolwich Ferry operational facilities and associated car parking and plant yard. Additional non-residential space for commercial uses and potentially the reprovion of the Ambulance station.	320	<ul style="list-style-type: none"> • Current Allocation 2014 (j4) • Draft Site Allocation 2021 (W2) • RBG CfS 2024
P4-W3	Waterfront Leisure Centre	Residential led mixed-use.	310	<ul style="list-style-type: none"> • Draft Site Allocation 2021 (W2) • RBG CfS 2024
P4-W4	Mortgramit Square	Mixed use development, incorporating residential uses, and commercial uses at ground floor and in the retained historic garage.	125	<ul style="list-style-type: none"> • Current Allocation 2014 (mu10) • Draft Site Allocation 2021 (W1) • RBG CfS 2024
P4-W5	Riverside House	Hotel and student accommodation use. Potential for residential use on the site.	580 student and hotel beds or 210 homes	<ul style="list-style-type: none"> • Current Allocation 2014 (mu10) • Draft Site Allocation 2021 (W3) • RBG CfS 2024
P4-W6	Royal Arsenal Riverside, Blocks D&K	Residential led mixed use development with commercial uses on ground floor.	660	<ul style="list-style-type: none"> • Current Allocation 2014 (m5 & mu13) • RBG CfS 2024
P4-W7	Beresford Street/ Macbean Street	Mixed use, including commercial and community uses on ground floor and residential uses on floors above.	420	<ul style="list-style-type: none"> • Current Allocation 2014 (mu9) • Draft Site Allocation 2021 (W4) • RBG CfS 2024
P4-W8	Woolwich OSD East	Residential-led, mixed use.	580	<ul style="list-style-type: none"> • Current Allocation 2014 (m5) • RBG CfS 2024
P4-W9	Spray Street Quarter	Residential-led mix-use.	800	<ul style="list-style-type: none"> • Current Allocation 2014 (m5) • Draft Site Allocation 2021 (W11)
P4-W10	Woolwich Telephone Exchange	Residential use with commercial use.	90	<ul style="list-style-type: none"> • Current Allocation 2014 (mu14) • RBG CfS 2024
P4-W11	Woolwich Arsenal OSD Site A & B	Mixed use development with upgraded railway and DLR station, town centre commercial units at ground floor, and enhanced public realm.	300	<ul style="list-style-type: none"> • Current Allocation 2014 (mu14) • Draft Site Allocation 2021 (W10) • RBG CfS 2024

2025 Site Ref	Site Name	Proposed Uses	Indicative residential capacity	Site identification source (including previous references)
P4-W12	Woolwich New Leisure Centre	Residential led, mixed use with commercial and leisure uses.	500	<ul style="list-style-type: none"> Draft Site Allocation 2021 (W9)
P4-W13	Love Lane and Former Post Office Site	Residential led mixed use development incorporating commercial and community uses.	710	<ul style="list-style-type: none"> Current Allocation 2014 (mu35) Draft Site Allocation 2021 (W8)
P4-W14	Woolwich Island Site	Co-living, residential, community, educational, retail, restaurants, cafes and office use.	485 co-living units and 20 residential units	<ul style="list-style-type: none"> Current Allocation 2014 (mu27) Draft Site Allocation 2021 (W6)
P4-W15	Calderwood Street Car Park	Residential-led, mixed use development.	200	<ul style="list-style-type: none"> Draft Site Allocation 2021 (W5) RBG CfS 2024
P4-W16	Royal Artillery Barracks	Residential led mixed-use with supporting commercial and community uses.	1,920	<ul style="list-style-type: none"> Current Allocation 2014 (o1) RBG CfS 2024
P4-W17	Victoria House	Sui generis (care home).	70 care beds	<ul style="list-style-type: none"> RBG CfS 2024
P5-TA1	Pettman Crescent North	Residential led mixed-use development with commercial units.	590	<ul style="list-style-type: none"> Draft Site Allocation 2021 (T2) RBG CfS 2024
P5-TA2	Broadwater Dock	Residential uses, ancillary community uses and publicly accessible open space.	680	<ul style="list-style-type: none"> Current Allocation 2014 (h8) Draft Site Allocation 2021 (T1) RBG CfS 2024
P5-TA3	Princess Alice Public House	Residential with ground floor commercial use.	70	<ul style="list-style-type: none"> RBG CfS 2024
P5-TA4	Thamesmead Waterfront	Mixed-use development including residential, town centre uses, commercial, community and transport uses, green and blue infrastructure.	15,000	<ul style="list-style-type: none"> Current Allocation 2014 (o15, o16, cb4, o19, mu40, cb3) Draft Site Allocation 2021 (T3, T4 & T5) RBG CfS 2024
P5-TA5	Gallions Reach Health Centre	Residential or health and residential use.	250	<ul style="list-style-type: none"> RBG CfS 2024
P5-TA6	Land west of Church Manor Way	Gypsy and Traveller Site.	18 pitches	<ul style="list-style-type: none"> Current Allocation 2014 (j1) RBG CfS 2024
P5-TA7	Cross Quarter and Lyndean Industrial Estate	Residential led mixed-use development to include the re-provision of industrial premises.	760	<ul style="list-style-type: none"> Current Allocation 2014 (h1) Draft Site Allocation 2021 (T6) RBG CfS 2024

2025 Site Ref	Site Name	Proposed Uses	Indicative residential capacity	Site identification source (including previous references)
P5-TA8	McLeod Road Co-op	Residential led, mixed use retail and community / storage uses.	50	<ul style="list-style-type: none"> • RBG CfS 2024
P6-PS1	11-15 Plumstead High Street	Residential led mixed-use development, incorporating a place of worship.	60	<ul style="list-style-type: none"> • Draft Site Allocation 2021 (P1) • RBG CfS 2024
P7-E1	Merlewood House and Eltham Police Station	Residential, commercial and community uses.	130	<ul style="list-style-type: none"> • RBG CfS 2024
P7-E2	Mecca Bingo	Residential and community/commercial uses.	90	<ul style="list-style-type: none"> • RBG CfS 2024
P8-KM1	Kidbrooke Village Phases 5&6	<ul style="list-style-type: none"> • Phase 5 (Buildings A and B): Residential, community use and open space. • Phase 6: Residential (C3 and extra care C3), open space, community facilities and retail use. 	<ul style="list-style-type: none"> • Phase 5: 530 C3 units. • Phase 6: 710 conventional C3 units and 130 extra care C3 units. 	<ul style="list-style-type: none"> • Current Allocation 2014 (h6, o3 & h7) • Draft Site Allocation 2021 (K2) • RBG CfS 2024
P8-KM2	Huntsman Sports Club	Residential uses.	240	<ul style="list-style-type: none"> • Current Allocation 2014 (h6) • Draft Site Allocation 2021 (K1) • RBG CfS 2024
P8-KM3	Aldi and B&M Kidbrooke Park Road	Mixed residential and retail uses.	260	<ul style="list-style-type: none"> • RBG CfS 2024

Appendix 4: List of sites not taken forward into the draft Local Plan

List of sites not taken forward into the draft Local Plan:

Site name:	Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Goldie Leigh Hospital	Abbey Wood	Existing allocation	(mu11) Continued health provision, surplus footprint potentially residential	Not suitable – located within MOL and Conservation Area and has a poor PTAL rating. Also contains existing NHS Hospital facilities.
Riverside between Lombard Wall and Anchor and Hope Lane	Charlton	Existing allocation	(j2) Industry B1b/c, B2, B8	Not suitable – this is an employment allocation within SIL.
Angerstein Triangle, Bramshot Avenue	Charlton	Existing allocation	(j3) Light industry / Warehousing B1b/c, B8	No suitable or achievable. Too many constraints and no development has come forward over a long period that it has been allocated. It is in use by the Metropolitan Police as a pound for seized vehicles, excluded it in the SHLAA process as key infrastructure.
Eltham pools	Eltham	Existing allocation	(h3) Residential	Not available – recently redeveloped.
Coronet Cinema & Tudor Parade, Well Hall Road	Eltham	Existing allocation	(mu1) Community uses, retail and housing including a significant element of affordable housing	Not available – partially redeveloped into Coronet Apartments.
Land to north of Eltham High Street	Eltham	Existing allocation	(mu12) Town Centre uses including residential, principally retail at ground level	Not available – the landowner has confirmed that they do not have any plans to redevelop.
Grove Market Place	Eltham	Existing allocation	(mu15) Retail with housing above, including a significant element of affordable housing	Not available – recently redeveloped into apartments.
Site on the corner of Horseferry Place & Thames Street	Greenwich	Existing allocation	(cb1) Community buildings	Not available - still an adventure playground.
McMillan Street	Greenwich	Existing allocation	(H2) Housing	Not available – the site is already student housing.
Creek Road / Bardsley Lane	Greenwich	Existing allocation	(mu17) Retail, A3 and community uses, civic open space with residential and / or small offices above.	Not available – recently redeveloped.
Creek Road, south side, west of Deptford Creek (Meridian Gateway)	Greenwich	Existing allocation	(mu18) Mixed use development.	Not available – recently redeveloped.
Royal Hill Court, off Greenwich High Road	Greenwich	Existing allocation	(mu25) Mixed use development.	Not achievable - likely has multiple ownerships and potentially some existing residential.
Former Greenwich District Hospital	Greenwich	Existing allocation	(mu26) Mixed use development.	Not available – recently redeveloped.
Stockwell Street Site	Greenwich	Existing allocation	(mu3) Mix of town centre uses	Not available – recently redeveloped.
Deptford Bridge, north side	Greenwich	Existing allocation	(mu31) B1, creative industries, other employment generating, educational or vocational uses.	Not achievable – partially redeveloped and potentially the site has multiple ownership.
Payne & Borthwick Wharves	Greenwich	Existing allocation	(mu32) Mixed use development	Not available – recently redeveloped.
131-161 Greenwich High Road (j/o Norman Road)	Greenwich	Existing allocation	(mu33) Mixed use development	Not available - largely built out.

Site name:	Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Davy's site, 161-171 Greenwich High Road	Greenwich	Existing allocation	(mu34) Mixed use development	Not suitable/achievable – too constrained with heritage buildings etc.
Deals Gateway, 6-42 Blackheath Road	Greenwich	Existing allocation	(mu4) Mixed use development	Not available – recently redeveloped.
Greenwich Reach East	Greenwich	Existing allocation	(mu5) Residential-led mixed use	Not available – recently redeveloped.
Blackwall Lane / Pelton Street	Greenwich	Existing allocation	(mu7) Mixed use development	Not available – recently redeveloped.
Thomas Tallis Secondary School	Kidbrooke Village and Middle Park	Existing allocation	(cb2) Secondary school and ancillary uses	Not available - the school has been built and is in operation.
National maritime Museum storage site, Nelson Mandela Road	Kidbrooke	Existing allocation	(h4) Residential	Not suitable/achievable – site not developable.
Thomas Tallis school site	Kidbrooke Village and Middle Park	Existing allocation	(h5) Predominantly housing, ancillary community services, retail	Not available - the new school is complete, and the former school site is a Greenwich Builds site that is under construction.
West Ferrier Precinct	Kidbrooke Village and Middle Park	Existing allocation	(h6) Predominantly housing, ancillary community services, Wingfield Primary School	Not available - Kidbrooke Masterplan - mostly complete.
East Ferrier Estate	Kidbrooke Village and Middle Park	Existing allocation	(h7) Predominantly housing, ancillary community services, Holy Family School	Not available - Kidbrooke Masterplan - mostly complete.
Kidbrooke station area	Kidbrooke Village and Middle Park	Existing allocation	(mu39) Kidbrooke station transport interchange, local centre, housing	Not available - mostly built.
Site to the east of Plumstead Bus Garage	Thamesmead	Existing allocation	(j16) Mixed-use development	Not available – no response from landowners and still in operational use.
Former public baths building, Bathway	Woolwich	Existing allocation	(mu28) Suitable for re-use for appropriate Town Centre activity	Not suitable/available - converted to a Theatre pre-2021 and assumed to be in functional use. Site is also potentially too small to be included.
Co-op site, 125-151 Powis Street (south side)	Woolwich	Existing allocation	(mu36) Possible department store site.	Not available – no response received from landowner.
Abery Car Park	Plumstead	Plumstead Framework site	(Site A) - Commercial space with active frontage and residential uses above.	Not suitable – site too small.
Plumstead Library	Plumstead	Plumstead Framework site	(Site B) – Continued library use with co-located leisure activities.	Not available – still in operational use.
Plumstead Leisure Centre	Plumstead	Plumstead Framework site	(Site C) – Residential.	Not achievable – largely redeveloped.
Ex Housing Offices	Plumstead	Plumstead Framework site	(Site E) – Community/education use on the ground floor, with residential units above	Not available – recently redeveloped.
Plumstead Fire Station	Plumstead	Plumstead Framework site	(Site I) – Not given.	Not available – still in operational use.
Eltham Approach	Eltham	Eltham Masterplan site	(Site 2) – Education uses.	Not available – landowners confirmed that they have no plans to redevelop and are continuing with current uses.
Royal Mail Sorting Office	Eltham	Eltham Masterplan site	(Site 4) – Mixed-use, residential led.	Not available – landowners has continuing use for the site with no plans to redevelop.
Argos Block	Eltham	Eltham Masterplan site	(Site 5) – Retail.	Not suitable – too small.

Site name:	Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Orangery Square	Eltham	Eltham Masterplan site	(Site 8A) – Mixed use development.	Not available – landowners are not looking to redevelop over the lifetime of the new Local Plan.
Orangery Square	Eltham	Eltham Masterplan site	(Site 8C) – Mixed use development.	Not suitable – too small and various landowners.
Orangery Square	Eltham	Eltham Masterplan site	(Site 8D) – Mixed use development.	Not suitable/available – no known landowner plans for redevelopment. Still in operational use as a school.
The Arcade	Eltham	Eltham Masterplan site	(Site 9) – Retail.	Not available - no known landowner plans for redevelopment.
Abbey Wood Telephone Exchange	Abbey Wood	Proposed 2021 allocation	(T7) Residential.	Not available – operational infrastructure now and into the future as confirmed by landowners.
Orangery Lane	Eltham	Proposed 2021 allocation	(E1) Mixed use development.	Not available – too many landowners of smaller, fragmented sites within the larger site.
260 Eltham High Street	Eltham	Proposed 2021 allocation	(E2) Residential and workspaces.	Not available – landowner responded and said they had no plans to redevelop the site.
Car wash site	Plumstead	Proposed 2021 and Plumstead Framework Site	(P2/Site H) Mixed use development including workspaces and residential.	Not available – landowner has no plans to redevelop in the lifetime of the Local Plan.
Bunton Street	Woolwich	Proposed 2021 allocation	(W3) Mixed use development.	Not available – landowner responded and said they had no plans to redevelop the site.
Abbey Arms PH	Abbey Wood	2024 Call for sites	Mixed use development – retained pub, commercial and residential.	Not suitable – proposed units are below the site allocation 50-unit threshold.
Grovebury Road	Abbey Wood	2024 Call for sites	Community use	Not suitable – too small and community open space designation.
Thistlebrook Travellers Site	Abbey Wood	2024 Call for sites	Residential / Housing, Office, Retail / Commercial, Leisure	Not suitable – current Gypsy and Traveller site, no change in use anticipated.
Bexley Road Ecological Site	Avery Hill	2024 Call for sites	Not given.	Not available – permission granted for a Special Educational Needs and Disabilities Transition Learning Centre on the site in 2024.
STC Sports Club New Eltham	Avery Hill	2024 Call for sites	Residential / Housing	Not suitable - the site is subject to MOL and SINC at present which inhibit development. It is also an active playing pitch.
University of Greenwich Mansion House	Avery Hill	2024 Call for sites	Residential / Housing and Open Space	Not suitable – due to MOL status.
University of Greenwich Southwood Site	Avery Hill	2024 Call for sites	Residential / Housing and Open Space	Not suitable – due to MOL status and land including active playing pitches.
128 Coleraine Road	Blackheath / Wescombe Park	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Minerva Lodge / Sweyn Place	Blackheath / Wescombe Park	2024 Call for sites	Residential	Not suitable/achievable – site is too small.
Morden College	Blackheath / Wescombe Park	2024 Call for sites	Residential	Not achievable/available – further information not provided by the landowner to support nomination. There is a lack of certainty as to whether the site has capacity to provide 50 additional units to meet the threshold for inclusion as a site allocation, particularly given sensitivity is needed in regard to the site’s heritage assets.
Morden Road/Fulthorp Road Garages	Blackheath / Wescombe Park	2024 Call for sites	Residential	Not suitable/achievable – site is too small.
Pond Road / Pond Close	Blackheath / Wescombe Park	2024 Call for sites	Residential	Not suitable/achievable – site is too small.

Site name:	Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Proposal for station at Blackheath Standard	Blackheath / Wescombe Park	2024 Call for sites	Transport link	Not suitable/achievable/available – proposal seeks a new station be provided, which is TfL's remit.
Stane Way Car Park	Charlton	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Pear Tree Wharf, Horn Link Way	Charlton	2024 Call for sites	Residential / Housing, Employment / Industrial	Not suitable - due to having various designations including Strategic Industrial Land, Aggregates Zone, Safeguarded Waste Zone and Safeguarded Wharf.
The Knole, Coldharbour	Coldharbour and New Eltham	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Eltham Telephone Exchange	Eltham	2024 Call for sites	Residential / Housing, Employment / Industrial, Retail / Commercial	Not available/suitable – Eltham Telephone Exchange is still operating and will continue to do so over the life of this new plan as confirmed by landowners.
Land r/o Mottingham Station	Mottingham	2024 Call for sites	Not given.	Not available – no response received from two landowners of the site proposed.
Public WC adjacent to St John's Church	Eltham	2024 Call for sites	Not given.	Not suitable – Community Open Space designation.
Thames Water Reservoir Eltham	Eltham	2024 Call for sites	Not given.	Not available/suitable – no response received from landowner but very much assume the site will continue to be used as a reservoir.
Angerstein Flyover	Greenwich	2024 Call for sites	Art installation	Not suitable.
Greenwich Telephone Exchange	Greenwich	2024 Call for sites	Mixed-use development (proposed to be combined with Arches Leisure Centre).	Not suitable/available - Telephone Exchange is still operating and will continue to do so over the life of this new plan as confirmed by landowners.
100 Blackheath Road	Greenwich	2024 Call for sites	Not given.	Not available – no response received back from landowners.
Greenwich Power Station	Greenwich	2024 Call for sites	Mixed-use development.	Not suitable/available – owned by TfL and is still in operational function, with its primary purpose being to provide emergency power for the London Underground network in the event of a significant national grid failure.
Land at J/O Denham Street and Tunnel Avenue	Greenwich	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
6-8 Lewisham Road	Greenwich	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
90 Old Woolwich Road	Greenwich	2024 Call for sites	Mixed-use development.	Not suitable/achievable – site is too small.
114-116 Old Woolwich Road	Greenwich	2024 Call for sites	Mixed-use development.	Not suitable/achievable – site is too small.
Park Row Car Park	Greenwich	2024 Call for sites	Residential / Housing, Retail / Commercial, Employment / Industrial	Not available – Council owned and no plans to redevelop over the life of the plan.
Norman Road	Greenwich	2024 Call for sites	Mixed-use development.	Not available – landowners did not identify desire to redevelop.
Prior Street Garages	Greenwich	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
St Alfege Church Hall	Greenwich	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Westgrove Lane	Greenwich	2024 Call for sites	Potential reinstatement of open space	Not suitable/achievable – site is too small.
Peterboat Close	Greenwich Peninsula	2024 Call for sites	Residential / Housing, Office, Employment / Industrial, Warehousing	Not suitable/achievable – site is too small.

Site name:	Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Blackheath Wanderers	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Bowring / Gresham	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Casterbridge Estate Garages	Kidbrooke Village and Middle Park	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Crofton Albion	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
David Lloyd	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Former Holy Family Primary School	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not available – landowner is not looking to develop the site.
John Roan	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Kidbrooke Station	Kidbrooke Village and Middle Park	2024 Call for sites	Residential led mixed use development	Already in construction.
Leathersellers Sports Ground	Kidbrooke Village and Middle Park	2024 Call for sites	Residential / Housing	Not suitable – due to MOL status.
Manor Way	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Meadows House Residential Care Home	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not available – the site continues to be a care home for the majority of the plan's lifetime.
Old Colfeians	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to Community Open Space status.
Weigall Road	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Willow Country Club	Kidbrooke Village and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Abery Street	Plumstead	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Gallosson Road	Plumstead	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
70-98 Plumstead High Street	Plumstead	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Cantwell Road / Eglington Hill	Shooters Hill	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Land north of Plumstead Road	Thamesmead	2024 Call for sites	Employment with residential above	Not available – no response received from landowners.
71-73 Nathan Way	Thamesmead	2024 Call for sites	Residential / Housing, Retail / Commercial, Office	Not suitable – SIL land.
Site @ West Nathan Way	Thamesmead	2024 Call for sites	Employment / Industrial	Not suitable – SIL land.
White hart Avenue / Church Manor Way	Thamesmead	2024 Call for sites	Gypsy and Traveller site, Employment / Industrial, Warehousing	Not suitable – SIL land.
White Hart Avenue	Thamesmead	2024 Call for sites	Employment / Industrial	Not suitable – SIL land.

Site name:	Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Gunnery Terrace	Woolwich	2024 Call for sites	Residential / Housing, Office, Employment / Industrial, Retail / Commercial, Leisure, Open Space	Not available – landowner does not have any plans to develop over the life of the new plan.
IO Centre (Buildings 1-16)	Woolwich	2024 Call for sites	Employment and residential.	Not available – landowner does not have any plans to develop over the life of the new plan.
IO Centre (North)	Woolwich	2024 Call for sites	Employment and residential.	Not available – landowner does not have any plans to develop over the life of the new plan.
Land Adj Maritime House	Woolwich	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Land South of Plumstead Road	Woolwich	2024 Call for sites	Residential and open space.	Not available/suitable – current Council estate with no plans to redevelop.
17-19 Wellington Street	Woolwich	2024 Call for sites	Residential / Housing, Retail / Commercial, Arts / Culture.	Not suitable/achievable – site is too small.
108-113 Woolwich High Street	Woolwich	2024 Call for sites	Residential / Housing, Retail / Commercial	Not suitable/achievable – site is too small, and potentially multiple owners.
Arnold House	Kidbrooke Village and Middle Park	GLA Call for sites	Not given.	Not suitable – proposed units are below the site allocation 50-unit threshold.
Royal PH Mottingham	Coldharbour and New Eltham	GLA Call for sites	Not given.	Not available – landowner does not have any plans to develop over the life of the new plan.

Appendix 5: Council's preferred mix of housing tenures and types

For completeness of information, the Council's preferred mix of housing tenures and types is reported below, as set out in the draft Local Plan.

Private ownership	Public ownership
Private units 65%	Private units 50%
Unit types mix:	Unit types mix:
1Bed 35%	1Bed 35%
2Bed 40%	2Bed 40%
3Bed 25%	3Bed 25%
4Bed 0%	4Bed 0%
Affordable units (Intermediate) 14.0%	Affordable units (Intermediate) 20%
Unit types mix:	Unit types mix:
1Bed 30%	1Bed 30%
2Bed 40%	2Bed 40%
3Bed 30%	3Bed 30%
4Bed 10%	4Bed 10%
Affordable units (Rented) 21.0%	Affordable units (Rented) 30%
Unit types mix:	Unit types mix:
1Bed 30%	1Bed 30%
2Bed 40%	2Bed 40%
3Bed 30%	3Bed 30%
4Bed 10%	4Bed 10%

Appendix 6: Quantitative Studies evidence



LEWISHAM COLLEGE

- Residential-led mixed-use development.
- New pedestrian links to connect surrounding streets to the Creekside, improving access and permeability between Deptford Bridge and Deptford Church Street and encouraging increased active travelling in the area.
- An attractive open space with ground-floor commercial uses, potentially including food and beverage, to provide improved access to Deptford Creek.
- Main pedestrian access to be from Deptford Bridge near the DLR station, with secondary access at the junction of Deptford Bridge and Greenwich High Road.
- Vehicular and delivery-service access from surrounding streets in Royal Greenwich is limited; alternative servicing access and additional pedestrian routes to be explored from Deptford Church Street via the neighbouring site to the west (within Lewisham), under the same ownership.

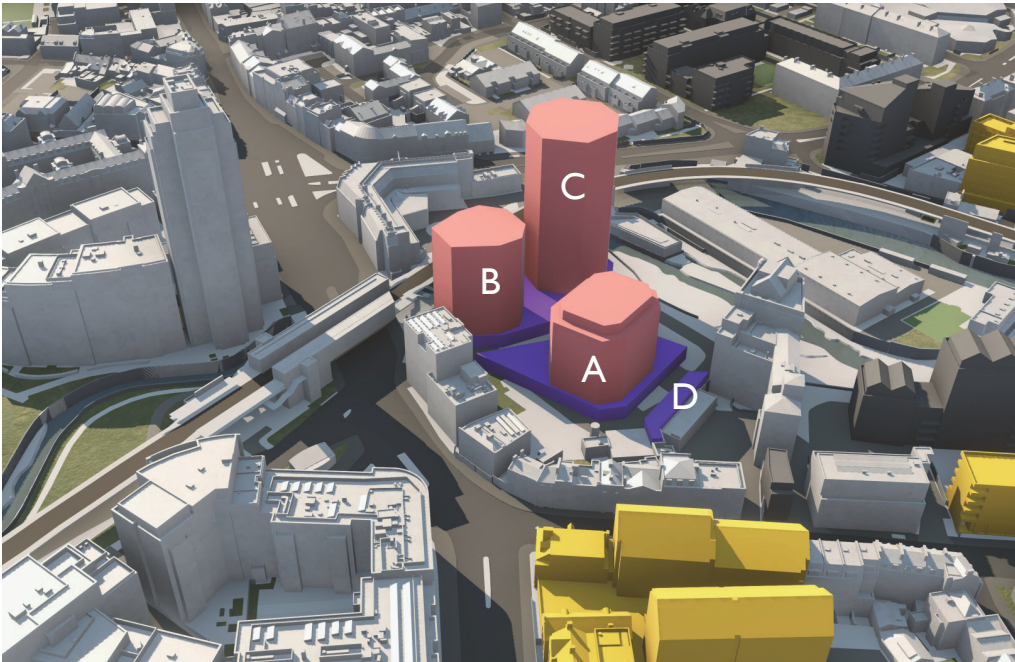
Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9	5600	1172
B	11	5030	900
C	18	12104	925
D	2	0	324



Place making diagram

TYPE	Indicative units count
1 Bed	72
2 Bed	80
3 Bed	58
4 Bed	7

Indicative site capacity
217 residential units: 22,734 GEA sqm
Indicative housing density: 279 units/ha
Non residential uses: 3321 GEA sqm

- Development to respond to varying site boundary conditions, including the Creek, the listed Mumford Mills building, rear of properties on Deptford Bridge and Greenwich High Road, and nearby listed buildings and conservation areas.
- Building heights to step down towards the listed Mumford Mills building.
- A taller building up to 18 storeys may be appropriate at the north-western end near the DLR station.
- Development to be set back from Deptford Creek SINC and deliver environmental enhancements, such as biodiversity improvements.
- Due to flood risk, no residential uses are not appropriate at ground-floor level.



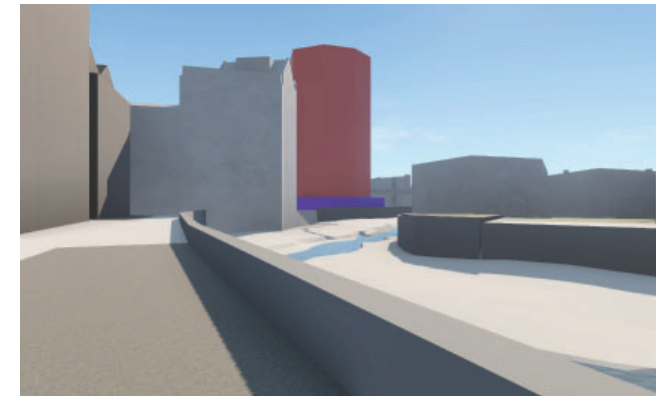
1. Approach from Blackheath Road



2. Main pedestrian access by Bedford Bridge and the DLR station



3. Approach from northern Greenwich High Road



4. Approach from the eastern Creekside



5. View in the background of the Grade II listed Miller general Hospital



6. View from Ashburnham Grove, within the Ashburnham Triangle Conservation area

BROOKMARSH INDUSTRIAL ESTATE & PHOENIX WHARF, LOWER NORMAN ROAD

- Residential led development. Non-residential uses to be concentrated on ground floor.
- Any industrial activity to be designed to be compatible with residential uses above and deliver active frontages along Norman Road. Other commercial uses to be explored along Deptford Creek, provided there is no net loss of industrial capacity.
- Development to create accessible routes to the Creekside.
- Pedestrian and cycle route to be provided through the railway arches.
- New public spaces to lead visitors to workshops, commercial activities, and the creek.
- Listed railway arches to the south of the site to be incorporated and activated with workshops and other suitable commercial uses.

Residential

Under construction

Non residential

Approved



Place making diagram

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	12	5972	400
B	8	4239	1060
C	11	5108	574
D	9	4162	370
E	8	7745	767

TYPE	Indicative units count
1 Bed	90
2 Bed	95
3 Bed	73
4 Bed	13

Indicative site capacity
271 residential units: 28523 GEA sqm
Indicative housing density: 304 units/ha
Non residential uses: 3171GEA sqm

- Proposals to work organically with adjacent Saxon Wharf to create a small cluster of taller elements at the elbow of the creek.
- Heights to vary and include a mid-rise shoulder on the frontage to avoid undesirable canyon effect on the creek.
- Development to contribute to a broadly consistent mid-rise street frontage on Norman Road, punctuated by markers only at prominent points.
- Tall buildings up to 12 storeys may be appropriate, positioned to avoid negative impact on views from the World Heritage Site.
- Development to protect and, if possible, enhance the SINC at Deptford Creek adjoining the western border.
- Environment to be improved for active travel and urban greening.
- Suitable flood risk mitigation measures, including SuDS, to be incorporated.



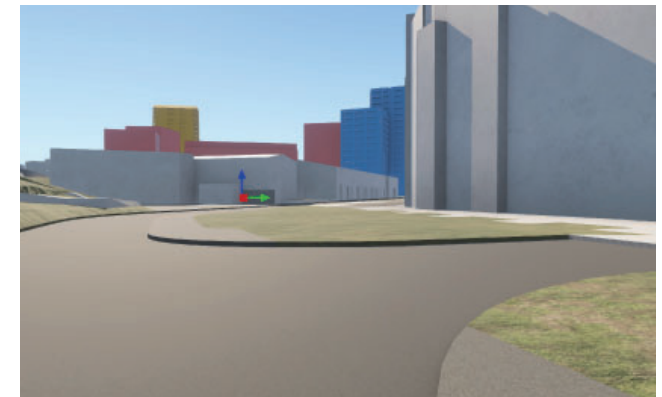
1. View from northern Norman Road



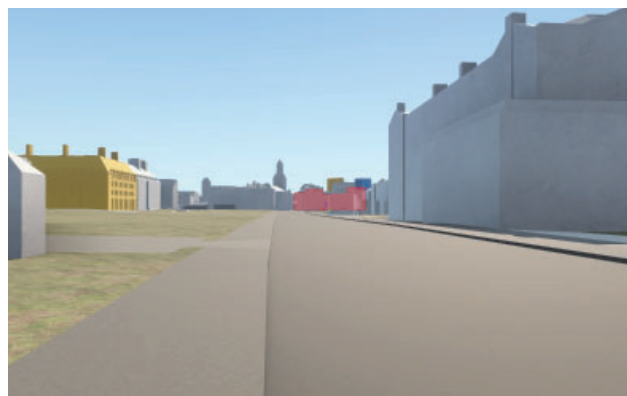
2. View approaching northern open space from Norman Road



3. View from the Creek side



4. View from the south-eastern end of Tarves Way

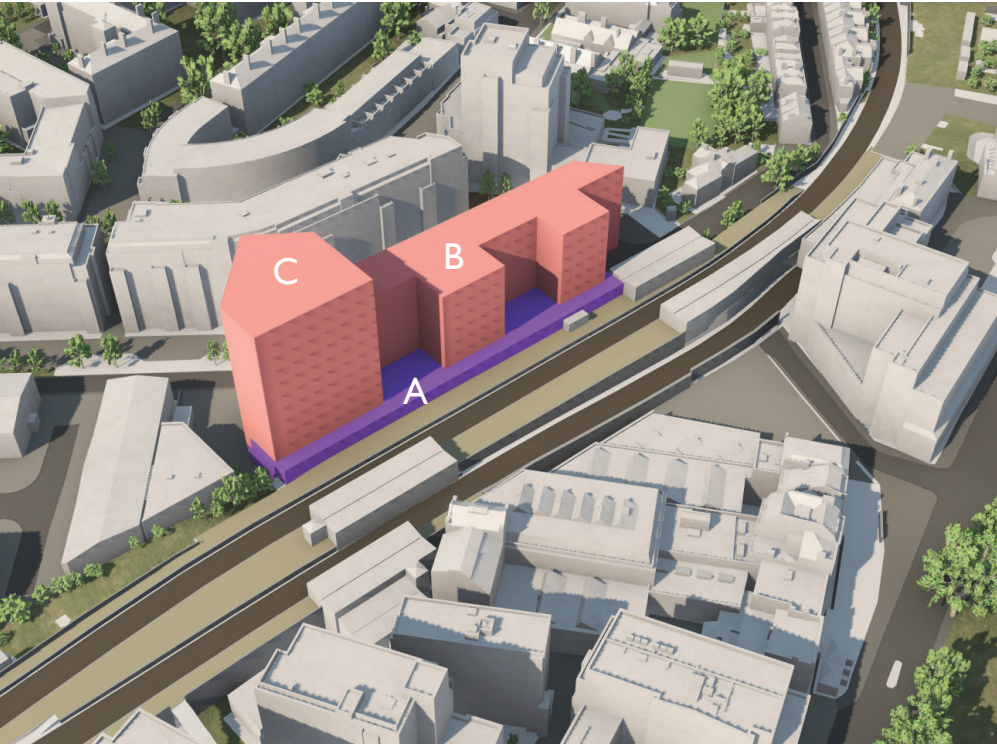


5. Long view from Romney Road, within the World Heritage Site



6. Long view from College Way, within the World Heritage Site

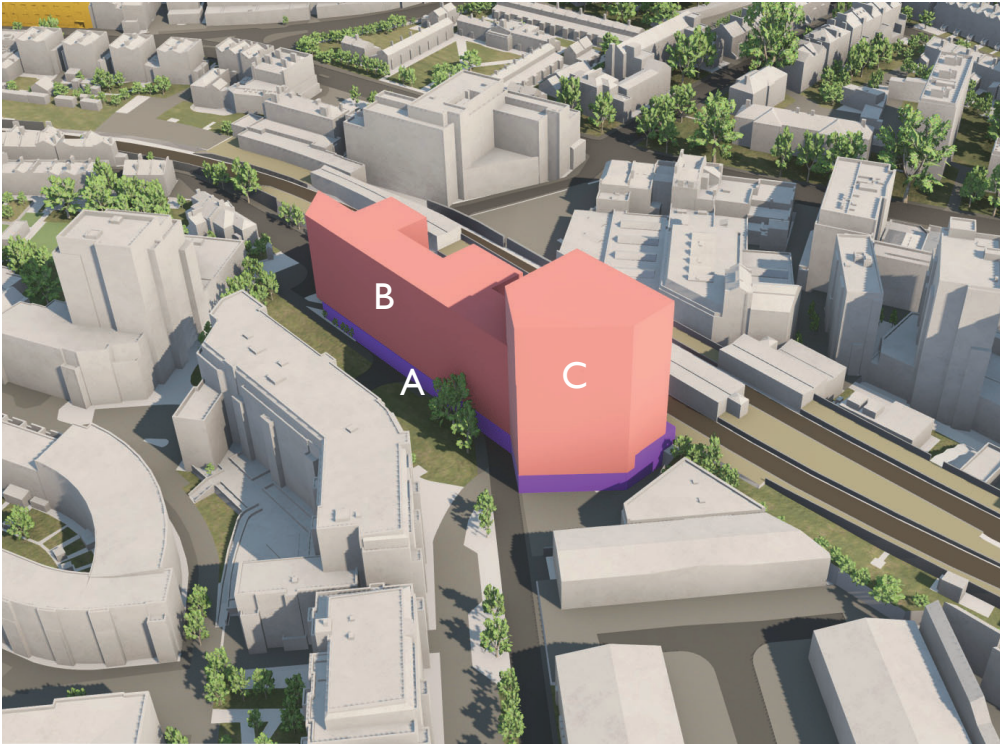
GREENWICH DLR STATION



view from south

- Residential
- Under construction
- Non residential
- Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	1 (podium)	0	2989 (including access to station)
B	7 to 11 (above podium)	12542	0



view from north-west

TYPE	Indicative units count
1 Bed	39
2 Bed	41
3 Bed	31
4 bed	5

Indicative site capacity
116 residential units: GEA 12542 sqm
Indicative housing density: 483 units/ha
Non residential uses: GEA 2989 sqm

- Site to become a residential-led, mixed-use development with commercial space and access to the DLR and National Rail station on Tarves Way, including underpass to Greenwich High Road and the town centre.
- Accessibility to DLR and National Rail station, town centre, and pedestrian/cycling experience to be improved.
- Legibility and perceived security of pedestrian access to the station to be enhanced.
- Underpass to be redesigned as a more engaging and inviting route to the town centre.
- Adequate communal amenity space for residential uses at podium and roof levels to be incorporated.
- Shoulder of buildings to reflect prevailing heights on Tarves Way and avoid overdominating or excessive overshadowing to the street.
- Taller element to be explored on the wider side of the site to mark access to the station and pedestrian underpass.
- Deck-access typology to be considered for the narrower side of the site.
- Number of dual-aspect units to be maximised, considering narrow layout and orientation.
- Development opposite railways to be effectively integrated within the setting of statutory and locally listed buildings and not detract from their significance.
- Tall buildings up to 12 storeys may be appropriate.
- Urban greening and sustainable drainage to be maximised.



1. View of Locally listed no. 141 Greenwich High Road



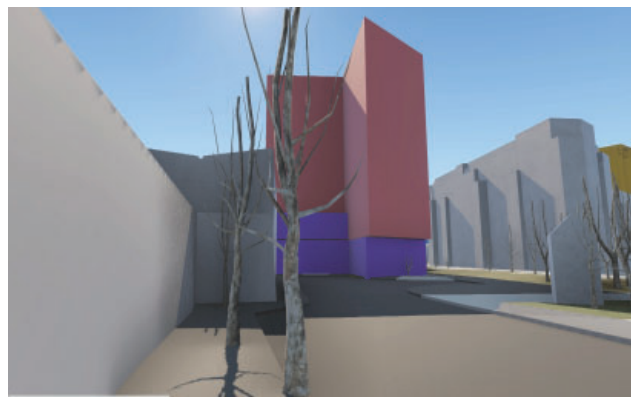
2. View from the southern access to Waller Way



3. View comprising locally and statutory listed buildings at nos. 161-169 Greenwich High Road



4. View from the junction of Tarves Way and Norman Road



5. View of the site approaching from south-eastern Straightsmouth



6. View towards the site from Romney Road (A206)

GREENWICH QUAY

- Residential-led mixed-use scheme to provide commercial uses at ground floor level, including workspace floorspace and affordable workspace.
- Buildings and open space to be arranged to provide desirable visual and pedestrian permeability across the site.
- Development to contribute to a publicly accessible, continuous pathway along the creek, enhancing green infrastructure and supporting biodiversity.
- Vehicular access to be from Clarence Road, a no-through road to Creek Road, with careful consideration given to servicing arrangements.
- Buildings to be adequately set back from Deptford Creek in line with Environment Agency recommendations.
- Setbacks from surrounding streets to be designed organically in relation to building height, avoiding impacts on views from inside the World Heritage Site, dominance of the public realm, or undesirable canyon effect with Creek Road.

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9	4464	457
B	14	6591	407



view from north-west

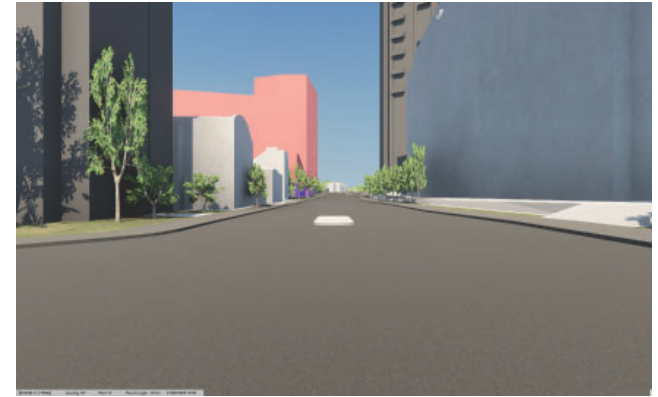
TYPE	Indicative units count
1 Bed	35
2 Bed	39
3 Bed	28
4 bed	3

Indicative site capacity
105 residential units: GEA 11055 sqm
Indicative housing density: 357 units/ha
Non residential uses: GEA 864 sqm

- Building heights to step down clearly from the core of the emerging cluster of tall buildings around the creek toward the low-to-mid-rise fabric to the west and north.
- Tall buildings up to 14 storeys may be appropriate.
- Development to respect the ecology and biodiversity of Deptford Creek to the north and east of the site, designated as a SINC.
- Site to maximise urban greening and sustainable drainage, alongside interventions to improve or create habitats, particularly within the new creek-side open space.



1. Long view from western Creek Road



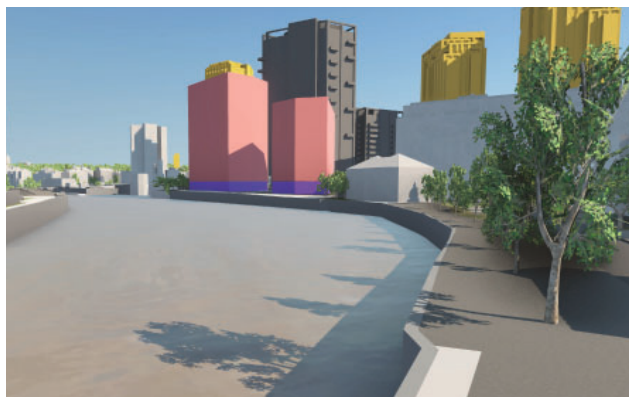
2. Mid-range view from western Creek Road



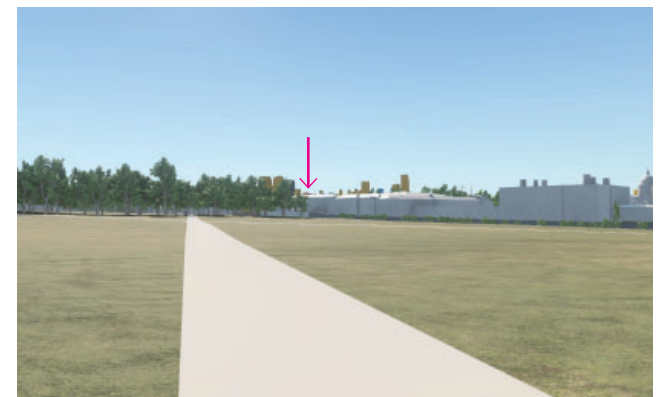
3. View from eastern Creek Road



4. Long view from Creek Road, approaching from the WHS



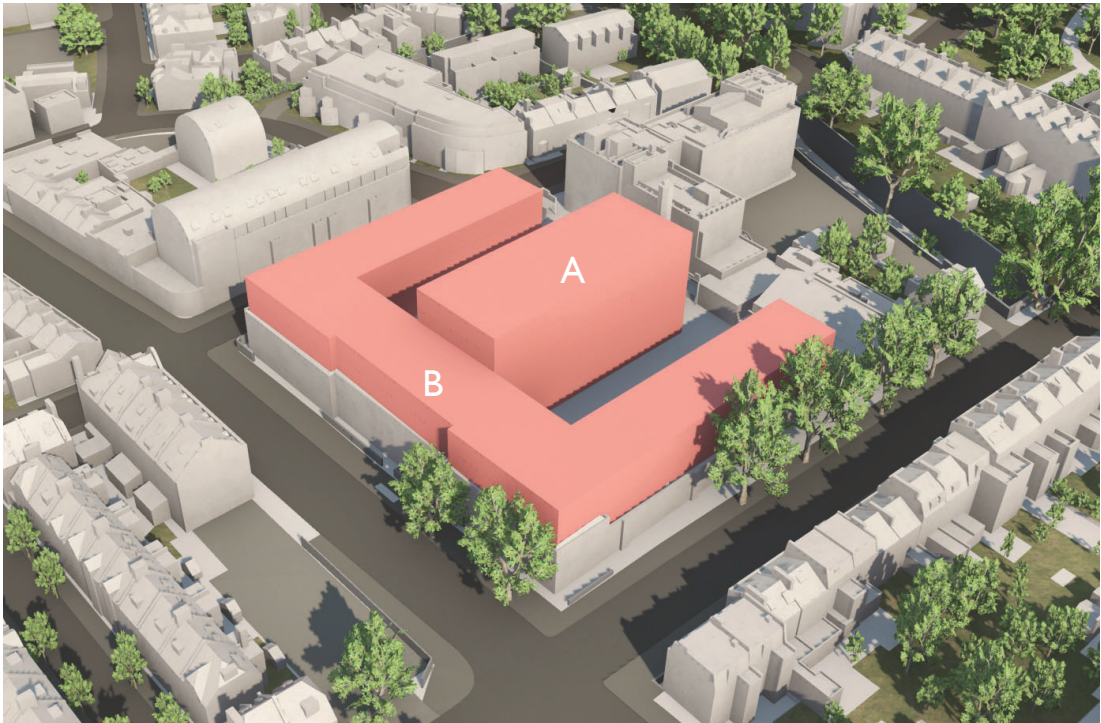
6. View from the Greenwich Reach swing bridge



6. The outlined massing is barely visible from the WHS

ARCHES LEISURE CENTRE

- Mixed uses, including commercial uses concentrated on the ground floor along Trafalgar Road and residential units incorporated throughout the site.
- Existing street façade of the building to be preserved, respecting the history of the site and its status as a locally listed building.
- New elements to have a sensitive design that preserves and enhances the appearance and character of the Conservation Area, retaining the architectural and historical significance of the site.
- Any rooftop extension to the original front element to appear sufficiently subservient, use complementary materiality, and sit harmoniously within the immediate and wider context.
- New blocks set back from the street to be mid-rise in character, not exceeding six storeys, and integrate well with the



Place making diagram

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	4	6528	
B	6	4272	400

TYPE	Indicative units count
1 Bed	34
2 Bed	38
3 Bed	27
4 Bed	3

Indicative site capacity
102 residential units: 10,800 sqm GEA
Indicative housing density: 227units/ha
Non residential uses:400 sqm GEA

surrounding context in terms of scale and architectural expression.

- Deliveries and servicing to be accessed via Maze Hill.
- Development to improve accessibility for those with mobility issues.
- Adequate communal amenity space to be provided for residential components and contribute to enhancing the surrounding public realm.
- Existing street trees to be retained, with other urban greening opportunities explored and implemented where feasible.



1. View approaching from western Trafalgar Road



2. View from southern Greenwich Park Street



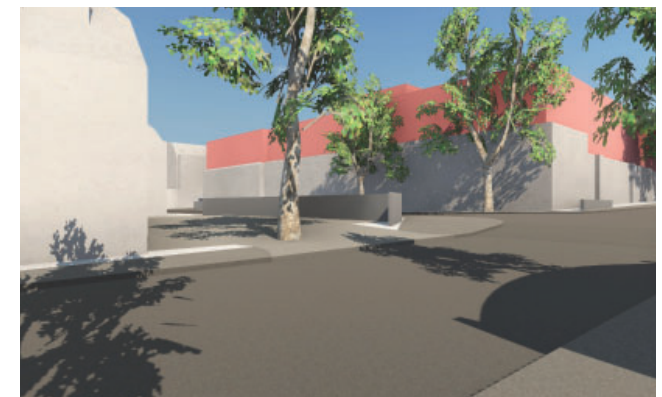
3. View from Maze Hill



4. View from eastern Trafalgar Road



5. View from Hoskins Street



6. View from northern Greenwich Park Street

HOSKINS STREET ISLAND SITE

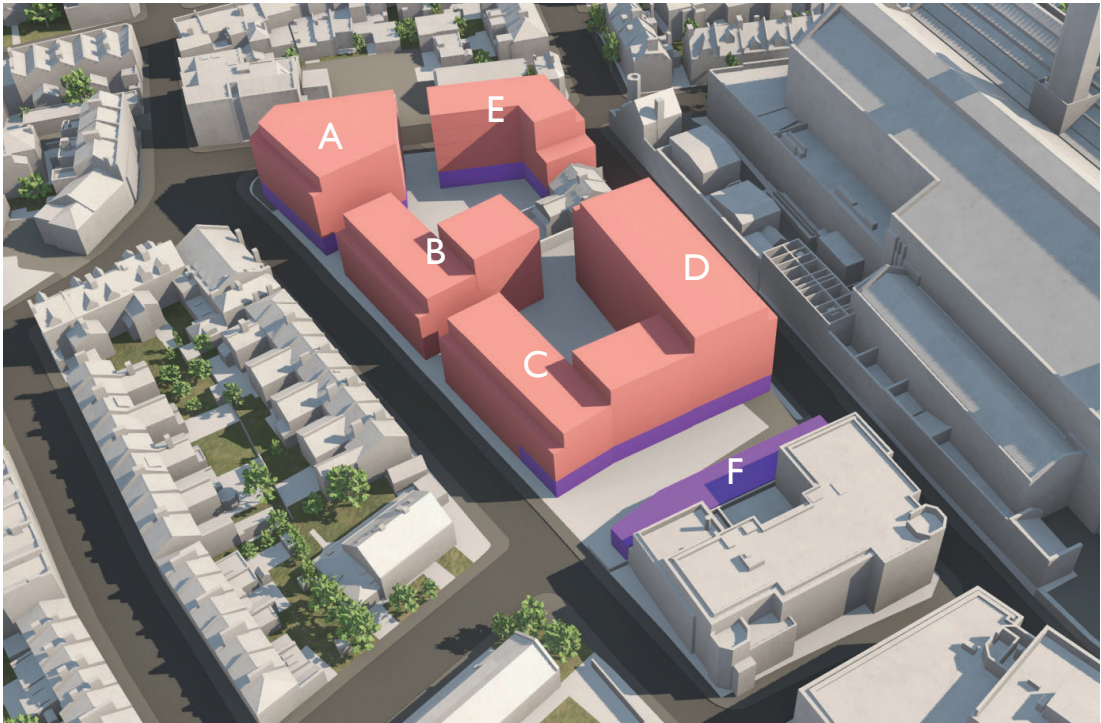
- Residential-led mixed-use development to include commercial and/or light industrial uses and residential entrances at ground floor level, excluding living and sleeping areas. Residential uses to be located on upper floors.
- New uses to be carefully considered to avoid detracting from adjoining East Greenwich town centre offering.
- Commercial uses and residential lobbies to activate Old Woolwich Road and Collington Street, as well as Hoskins Street and Lassell Street, and internal open space within the site.
- New pedestrian link to be introduced at northern part of the site, connecting Lassell Street to Hoskins Street, with opportunity to activate space with workshops or food and beverage units.

Residential

Under construction

Non residential

Approved



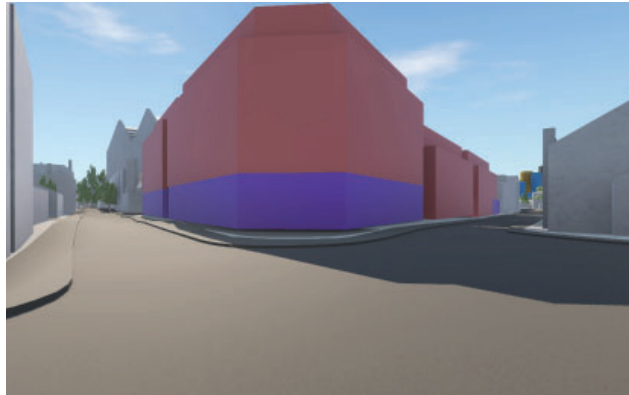
Place making diagram

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5	1912	498
B	4 to 5	1418	
C	4 to 5	1566	291
D	6	3284	86
E	5	1750	460
F	1		250

TYPE	Indicative units count
1 Bed	30
2 Bed	33
3 Bed	23
4 Bed	2

Indicative site capacity
88 residential units: GEA 9930 sqm
Indicative housing density: 180 units/ha
Non residential uses: GEA 1315 sqm

- Public realm along Lassell Street and Hoskins Street to be enhanced to reinforce pedestrian and cycle-friendly character.
- Opportunity to enhance public realm along Old Woolwich Road.
- Building blocks to establish clear hierarchy of public, communal, and private spaces, incorporating adequately sized courtyards.
- Green infrastructure to be provided within the site, including tree planting and green spaces.
- Development to sensitively respond to historic context in scale, height, and architectural design.
- Building heights to vary across the site to respond to boundary conditions and surrounding historic context.
- Development to positively contribute to area's character and sense of place, defining well-proportioned and appropriately activated street frontages.
- Development to avoid harm to significance of adjacent heritage assets and support enhancement of their setting.
- Flood mitigation measures to be incorporated.



1. View from the junction of Lassell Street and Old Woolwich Road



2. View from Old Woolwich Road



3. View from Banning Street



4. View from Junction of Old Woolwich Road and Hoskins Street



5. View from northern Lassell Street



6. View from Old Woolwich Road

I4I WOOLWICH ROAD

- Deliver a mixed-use, residential-led scheme appropriate to the site’s location outside the town centre.
- Acknowledge that the principle of residential use and student accommodation is already established through existing planning consents.
- Provide ground floor commercial floorspace with an active frontage onto Woolwich Road to create a strong street presence and maximise natural surveillance.
- Locate vehicular access, servicing, and deliveries at the north of the site along Dandridge Close.
- Activate Chilver Street and Denham Street with residential lobbies.
- Enhance the existing public realm along Woolwich Road, delivering a pedestrian-focused environment that is green, safe, and accessible to all.

Approved Residential-led Scheme

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	4 (above podium)	5,684	2,262



view from south-west

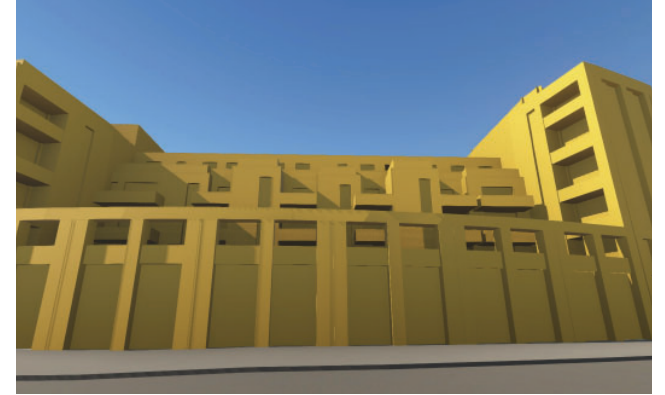
TYPE	Indicative units count
1 Bed	22
2 Bed	29
3 Bed	7

Indicative site capacity
58 residential units: GIA 5,684 sqm
Indicative housing density: 263 units/ha
Non residential uses: GEA 2,262 sqm

- Provide green infrastructure enhancements within the site and along street edges, retaining existing trees where possible.
- Include sufficient private and communal amenity spaces, catering to a variety of ages and users.



1. Western approach on Woolwich Road



2. Facade on Woolwich Road



3. Eastern approach on Woolwich Road



4. Southern approach on Denham Street



5. Southern approach from Chilver Street



6. Long view from west on Woolwich Road



view from south-west

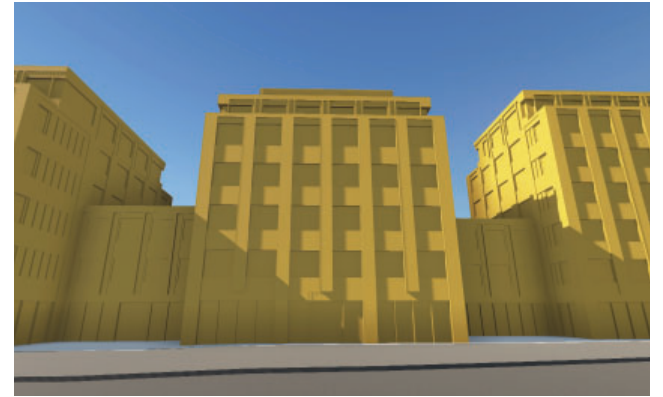
 Approved Student Housing-led Scheme

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5 and 6 (above podium)	8218	394

TYPE	Indicative units count
Student bedrooms	190



1. Western approach on Woolwich Road



2. Facade on Woolwich Road



3. Eastern approach on Woolwich Road



4. Southern approach on Denham Street



5. Southern approach from Chilver Street



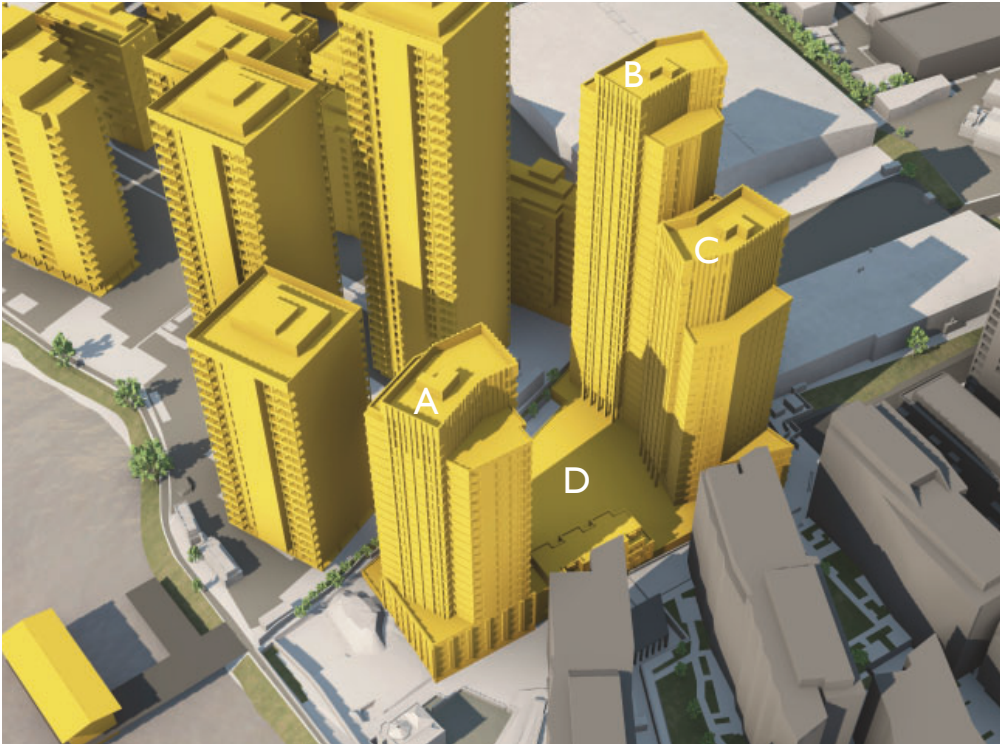
6. Long view from west on Woolwich Road

ENDERBY PLACE

- Deliver a mixed-use scheme comprising residential development with industrial / commercial floorspace.
- Include light industrial and flexible workspace to support small and medium-sized enterprises.
- Ensure compatibility with surrounding Strategic Industrial Land (SIL)
- Pay particular attention to human-scale design at street level.
- Integrate the historic Enderby House pub into the public realm, enhancing its prominence and accessibility.
- Open up and enhance the Thames Path and activate the riverfront with appropriate community and commercial uses.
- Introduce a new riverfront open space integrating the flood defence wall into the landscape design.

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	24	20817	985
B	33	22233	0
C	24	16193	460
D	4	1248	0

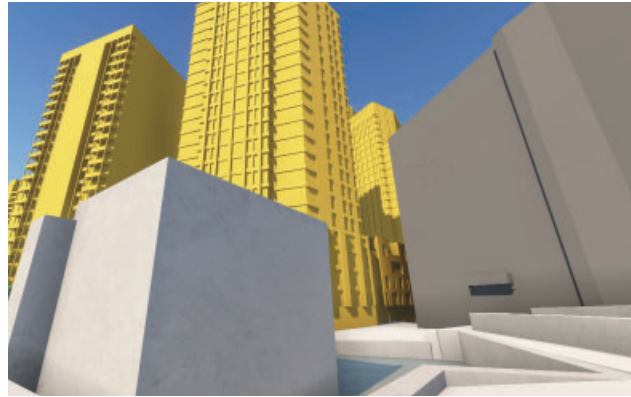


view from south-west

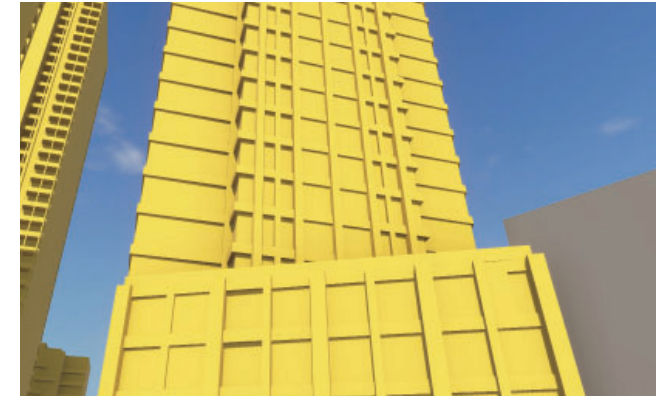
TYPE	Indicative units count
1 Bed	282
2 Bed	204
3 Bed	70
4 bed	8

Indicative site capacity
564 residential units: GEA 62549 sqm
Indicative housing density: 454 units/ha
Non residential uses: GEA 1667 sqm

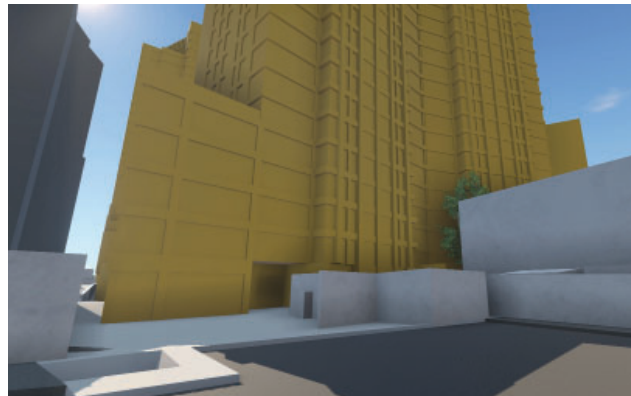
- Improve east–west pedestrian and cycle routes, particularly along Telegraph Avenue and Telcon Way, ensuring permeability through the site and logical access to public spaces and amenities.
- Explore the possibility of opening a connection to the Morden Wharf site.
- Adopt a landscape-led approach, placing generous communal gardens and public spaces at the heart of the development.
- Reflect the unique and diverse ecology of the area through planting with native climate-resilient species.
- Create a distinctive cluster of tall buildings that transition sensitively between the mid-rise context of Enderby Wharf and the taller developments at Morden Wharf.
- Allow tall buildings up to 33 storeys where appropriate.



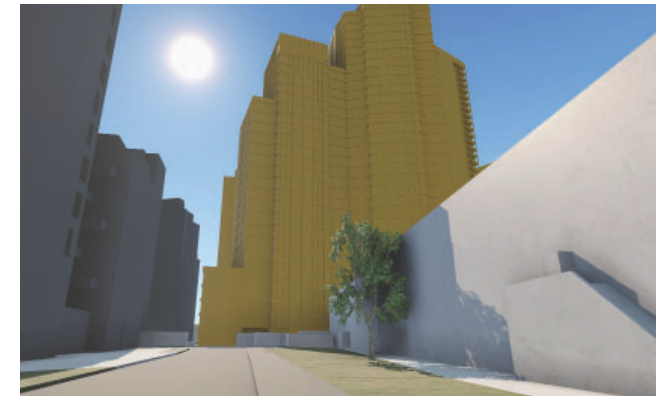
1. View from south of Enderby House



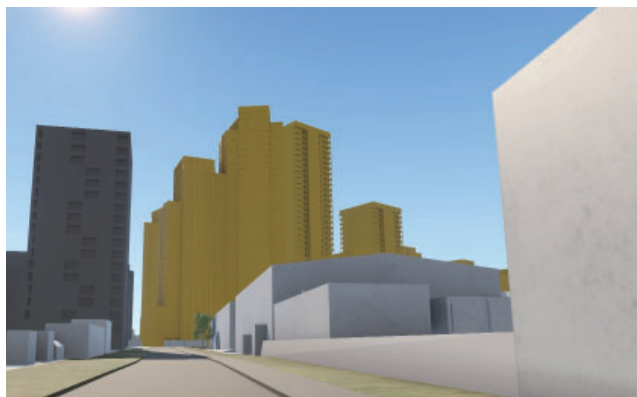
2. View of the facade from Olympian Way



3. View from Telegraph Avenue



4. View from junction of Christchurch Way, Telcon Way and Telegraph Avenue



5. Approach from Telcon Way



6. Approach from Olympian Way



6. View from across the river on the Thames Path

MORDEN WHARF

- Mixed-use development to deliver residential alongside industrial, commercial, and community floorspace.
- Intensify the Strategic Industrial Location and provide new flexible employment spaces
- Co-locate residential and light industrial functions where appropriate, ensuring compatibility and minimising conflicts.
- Reflect the emerging context of Greenwich Peninsula and contribute positively to the townscape
- Design the development to respond to the site’s unique riverside setting and transitional character between industrial and residential areas.
- Enhance pedestrian and cycle connections, particularly along the Thames Path and to North Greenwich Station.
- Explore the possibility of opening a connection to the Enderby Place site.
- Provide future access to Thames Clippers service via the riverside pier.

Residential led

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9 - 23	133,664	17,311

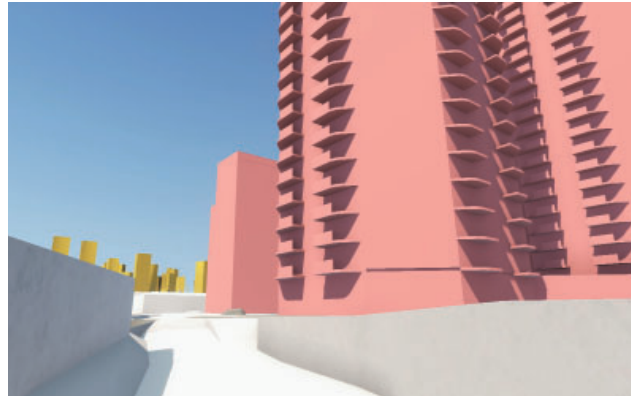


view from north-west

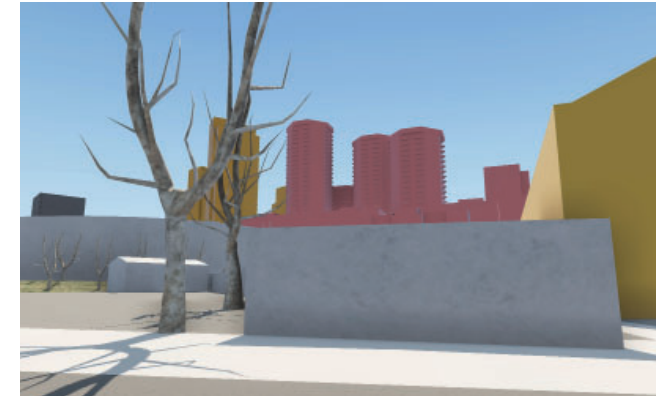
TYPE	Indicative units count
1 Bed	666
2 Bed	741
3 Bed	71
4 bed	22

Indicative site capacity
1500 residential units: GEA 133,664 sqm
Indicative housing density: 462 units/ha
Non residential uses: GEA 17,311 sqm

- Create a new riverside park with an integrated flood defence wall.
- Create a legible network of routes linking new public spaces, the riverside park and surrounding neighbourhoods.
- Activate the public realm with ground-floor uses that support local needs.
- Prioritise safety, accessibility, and placemaking in public realm improvements, creating welcoming spaces for residents and visitors.
- Embed environmental sustainability throughout the scheme, focusing on biodiversity net gain, flood resilience, and climate adaptation.
- Include planting with native climate-resilient species.
- Articulate building heights sensitively, with taller elements (up to 16 storeys) closer to the river and lower-rise blocks inland, maintaining a respectful relationship with heritage assets and views.
- Allow tall buildings up to 23 storeys where appropriate.



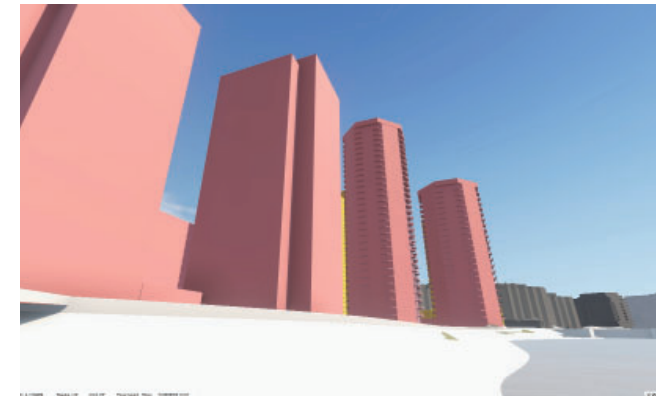
1. View north on Olympian Way



2. View southwest from Tunnel Avenue



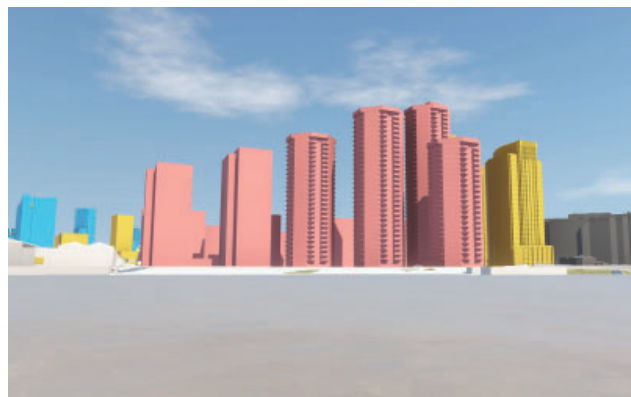
3. Approach from Telcon Way



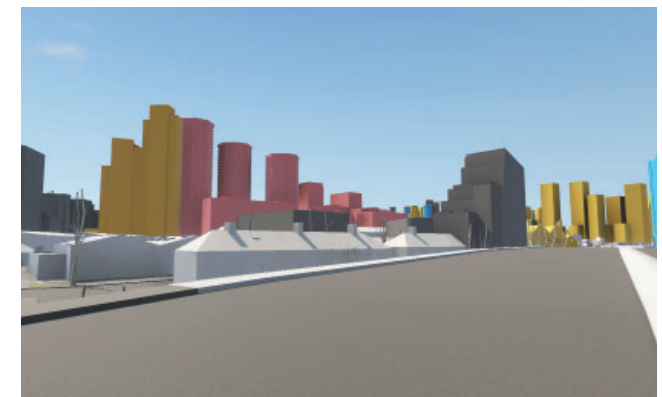
4. View south on Olympian Way



5. View from southern exit of the Blackwall Tunnel



6. View from the River from a Clipper Boat



7. View from Blackwall Tunnel Southern Approach from Bridge over Blackwall Lane

SGN GREENWICH

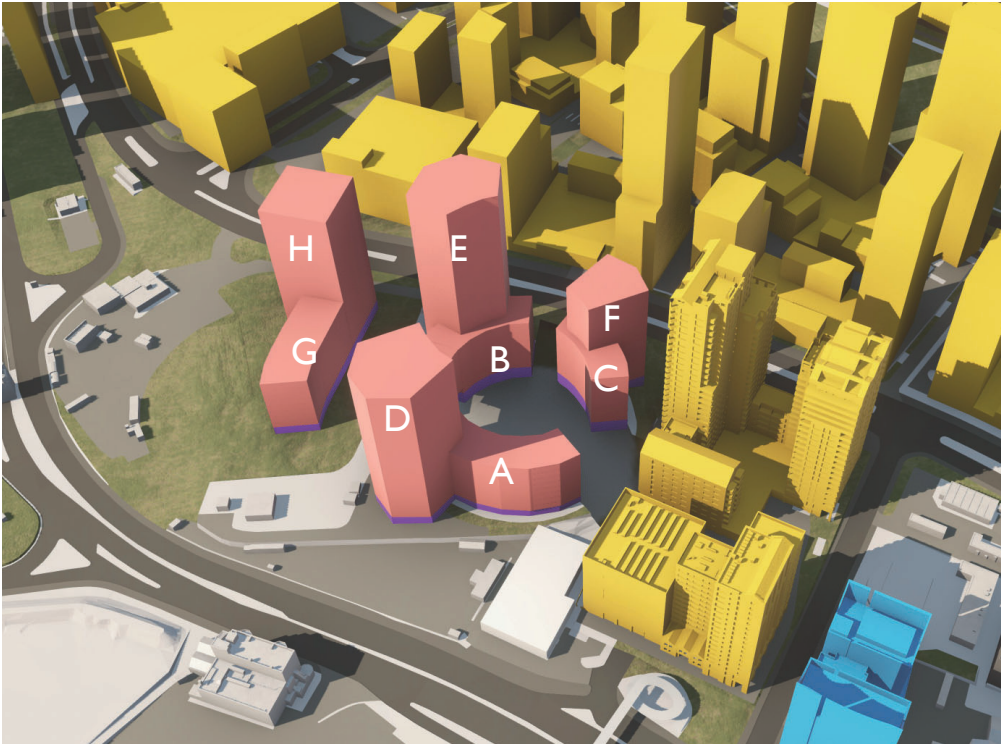
- Residential led, mixed use development, incorporating commercial and community uses at ground floor.
- The development to be contributing to the emerging network of welcoming pedestrian and cycle routes across the Peninsula, aligning organically with the approved Peninsula Masterplan vision.
- To be supporting an attractive route from the south-western bank at Morden Wharf to Peninsula Central and the O2.
- A central green park or square to be serving as a vibrant gathering space for the wider neighbourhood, complementing the Boord Street development.
- A primary pedestrian route to be connecting Millennium Way to the crescent, passing through the preserved screen

Residential

Under construction

Non residential

Approved



view from south-west

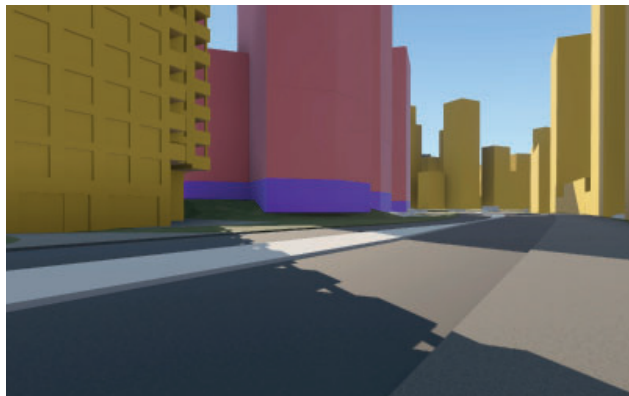
Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9	7744	
B	9	2719	
C	9	2678	
D	22	15714	
E	28	19519	
F	16	7462	
G	9	6254	
H	22	15376	

TYPE	Indicative units count
1 Bed	251
2 Bed	276
3 Bed	199
4 bed	25

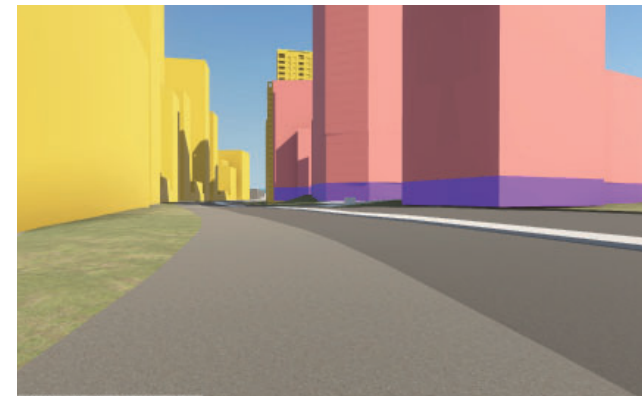
Indicative site capacity
751 residential units: GEA 77,466 sqm
Indicative housing density: 395 units/ha
Non residential uses: GEA 4621 sqm

of mature trees.

- The existing plinth structure of the former gasometer to be retained and creatively integrated in a sustainable way, serving as a significant historic marker of the Peninsula's industrial heritage.
- A crescent of mid-rise buildings to be explored, incorporating the retained gasometer structure.
- Taller elements to be set back from the crescent's main elevation.
- Tall buildings may be appropriate on the site up to 28 storeys.
- Building heights to be varied to avoid undesirable monolithic coalescence or "table-top" appearance, particularly in relation to the Boord Street development along Millennium Way.
- Heights to be appearing subordinate to and integrated with the central spine of the Peninsula Masterplan.
- Active frontages to be designed toward the central park, Millennium Way, and the Boord Street development.
- Adequate setback, green buffer with trees, and other mitigation measures to be designed toward the A102 motorway and Studio 338.
- Existing trees on the site to be preserved.
- New trees to be planted along designated routes, within the central park, and along the green buffer adjacent to the A102 and Studio 338 Night Club.



1. Approach from southern Millennium Way



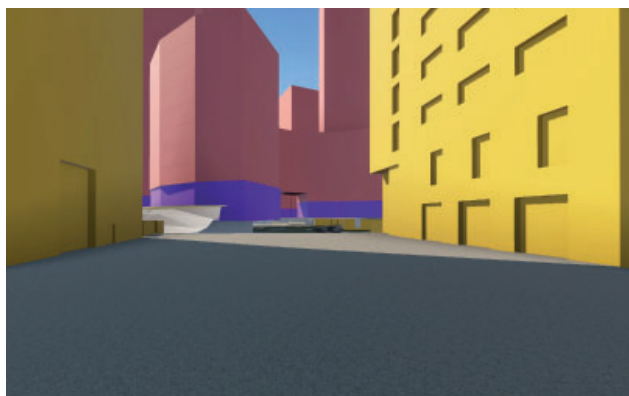
2. Approach from northern Millennium Way



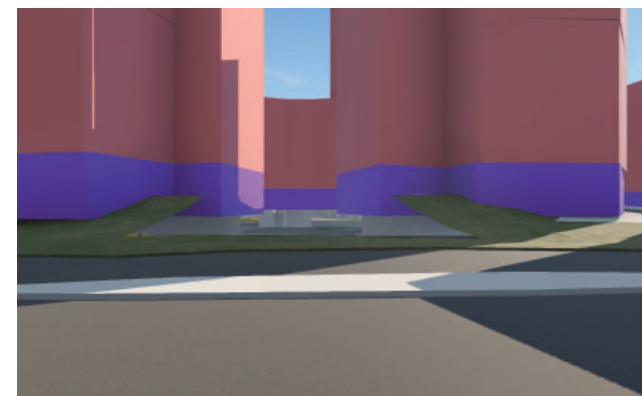
3. View from pedestrian bridge over A102



4. Access to northern internal street



6. Approach from Boord Street



6. View of the main pedestrian access to the circus from Millennium Way

GMV PLOT 500s

- Deliver a mixed-use scheme comprising residential development and commercial /community floorspace.
- Include flexible commercial or community spaces at ground level, particularly along Bugsby’s Way and Trathen Square, to animate the public realm and provide local amenities.
- Consider employment-generating uses to reflect the site’s original outline consent and opportunity area designation.
- Incorporate robust environmental design measures due to the site’s location in Flood Zone 3a and proximity to safeguarded wharves.
- Enhance pedestrian and cycle connectivity across the site, linking to Southern Park, Bugsby’s Way, and the wider Greenwich Millennium Village.
- Prioritise permeability, legibility, and inclusive access with clear routes through and around the site.



view from south-west

Residential-led

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5 -19		379

TYPE	Indicative units count
1 Bed	80
2 Bed	101
3 Bed	71
4 bed	6

Indicative site capacity
258 residential units: GEA sqm
Indicative housing density: 258 units/ha
Non residential uses: GEA 379 sqm

- Explore opportunities to improve crossings and connections across Bugsby's Way.
- Ensure active frontages along key pedestrian routes and avoid blank or inactive edges.
- Deliver public realm improvements, including new or enhanced public squares, landscaped streets with tree planting and biodiversity enhancements, and play spaces for all age groups.
- Integrate sustainable drainage systems, flood resilience measures, and acoustic mitigation in line with planning conditions.
- Ensure air quality and microclimate considerations inform building orientation and ventilation strategies for a healthy living environment.
- Accommodate mid-to-high-rise buildings within the Greenwich Peninsula Tall Building Zone, responding to surrounding scale and massing.
- Allow tall buildings up to 19 storeys where appropriate.
- Use high-quality architecture and materials that reflect the evolving character of the Peninsula.



1. Eastern approach on Budsby Way



2. Southern approach on Peartree Way



3. Western approach on Bugsby Way



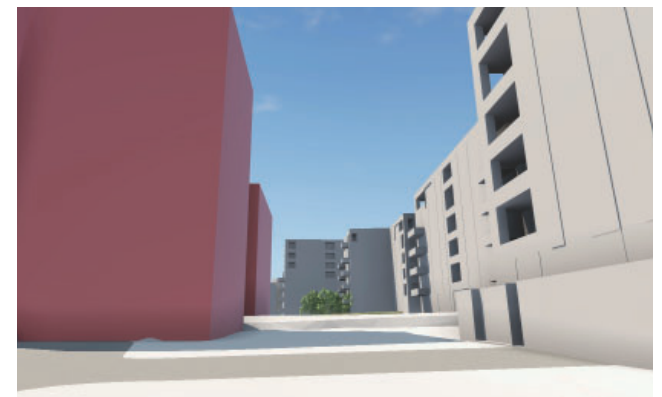
4. View to the site from Horn Link Way



5. View east from end of Trathen Square



6. View south on Peartree Way



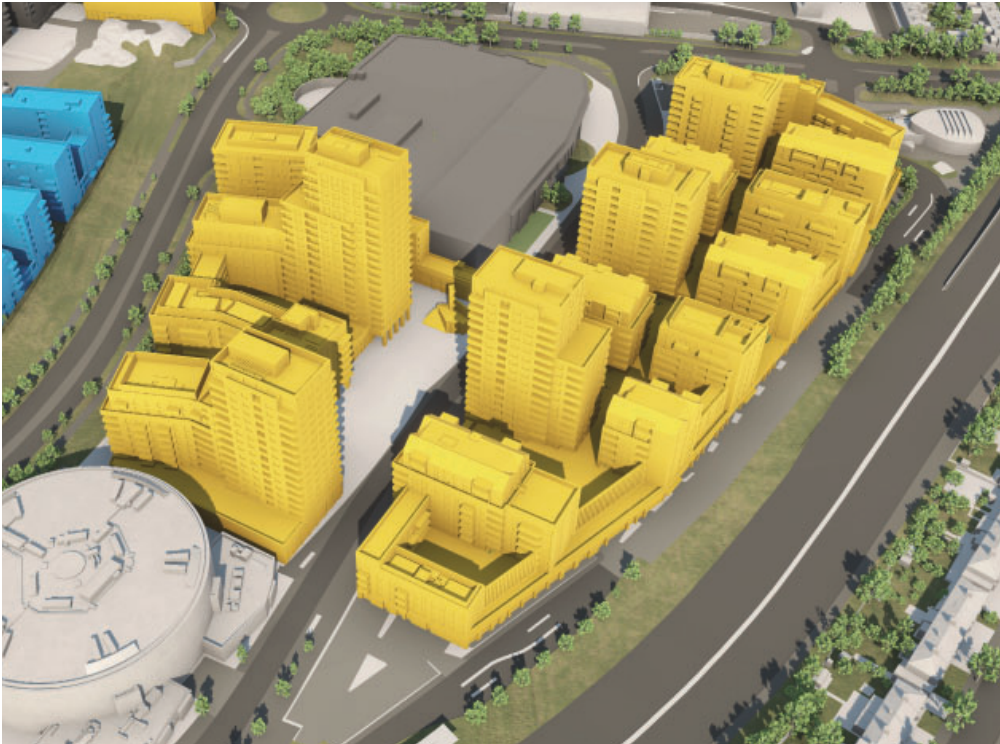
7. View into site from Trathen Square

MILLENNIUM RETAIL PARK

- Deliver a residential-led mixed-use development that includes a range of commercial and community uses, along with substantial areas of new public open space.
- Design much of the development over a podium above the existing car park, due to a legal agreement with IKEA to conserve 1,000 parking spaces.
- Address proximity to the A102M Blackwall Tunnel
Approach by ensuring noise and air quality impacts do not adversely affect residential amenity.
- Introduce new pedestrian-friendly streets, a central public square, and a varied roofscape that positively contributes to the local townscape.
- Include a new public square adjacent to the central busway, creating an active and diverse space. Include a new community pavilion in the square as a cultural focal point for the site.

- Under construction
- Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9 - 20	111,707	1,848



view from west

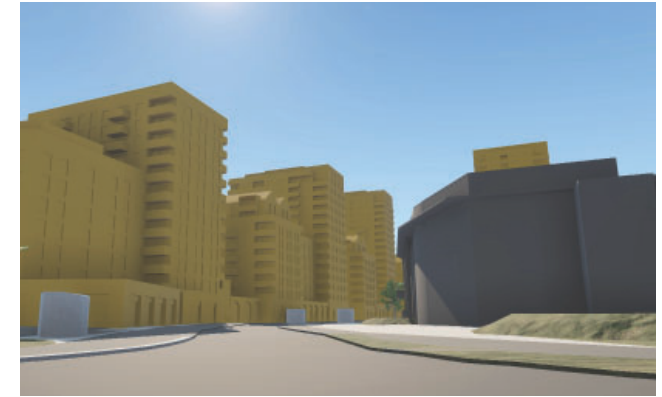
TYPE	Indicative units count
Studio	40
1 Bed	413
2 Bed	660
3 bed	133
4 bed	5

Indicative site capacity
1,251 residential units
Indicative housing density: 235 units/ha
Non residential uses: GEA 1,848 sqm

- Provide links to neighbourhood streets to the north and provide a new pedestrian crossing over Bugsby's Way to connect the development with Greenwich Millennium Village and the wider peninsula.
- Ensure extensive landscaping and tree planting along the busway and Bugsby's Way to enhance biodiversity and contribute to urban greening.
- Step building heights up from the site edges toward the centre, with the tallest elements located at the central public square and busway, while remaining subservient to the tallest buildings in the North Greenwich District Centre.
- Allow tall buildings up to 20 storeys where appropriate.



1. Approach from junction of Bugsby's Way and Commerical Way



2. View from junction of Peartree Way and Bugsby's Way



3. View from junction of Peartree Way and Commerical Way



4. View of southern facades, west on Bugsby's Way



5. View within the site from Bugsby's Way



6. View on south west corner of the site, West on Commerical Way



7. View on south west corner of the site, East on Commerical Way

CHARLTON RIVERSIDE - PENINSULAR PARK ROAD

- A mix of residential, commercial, and industrial units to be provided across the site.
- Commercial units to be located at the north of the site, with frontage and access onto Bugsby’s Way, with parking provided above.
- Industrial space to be located adjacent to the railway line, with yard space for servicing.
- The remainder of the site to deliver residential development, providing 360 homes with an appropriate mix of size and tenure.
- Smaller scale, flexible workspaces and studios, including affordable workspace, to be integrated within the residential development.

Residential

Under construction

Non residential

Approved

Block ids	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)
A	6	3780
B	6	2937
C	8	5425
D	9	4051
E	6	3101
F	6	3129
G	8	4488
H	6	2969
I	6	2712
J	6	2446
K	6	3067



View from north-west

TYPE	Indicative units count
1 Bed	119
2 Bed	132
3 Bed	95
4 bed	11

Indicative site capacity
357 residential units: GEA 38,105 sqm
Indicative housing density: 119 units/ha
Non residential uses: GEA 9471 sqm

- Larger commercial uses to be positioned along Bugsby's Way and the railway embankment.
- Smaller industrial uses and workshops to be integrated to contribute to the creation of attractive yards and secondary routes, with a focus on pedestrian and cycling access.
- Routes across the site to align with a broader strategy for the overall Riverside area.
- A clear hierarchy of streets to define welcoming public spaces, supporting a pedestrian- and cycling-friendly environment, and effectively accommodating essential delivery and service routes for industrial and other uses.
- Public spaces along residential streets to offer a generous mix of multi-activity areas and play spaces.
- Parking to be considered undercroft or on the upper floors and not compromising the spatial and environmental quality of the public realm.
- Residential uses to be appropriately set back from the neighbouring wharf's industrial activities.
- Prevailing roof parapets to be mid-rise, generally not exceeding six storeys, although taller marker buildings may be appropriate up to ten storeys in height on the site.
- Careful attention to be given to the interface with neighbouring residential uses between Felltram Way and Holmwood Villas.
- Opportunities to embed on-site renewable energy generation, including the ability to connect to any future local decentralised energy network.
- Trees on the northern and western edges of the site to be retained where possible.
- A green buffer to be incorporated along the Bugsby's Way frontage of the site to help mitigate noise and dust from traffic and adjacent heavy industrial uses.



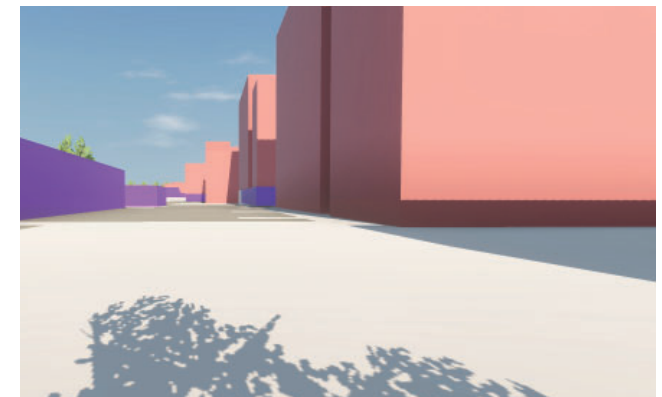
1. View from southern Felltram Way



2. View from southern Holmwood Villas



3. Approach from Bugsby's Way



4. View of the street at the rear of Bugsby's Way



6. View from the western end of the main residential street



6. View of the northern extension of Felltram Way

CHARLTON RIVERSIDE - ASDA AND RAMAC WAY

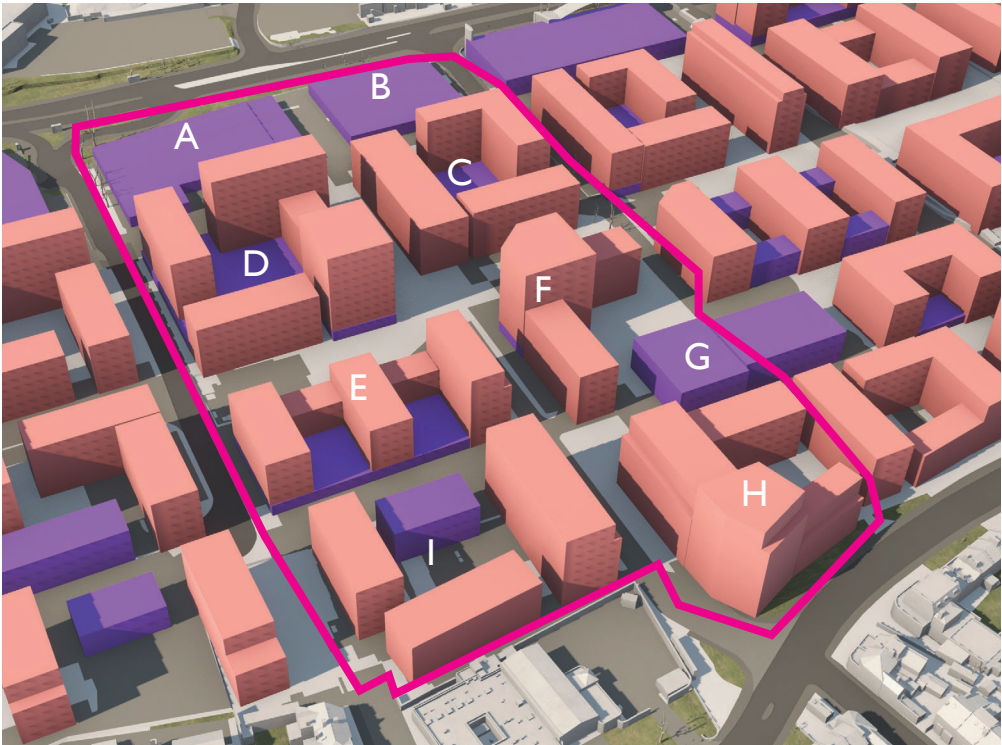
- The site to be developed to create a mixed-use, residential-led neighbourhood including the reprovision of the existing ASDA superstore with parking within the envelope of the building.
- Local-level retail and commercial town centre uses to be included within a new neighbourhood centre.
- Small-scale industrial workshop/studio units suitable for co-location with residential development to be provided.
- Residential uses to be appropriately set back from the nearby industrial activities across Bugsby’s Way.
- The exposed northern elevations facing these facilities should incorporate design measures to screen the residential and communal amenities from noise and air pollution.
- Commercial units within the neighbourhood centre to be having an active frontage onto a new public space.

Residential

Under construction

Non residential

Approved



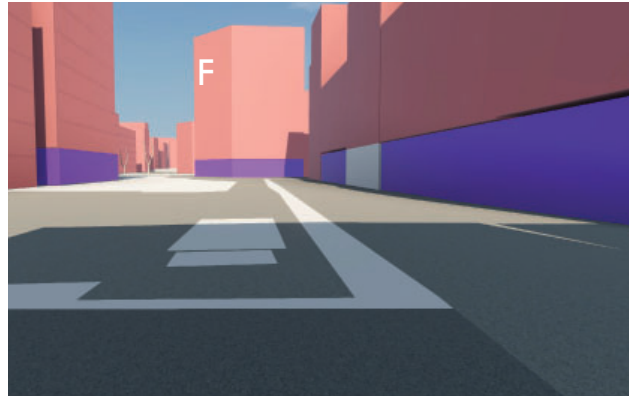
View from south-west

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
A	1		3389
B	1		2225
C	5 to 8	14818	1984
D	6 to 10	19741	3246
E	4 to 8	8446	1980
F	6 to 10	10402	500
G	1		2023
H	6 to 10	13339	
I	5 to 8	11341	1066

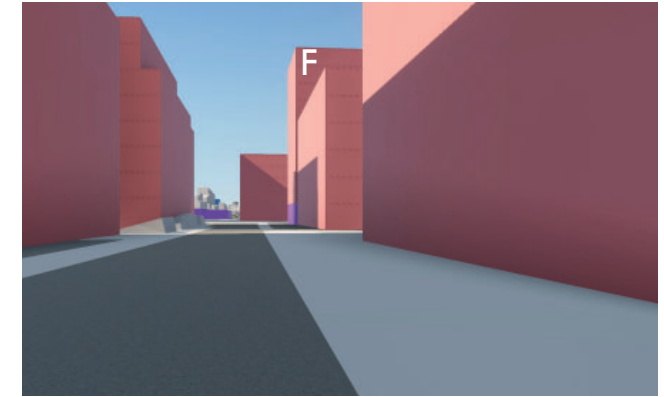
TYPE	Indicative units count
1 Bed	251
2 Bed	276
3 Bed	199
4 bed	25

Indicative site capacity
751 residential units: GEA 78,087 sqm
Indicative housing density: 168 units/ha
Non residential uses: GEA 15913 sqm

- Smaller industrial uses and creative workshops to be integrated in a way to contribute to the creation of attractive creative yards and secondary routes, prioritising pedestrian and cycling access.
- Routes across the site to be aligning with a broader strategy for the overall Riverside area.
- A clear hierarchy of streets should define welcoming public spaces, supporting a pedestrian and cycling friendly environment, and effectively accommodating essential delivery and service routes for industrial and other uses on the site.
- A new public space to be provided within the neighbourhood centre to serve as a focal point for nearby communities.
- Public spaces along residential streets should offer a generous mix of multi-activity areas and play spaces.
- Secondary routes weaving through the mixed-use fabric of workshops, studios, and residential buildings should have a more intimate character, featuring pocket gardens and play areas.
- As the site is within an open space deficiency area, residential developments should provide a sufficient level of open space for residents, maximising residential amenity and green infrastructure, and increasing linkages to existing green spaces wherever possible.
- A green buffer to be incorporated along the Bugsby's Way frontage of the site to help mitigate noise and dust from traffic and nearby heavy industrial uses.
- Prevailing roof parapets to be mid-rise, generally not exceeding six storeys.
- Taller shoulders and point elements may be appropriate up to ten storeys when located at the main access from Woolwich Road and at the primary junction on Ramac Way.



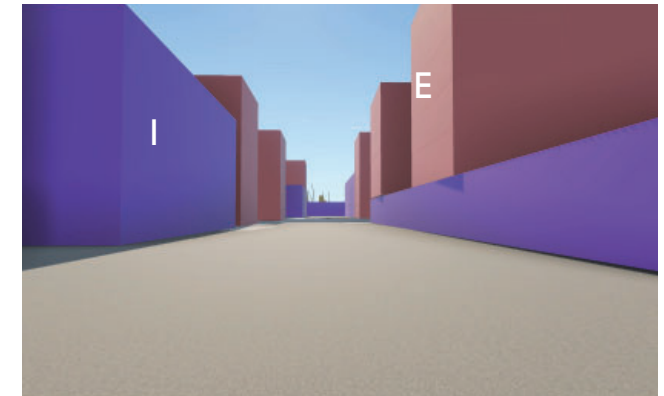
1. Approach to the main junction from the west



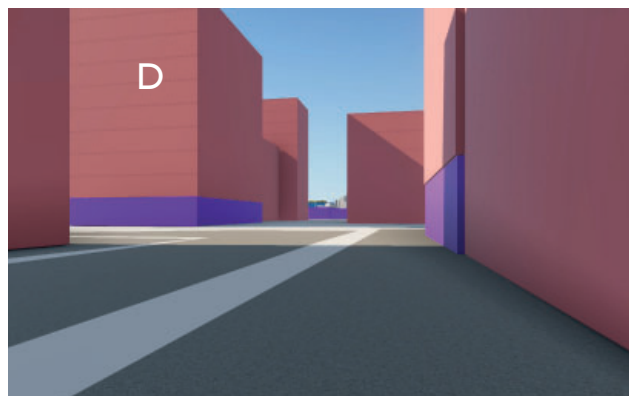
2. View from southern Ramac Way



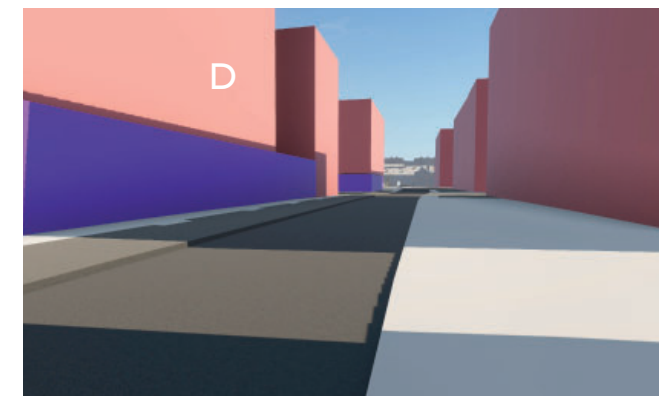
3. View towards the northern end of Greenwich Shopping Park Way



4. View of internal, mixed-use street



6. View of main junction from southern Ramac Way



6. View towards south on Peninsular Park Road

CHARLTON RIVERSIDE - GREENWICH SHOPPING PARK, MARITIME INDUSTRIAL ESTATE AND MAKRO

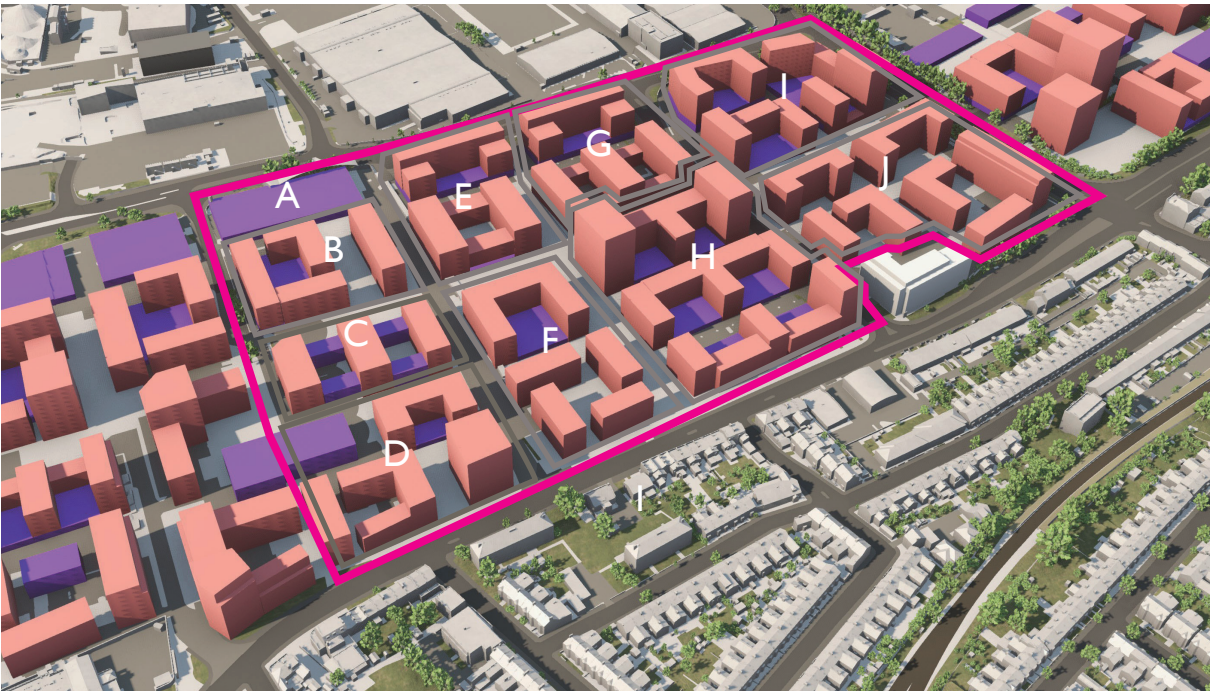
- Development to be residential-led, with commercial uses at ground floor level along Bugsby’s Way.
- Retail uses to be concentrated within the new local centre at Anchor and Hope Lane, partially within the Charlton Riverside Central Site Allocation.
- The remainder of the allocation to be delivering predominantly residential development, with some mixed-use light industrial buildings and a neighbourhood parade in the central area.
- Commercial uses to be located along Bugsby’s Way, although residential developments may be positioned towards the eastern end of Bugsby’s Way, provided that comprehensive noise mitigation measures are implemented.

Residential

Under construction

Non residential

Approved



View from south-west

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
A	2		2317
B	6 to 8		2490
C	3 to 6		2372
D	3 to 10		2775
E	4 to 8		2000
F	6		1240
G	3 to 9		1793
H	5 to 10		3246
I	6 to 12		5568
J			

TYPE	Indicative units count
1 Bed	753
2 Bed	830
3 Bed	600
4 bed	77

Indicative site capacity
2260 residential units: GEA 234,252 sqm
Indicative housing density: 193 units/ha
Non residential uses: GEA 23801 sqm

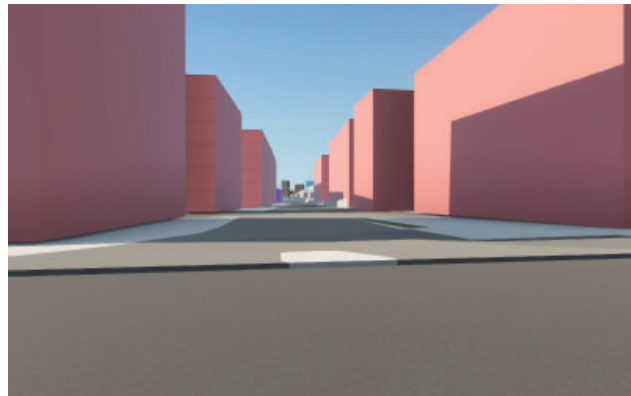
- Other commercial and light industrial uses suitable for vertical co-location with residential uses to be integrated into the central and southern residential areas of the site, supporting the development of mixed-use creative yards and secondary routes prioritising pedestrian and cycle access.
- The local centre to be comprehensively planned across this allocation and the adjacent Charlton Riverside Central allocation on the opposite side of Anchor and Hope Lane.
- Improvement to be made to the junction of Anchor and Hope Lane with Woolwich Road, to create a pedestrian-friendly environment within the new Local Centre and for accessing Charlton Station.
- Routes across the site to be aligning with a broader strategy for the wider Charlton Riverside area.
- A clear hierarchy of streets should define welcoming public spaces, supporting a pedestrian- and cycling-friendly environment, and effectively accommodating essential delivery and service routes for industrial and other uses on the site.
- Public spaces along residential streets should offer a generous mix of multi-activity areas and play spaces.
- Secondary routes weaving through the mixed-use fabric of workshops, studios, and residential buildings should have a more intimate character, featuring pocket parks and play areas.
- Buildings to be featuring a variety of typologies and amenities.
- The predominant roof parapet height to be mid-rise, with taller elements, generally around ten storeys, strategically placed at key junctions to increase legibility, with these taller elements not exceeding twelve storeys in height.
- Proposals should respond sensitively to the established low-rise residential context south of Woolwich Road.



1. View of the local centre approaching from the west



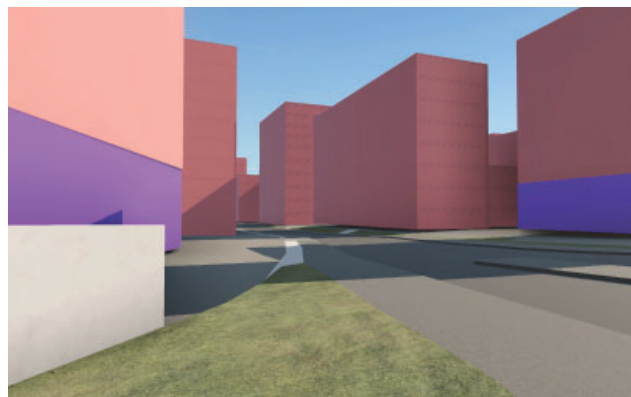
2. Access to Gallions Road from Woolwich Road



3. Access to new residential street from Woolwich Road



4. View to the west, approaching from Anchor and Hope Lane



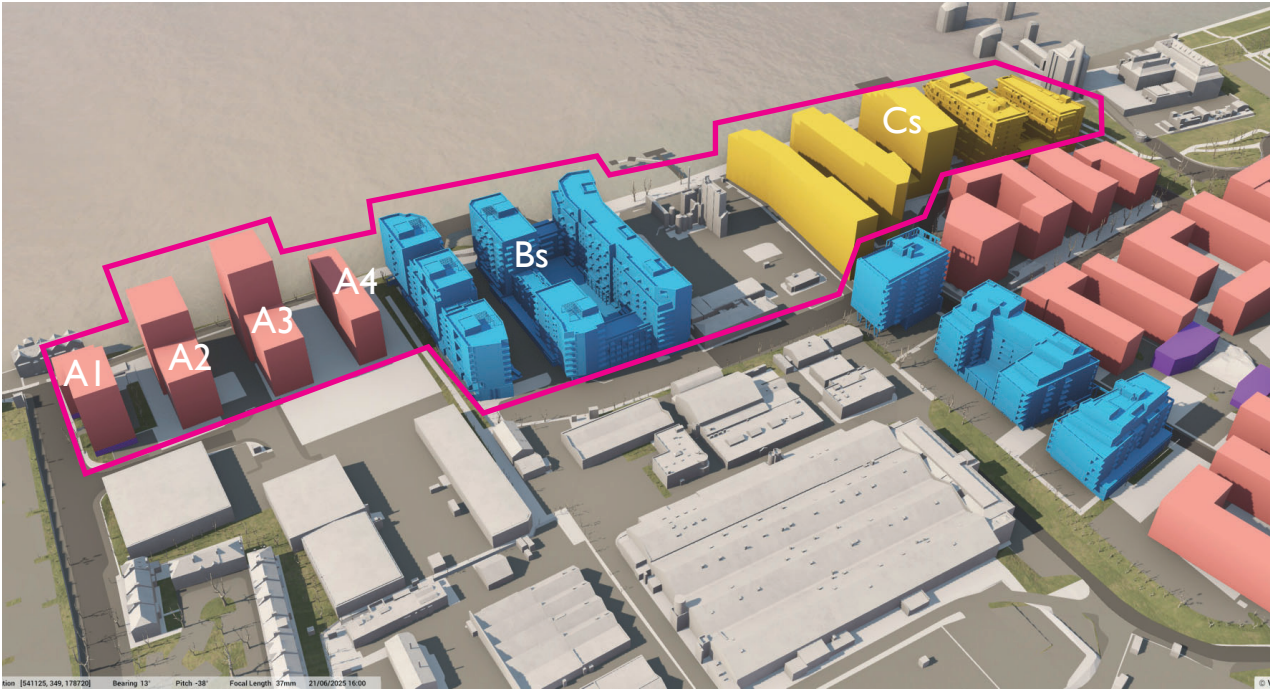
6. Access to Gallions Road from Bugsby's Wy



6. View towards west from Gallions Road

CHARLTON RIVERSIDE - HERRINGHAM ROAD AND RIVERSIDE

Blocks As



View from south-west

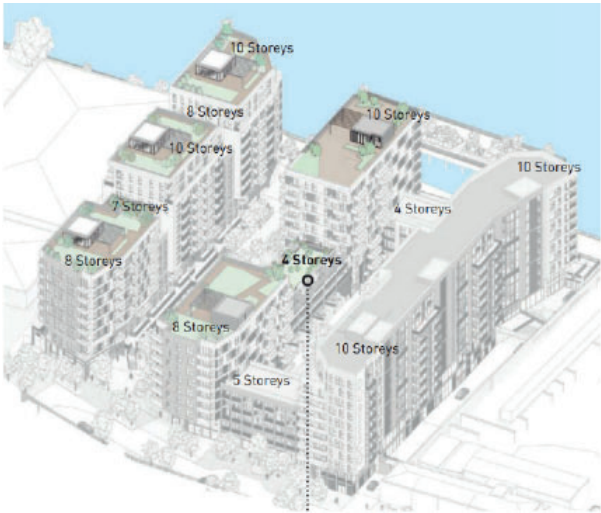
- Residential
- Under construction
- Non residential
- Approved

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
A1	6 to 15	5644	776
A2	8 to 12	9545	
A3	8 to 15	11383	
A4	8	5573	

TYPE	Indicative units count
1 Bed	102
2 Bed	113
3 Bed	81
4 bed	10

Indicative site capacity
306 residential units: GEA 32,145 sqm
Non residential uses: GEA 776 sqm

Kerringham Quarter - Blocks Bs



Approved scheme (under development):
Herringham Quarter
Hyde Housing Association
Application no: 19/3456/F

TYPE	Indicative units count
1 Bed	253
2 Bed	197
3 Bed	60

Indicative site capacity
510 residential units: GEA ... sqm
Indicative housing density: 359 units/ha
Non residential uses (employment, commercial, community uses: GEA 1974 sqm

Flint Glass Wharf - Blocks Cs



Approved scheme
Flint Glass Wharf
Komoto Group
Hybrid Application no: 18/0732/F

TYPE	Approved units count
1 Bed	168
2 Bed	184
3 Bed	132
4 bed	16

Indicative site capacity
500 residential units: GEA 43,700sqm
Indicative housing density: 305 units/ha
Non residential uses: GEA 1782 sqm

CHARLTON RIVERSIDE - HERRINGHAM ROAD AND RIVERSIDE

WHOLE SITE - GRAND TOTAL

- Development at Herringham Quarter (the former Maybank Wharf / Duresco Wharf), under construction in the centre of the site allocation, will deliver 510 residential units and 1,974 sqm of flexible E, F1 and F2 uses.
- Development at Flint Glass Wharf at the eastern end of the site, adjacent to the Thames Barrier, has consent for 500 residential units and 1,782 sqm of flexible Class E, F1 and F2 uses.
- The remaining portion of the site, at Anchorage Point and 100 Anchor and Hope Lane is appropriate for a residential led development with commercial floor space at ground floor level, comprising a neighbourhood centre facing Anchor and Hope Lane.
- The Council may support the de-designation of Riverside Wharf if its capacity could be replaced in an appropriate alternative location, to increase the development capacity of this site and improve residential amenity.
- Development should enhance the Thames Path for walking and cycling and improve the sequence of arrival to the river and northern neighbourhood from Moore Park, Thames Barrier Gardens, and the new linear park.
- To the south, development should create an appealing streetscape along Herringham Road, the main Riverside Link bus route, integrating with development opposite the street.



View from south-west

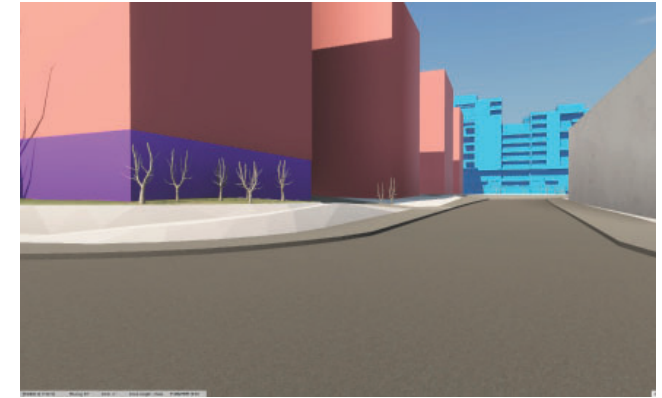
TYPE	Indicative units count
1 Bed	523
2 Bed	494
3 Bed	273
4 bed	26

OVERALL SITE indicative capacity
1316 residential units: GEA sqm
Indicative housing density: 256 units/ha
Non residential uses: GEA 4532 sqm

- A high-quality public realm should define the neighbourhood centre at the northern end of Anchor and Hope Lane, incorporating green landscaping and trees.
- Maritime infrastructure along this stretch of the Thames could be adapted as a future riverboat service stop.
- On-site renewable energy generation should be integrated, with provision for connection to future decentralised energy networks.
- River wall and flood defence improvements should include intertidal terraces to support habitat development and climate resilience.
- Building layout should ensure visual permeability towards the River Thames and provide adequate communal amenity for residents.
- Heights should generally increase towards the river, avoiding the creation of a continuous wall along the waterfront.
- Riverfront buildings may reach up to 15 storeys, with heights stepping down towards the Thames Barrier to respect its visual prominence.



1. Approach from western Riverside



2. Approach from Anchor and Hope Lane



3. View between buildings towards the river Thames



4. View approaching from eastern Anchor and Hope Lane



6. Approach from Eastmoor Street / Moore Park



6. Approach from the eastern Thames pathway

CHARLTON RIVERSIDE - CENTRAL

- Development at New Lydenburg Street (part of the Herringham Quarter), currently under construction at the northwest corner of the site allocation, will deliver 218 residential units and 300 sqm of flexible Class E uses at ground floor level.
- The remainder of the site allocation to include residential, commerical and industrial floorspace, including a new local centre.
- An all-through school to be delivered within RB Greenwich-owned land at Penhall Road, unless a more suitable location is identified.

Residential

Under construction

Non residential

Approved



View from south-west

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
F1	Up to 10	25596	0
F2	Up to 6	24649	1112
F3	Up to 10	36041	334
F4	Up to 6	29107	2850
F5	Up to 12	20693	2123
F6	Up to 10	23824	507
F7	Up to 10	64710	3303
F8	Up to 16	45525	18943

TYPE	Indicative units count
1 Bed	840
2 Bed	904
3 Bed	701
4 bed	127

Indicative site capacity
2572 residential units: GEA 270,145 sqm
Indicative housing density: 151 units/ha
Non residential uses: GEA 29172sqm

- The southwestern part of the site to incorporate the primary local centre, located at the junction of Woolwich Road and Anchor and Hope Lane, creating a gateway to the neighbourhood from Charlton Station. A mix of residential, commercial, and community facilities to be arranged around a significant public realm destination.
- Industrial uses to be concentrated on the northern side of this area, adjoining the southern edge of the Locally Significant Industrial Site.
- Light-industrial uses and creative workshops suitable for vertical co-location with residential development can be introduced along Woolwich Road, forming a mixed-use, pedestrian-friendly route. This area has potential for taller buildings punctuating a legible mid-rise shoulder.
- A new linear park should be created just east of the Stone Foundries, extending down to Woolwich Road above existing underground utilities.
- Buildings and open spaces should define a street-based layout with high pedestrian permeability and spacious communal courtyards.
- Particular attention should be given to Westmoor Road, part of the main road and bus route across Charlton Riverside, ensuring it becomes a welcoming route for all modes of travel, including walking and cycling.

- Attractive pedestrian and cycle routes should connect open spaces, centres, and green parks within Charlton Riverside and its surroundings.
- Heights of buildings to be predominantly be mid-rise, with a prevailing six-storey parapet. Taller point elements up to ten storeys can be explored at key junctions towards the River Thames and Woolwich Road, provided they integrate effectively with the mid-rise shoulder.
- Taller buildings up to 16 storeys may be appropriate at the main local centre.
- Opportunities for onsite renewable energy generation should be maximised, including provision for future connection to a decentralised energy network.
- The new linear park extending north from Woolwich Road offers an opportunity to enhance biodiversity through sustainable planting and integrate natural play spaces that promote active lifestyles.

Herringham Quarter - Blocks F9



Approved scheme:
Herringham Quarter Scheme,
Hyde Housing Association,
Application no: 19/3456/F

TYPE	Indicative units count
1 Bed	48
2 Bed	79
3 Bed	91

Indicative site capacity
218 residential units
Non residential uses: GEA 380 sqm

CHARLTON RIVERSIDE - CENTRAL

WHOLE SITE - GRAND TOTAL

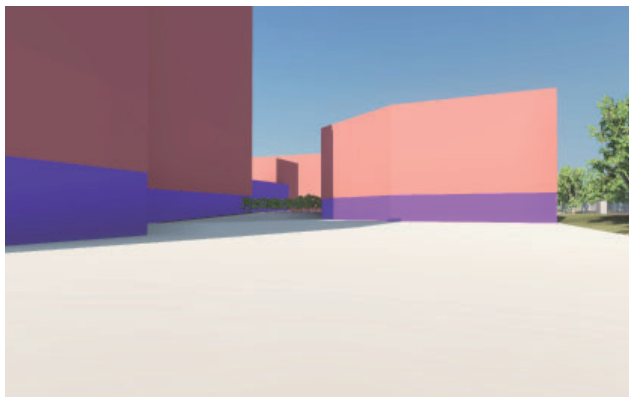


View from south-west

- Residential
- Under construction
- Non residential
- Approved

TYPE	Indicative units count
1 Bed	888
2 Bed	983
3 Bed	792
4 bed	127

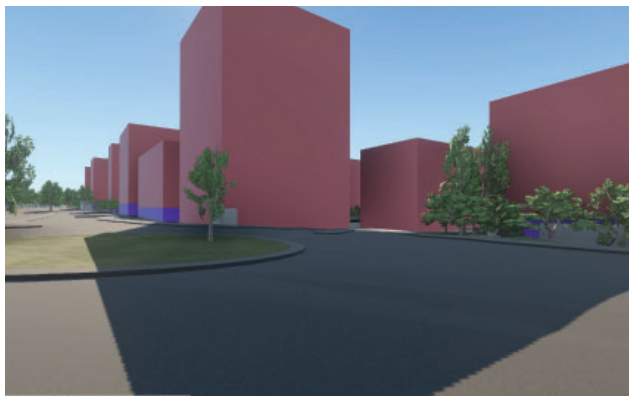
Indicative site capacity
2790 residential units
Indicative housing density: 164 units/ha
Non residential uses: GEA 29552sqm



1. View of the square/local centre at the junction of Woolwich Road and Anchor and Hope Lane



2. Access to Stone Foundry Yard



3. Approach from Stone Lake Roundabout



4. View of an internal street, with mid-rise human scale



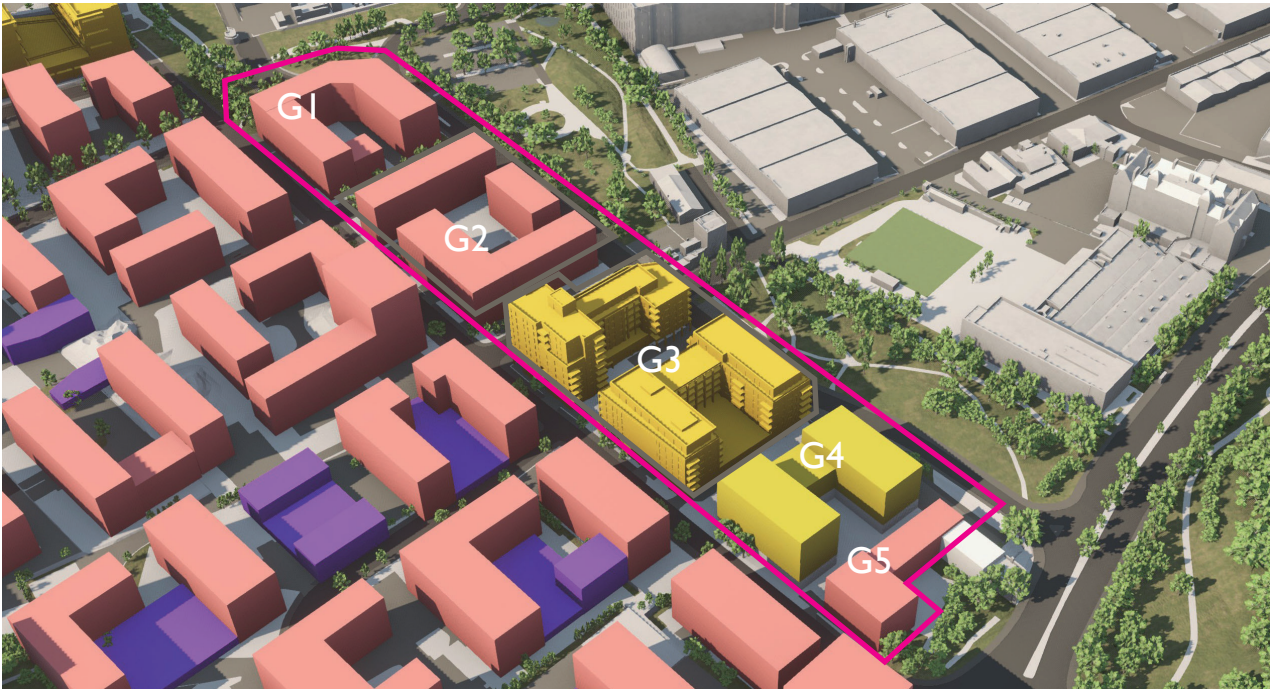
6. Approach from New Lydenburg Street



6. View of eastern segment of Lydenburg Street

CHARLTON RIVERSIDE - EASTMOOR STREET AND WESTMOOR STREET

Blocks G1, G2 and G5



View from south-west

- Residential
- Under construction
- Non residential
- Approved

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
G1	6	10763	2144
G2	6 to 8	15576	1114
G5	3 to 5	3000	738

TYPE	Indicative units count
1 Bed	90
2 Bed	98
3 Bed	76
4 bed	13

Indicative site capacity
277 residential units: GEA 29339 sqm
Non residential uses: GEA 3996 sqm

61-81 Eastmoor Street - Blocks G3

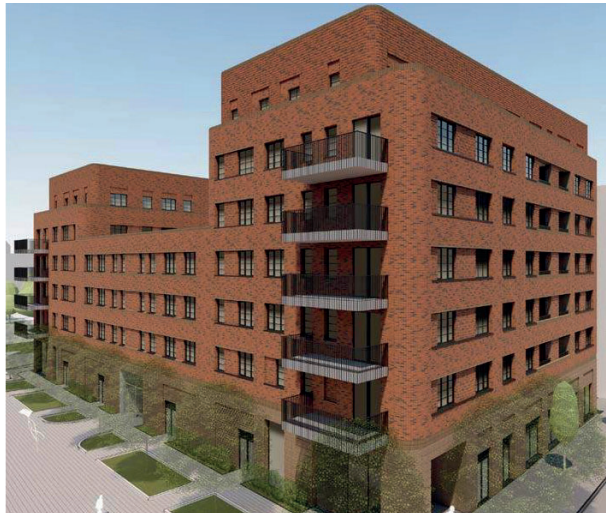


Approved scheme:
61-81 Eastmoor Street
Aitch Group
Application no: 20/1924/F

TYPE	Indicative units count
1 Bed	64
2 Bed	90
3 Bed	38

Indicative site capacity
192 residential units
Non residential uses: GEA 1140 sqm

Evelyn House - Blocks G4



Approved scheme (under construction)
Evelyn House
Optivo
Hybrid Application no: 20/2186/F

TYPE	Approved units count
1 Bed	22
2 Bed	30
3 Bed	12
4 bed	3

Indicative site capacity
67 residential units
Non residential uses: GEA 524 sqm

CHARLTON RIVERSIDE - EASTMOOR STREET AND WESTMOOR STREET

GRAND TOTAL

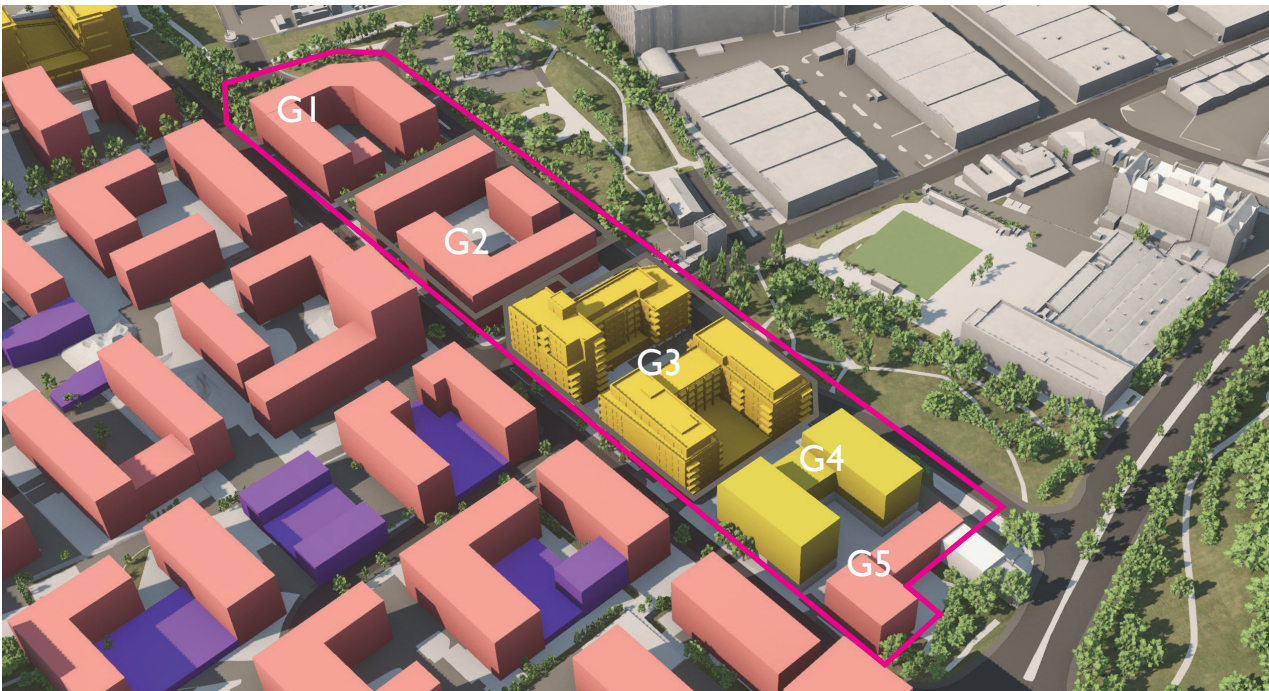
- Development at 61–81 Eastmoor Street to deliver 192 residential units and 1,140 sqm of commercial, retail, and community uses at ground floor level.
- Evelyn House, under construction in the south, to deliver 67 residential units and 524 sqm of commercial space at ground floor level.
- Remaining site allocation suitable for mixed-use development comprising residential, commercial, light industrial and community uses.
- Retail and community uses to be located toward the north of the site to create a new neighbourhood centre alongside those at 61–81 Eastmoor Street.
- Development to create a positive relationship with green spaces to the north and east, making enhanced, attractive, and cohesive links between the site, Metropolitan Open Land, Moore Park, Thames Barrier Gardens, and the riverside.
- Visual and pedestrian permeability to be achieved in the east–west direction, integrated organically with the wider neighbourhood route network.
- Westmoor Street to form part of a potential new east–west bus route through Charlton Riverside, linking to Herringham Road and Anchor and Hope Lane.

Residential

Under construction

Non residential

Approved



View from south-west

TYPE	Indicative units count
1 Bed	176
2 Bed	218
3 Bed	126
4 bed	16

Indicative site capacity
536 residential units
Indicative housing density: 241 units/ha
Non residential uses: GEA 5660 sqm

- Development to provide a carefully scaled parapet of buildings, gaps, and active frontages facing Moore Park and Westmoor Road.
- Principal parapet along Moore Park to be around six storeys, with any extra storey set back.
- Similar heights to be explored along Westmoor Street, with slightly taller elements at key junctions connecting pedestrian and cycle routes.
- Opportunities to embed onsite renewable energy generation to be taken, including ability to connect to any future local decentralised energy network.
- Attractive landscaping with trees to be incorporated along links connecting Moore Park and the River Thames.



1. View of the Eastmoor Street frontage



2. View from northern Westmoor Street



3. View of internal street in 61-81 Eastmoor approved development



4. View from southern Westmoor Street



6. Approach from west of Mirfield Street



6. View from northern Eastmoor Street

17-37 and 18-36 BOWATER ROAD, 1-3 FARADAY WAY

- Deliver a residential-led scheme that incorporates the reprovision of commercial or industrial uses which do not harm residential amenity.
- Ensure development does not prejudice the operation of adjacent strategic industrial land.
- Contribute to creating an inviting pedestrian and cycle route to Woolwich Dockyard, integrated with the Thames Path.
- Vehicular and service access to be from the southern side of the site to minimise impact on Bowater Road.
- Maximise opportunities to enhance public realm and green infrastructure.
- Reimagine Bowater Road as an outdoor public space offering a vibrant mix of uses.

Residential

Under construction

Non residential

Approved



Place making diagram

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	7 to 8	17826	1094
B	10	5869	135
C	8	8447	584
D	10	7809	378
E	2 to 3	0	4408
F	3	0	5700
G	6	0	2188

TYPE	Indicative units count
1 Bed	159
2 Bed	142
3 Bed	58

Indicative site capacity
359 residential units: 39,951 GEA sqm
Indicative housing density: units/ha
Non residential uses: 14,487 GEA sqm

- Create active ground floor frontages.
- Incorporate a clear hierarchy of spaces to distinguish public and intimate areas.
- Provide sufficient amenity space for new residents, including high-quality urban planting.
- Design the development to an appropriate mass and scale, to integrate well with heritage assets and maintain the character of the Conservation Area.
- Preserve the significance of the Grade II listed building and its setting, as well as non-designated heritage assets.
- Align any building within the courtyard of No. 37 Bowater Road with the established built frontage along Bowater Road, preserve key architectural features of the listed building, and retain a significant portion of the courtyard as outdoor amenity space.
- Give careful consideration to views from within the Thames Barrier and Bowater Road Conservation Area, including approaches from Moore Park and the riverside.
- Use materials that respond to and harmonise with the immediate and wider context.
- Allow building heights up to 10 storeys, ensuring they do not dominate the setting of heritage assets.



1. Birdseye view of the site



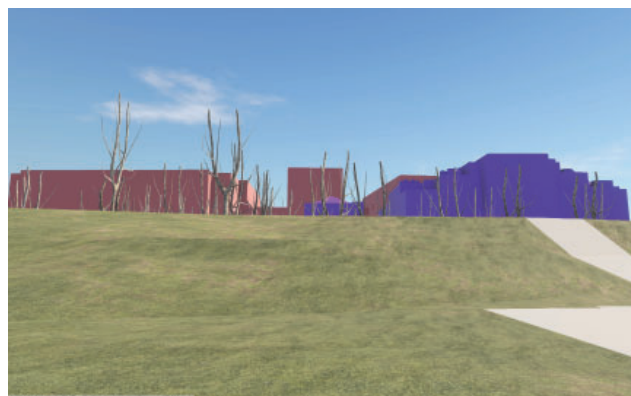
2. The site from south Eastmoor Street



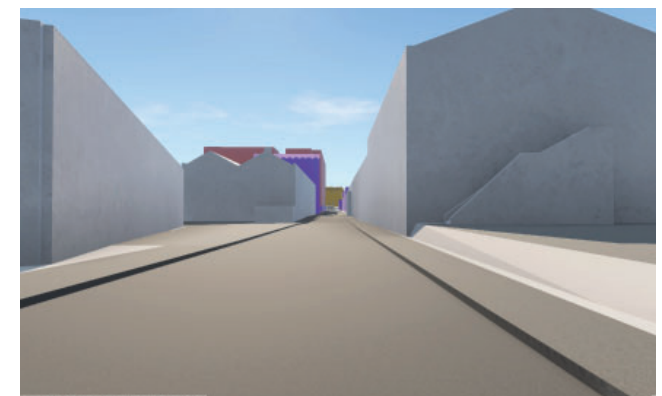
3. The site from outside the Thames Barrier (south side)



4. The site from Bowater Road



5. View from the Thames pathway



6. Access from Warspite Road

WOOLWICH DOCKYARD

- New development to be masterplan-led.
- Site to be residential-led, delivering homes in varied sizes and typologies to provide a mix of tenure for a diverse community.
- Commercial and community space to be provided at ground floor. Any new commercial use to complement and support, not compete with, existing town centres.
- New development to contribute to stitching together the urban fabric across A206 – Woolwich Church Street, enhancing the surrounding townscape.
- New development to establish a clear hierarchy of open spaces and pedestrian/cycle-friendly routes to enhance permeability throughout the wider area.
- Pedestrian-focused public realm to be prioritised by creating walkable, inviting, people-friendly spaces.
- New and improved crossings on A206 and new access points/openings in the boundary wall to be created, extending green infrastructure and opening views across docks and river.
- East–west route across the site to be created to connect with neighbouring riverside residential areas and strengthen links to the riverfront.
- Arrangement of buildings and open spaces to gravitate around existing site assets, including Thames frontage and pathway, statutory listed docks, and Clock House.
- Public realm around the statutory listed Clock House to be enhanced, incorporating community-focused activities within surrounding built frontage.

Residential

Under construction

Non residential

Approved



Place making diagram

TYPE	Indicative units count
1 Bed	499
2 Bed	522
3 Bed	560
4 Bed	119

Indicative site capacity
1700 residential units (replacing 603 homes)
Indicative housing density: 166 units/ha
Non residential uses: GEA 2000 sqm approximately

- New central green space within dock setting, with green links connecting heritage assets, to be developed.
- Historic docks to be revitalised, making them more accessible and usable for the public.
- 'Historic visual axes' should be defined, aligning heritage assets within a single view or space to highlight local identity and history, preserving and integrating landmarks while enhancing visibility and accessibility.
- Local building lines to be continued, where desirable, to integrate new proposals into the surrounding context seamlessly.
- Prevailing roof-parapet height to be mid-rise, around six storeys.
- Higher-density, taller blocks to be located along the water's edge, with strong active frontages to maximise river views and provide overlooking and surveillance of the Thames Path.
- Locally scaled markers to be explored at key junctions and prominent points along Woolwich Church Street.
- Tall buildings above ten storeys may be appropriate on the site.
- Correct typological approach to be ensured by selecting block types that build up to the boundary wall, concealing it from street view and supporting podium parking at ground floor level.
- Bioswales, rain gardens, and multi-functional green spaces to be considered for effective surface water management and ecological resilience.
- Spaces to incorporate permeable surfaces, native planting, and variation in planting.
- Existing trees to be protected where possible.



1. View from western Woolwich Church Street



2. View from western Woolwich Church Street, southern frontage



1. View of one of the two statutory listed dock



2. View of Lord Warwick Street



3. View of the statutory listed Clock House, approaching from Woolwich Church Street



4. View of the statutory listed Clock House, approaching from the riverside

WOOLWICH FERRY AND AMBULANCE STATION

- Mixed use development, incorporating the Woolwich Ferry operational facilities and associated car parking and plant yard. Additional non-residential space for commercial uses and potentially the reprovision of the Ambulance station.
- Development to optimize site capacity and deliver new homes in a mix of sizes and tenures, including at least 50% affordable.
- Commercial and community uses to be provided, with potential space for re-provision of the Ambulance Station. Existing EV charging station to be relocated to a principal road elsewhere.
- Any new uses to reflect the site's location within Woolwich Town Centre, complementing existing uses.
- Ground floor areas not constrained by ferry facilities to be activated with commercial uses and residential lobbies facing surrounding streets.



Place making diagram - View from south

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	1 - car parking		4400
B	8 above parking ferry station	3360	280
C	21 above parking ferry station	12113	351
D	8 above parking ferry station	3367	281
E	17	9712	1093 (ferry related)
F	9	5288	461
G	Secured Ferry outdoor plant		590

TYPE	Indicative units count
1 Bed	106
2 Bed	113
3 Bed	88
4 Bed	15

Indicative site capacity
322 residential units: GEA 33,840 sqm
Indicative housing density: 199 units/ha
Non residential uses for Ferry infrastructure: GEA 1093sqm
Car parking of Ferry station: GEA 4400 sqm
Non residential (Commercial, Community uses): GEA 1373sqm

- Western portion of the site, as functional flood plain (Flood Zone 3b), to remain ferry waiting area with pedestrian deck access from Woolwich Church Street and development above.
- Residential uses to be located above flood level, occupying upper floors.
- Lower-ground ferry car parking to be integrated into the scheme to enable creation of accessible public space above.
- Pedestrian and cycle permeability to be enhanced in alignment with TfL's Woolwich plans (Cycleway 4).
- Opportunities to reconfigure the roundabout to be explored as part of future redevelopment.
- New trees to be integrated with existing ones to create attractive public realm on both quadrants of the roundabout, softening interface between high-density

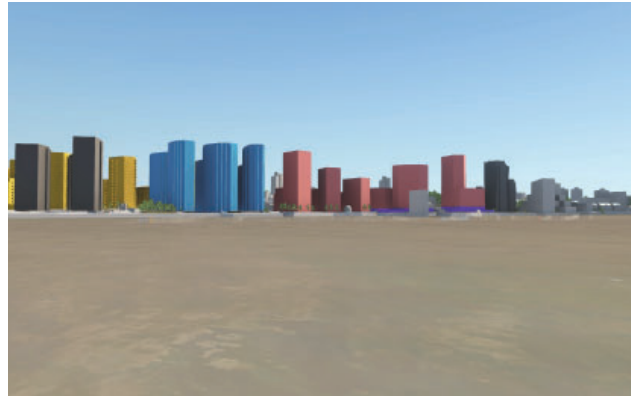
development, road infrastructure, and historic town centre fabric.

- Access to ferry station and surrounding public realm to be enhanced to integrate facilities into local townscape and avoid disruption to Thames Path pedestrian experience.
- Buildings on the site to be arranged and scaled to form a well-balanced composition with emerging tall building landscape to the east and west.
- Building heights to vary to avoid a “table-top” effect, and orientation to prevent monolithic forms or unappealing walls facing the Thames and surrounding streets.
- Tall buildings up to 22 storeys may be appropriate.
- Buildings to step down in scale toward A206 roundabout, statutory listed Odeon Cinema, former Granada Cinema, and Woolwich Conservation Area.



Place making diagram - View from north

- Distances from neighbouring developments to be designed to prevent excessive overshadowing of adjacent amenities.
- Flood risk mitigation measures to be explored in collaboration with Environment Agency ahead of redevelopment.
- Existing green infrastructure provision to be enhanced with increased tree planting and green spaces.



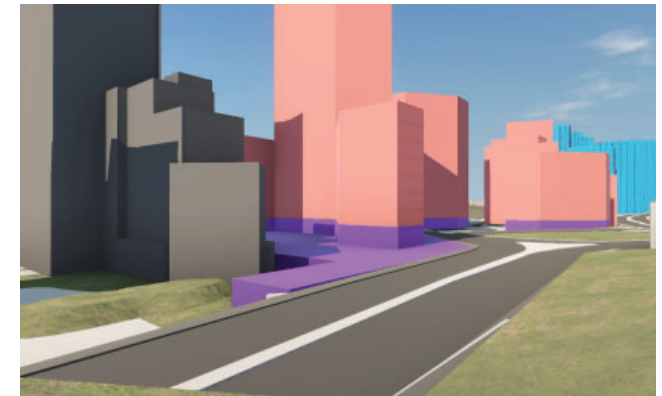
1. Long view from Royal Victoria Gardens



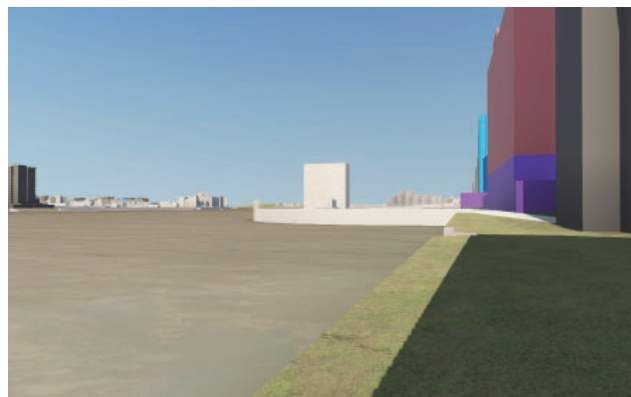
2. Approach from Powis Street



3. Approach from Woolwich Curch Street - A206



4. View from raised platform of St. Mary Magdalene Church Gardens



5. Approach from the western Thames pathway



6. Approach from the Ferry station

WATERFRONT LEISURE CENTRE

- Deliver a residential-led scheme with commercial floorspace at ground floor level.
- Provide commercial units along all sides of the ground floor to support the town centre, with residential uses on upper floors.
- Ensure development is of high quality and integrates well with the established town centre and listed heritage assets on and around the site.
- Respond to the lower-rise character of the Woolwich Conservation Area.
- Place the Woolwich South Foot Tunnel at the centre of the public realm strategy.
- Create a positive active frontage along the river and avoid forming a continuous wall of development.
- Deliver a high-quality public promenade and promote active travel along and from the Thames Path.



Bird's eye view from south

Residential

Under construction

Non residential

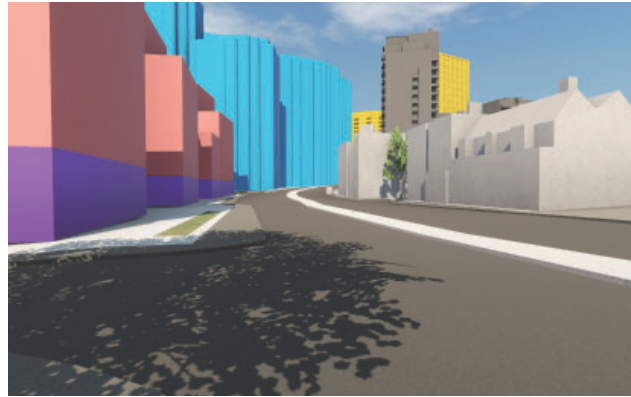
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	12	9104	990
B	15	9974	942
C	20	13509	1059

TYPE	Indicative units count
1 Bed	102
2 Bed	108
3 Bed	85
4 Bed	15

Indicative site capacity
310 residential units: GEA 32,587sqm
Indicative residential density: 378 units/he
Non residential uses: GEA 2991 sqm

- Improve pedestrian permeability across the site and the wider area, encouraging active spaces along the river
- Provide appealing background views of the River Thames, including views from the north bank.
- Enhance the quality of the urban fabric while providing open space for new and existing residents
- Maximise urban greening in the public realm.
- Allow tall buildings up to 20 storeys where appropriate.



1. View from the A206 roundabout, with the Grade II* listed Former Granada Cinema on the right



2. View from western Woolwich High Street - A206



3. View from eastern Woolwich High Street



4. View from Hare Street



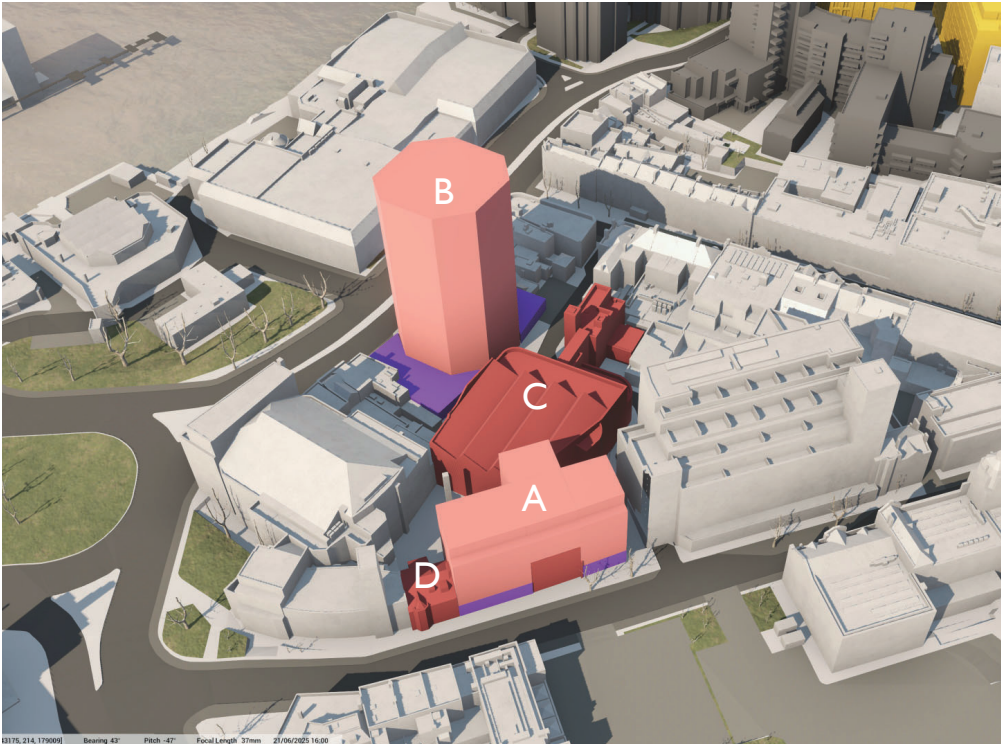
5. View of the Grade II listed Woolwich Foot Tunnel entrance



6. View from opposite bank of river Thames

MORTGRAMIT SQUARE

- Mixed use development, incorporating residential uses, and commercial uses at ground floor and in the retained historic garage.
- Affordable workspaces suitable for SMEs, creative workshops, and community/cultural uses to be prioritised for the Furlongs Garage. Residential uses to be considered only if it is fully demonstrated that none of the preferred uses are viable within these historic structures.
- Ground floor uses on Powis Street and Woolwich High Street to include commercial and com-munity activities.
- Any commercial activity located away from Powis Street to complement and not detract from the vitality of the high street.
- Residential uses to be designed on upper floors of new buildings and within the preserved Doc-tor’s House.
- Development to enhance Mortgramit Square yard as an attractive, mixed-use, pedestrian route linking Powis Street to Hare Street.



view from south-west

Residential

Under construction

To be retained

Non residential

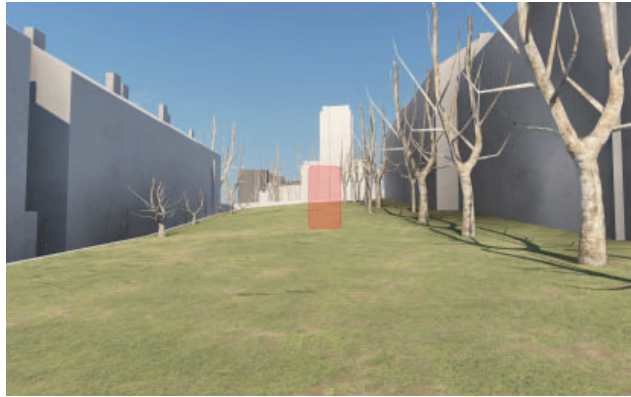
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	6	1961	327
B	16	10000	364
C	3 + partial lower ground floor	2000	2500
D	2+1	120	0

TYPE	Indicative units count
1 Bed	42
2 Bed	47
3 Bed	33
4 bed	3

Indicative site capacity
125 residential units: GEA 14,081 sqm
Indicative housing density: 250 units/ha
Non residential uses: GEA 3191 sqm

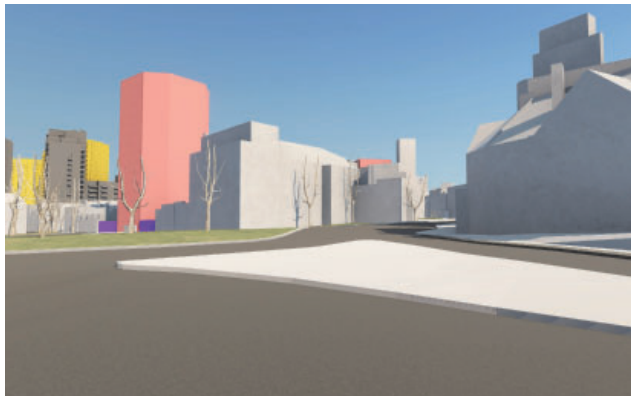
- Commercial and community uses to activate Woolwich High Street and Powis Street frontages.
- Semi-industrial character of existing public realm to be preserved and enhanced through appropriate pavement materials and street furniture.
- A clearly defined and functional service/delivery strategy to be established without negatively impacting pedestrian focus of the enhanced internal public realm.
- New development to be car-free, aligned with the site's high level of public transport accessibility.
- New buildings to integrate sensitively with historic garage structures and contribute positively to surrounding streetscape and internal pedestrian yard.
- A mid-rise block to be considered on Powis Street, retaining the locally listed Doctor's House to provide a meaningful gap between the Grade II* Former Granada Cinema and the new block.
- Height of mid-rise block to remain subservient to cinema tower and avoid dominating or diminishing its perceived significance from all approaches.
- A tall building around 15 storeys to be explored on the part of the site facing Woolwich High Street; any additional storey above this height to demonstrate acceptability in urban design and conservation terms.
- Architecture of new buildings to harmonise with that of the historic garage.
- A comprehensive SuDS strategy to be integrated into any scheme for the site.
- Trees and rain gardens to be incorporated into the public realm where practical and appropriate to local character.



1. View from open space west of St Mary Magdalene Church



2. Long view from Kingsman Street



3. Approach from western A206 - Woolwich Church Street



4. View from western end of Powis Street



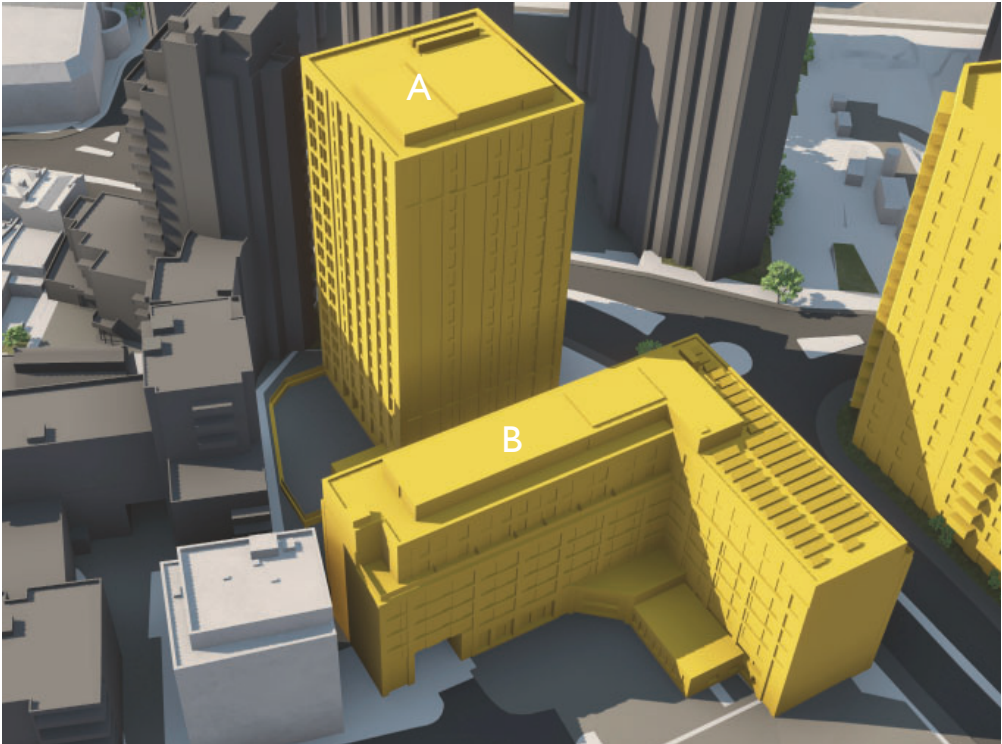
6. View from Woolwich High Street



6. Approach from eastern Powis Street

RIVERSIDE HOUSE

- Deliver a mixed-use, residential-led scheme appropriate to the site’s town centre location, incorporating a mix of commercial floorspace and residential uses, either as student and hostel beds or residential dwellings.
- Ensure new commercial uses reflect the site’s location within Woolwich Town Centre and complement existing uses within the centre.
- Design massing, building heights, and architecture so they integrate comfortably within the surrounding townscape.
- Create gaps between blocks on Woolwich High Street for visual porosity and to avoid a continuous wall of development.
- Provide well-designed commercial ground-floor frontages and residential lobbies onto Woolwich High Street and Bunton Street to create a strong street presence and maximise natural surveillance for community safety.



view from north-west

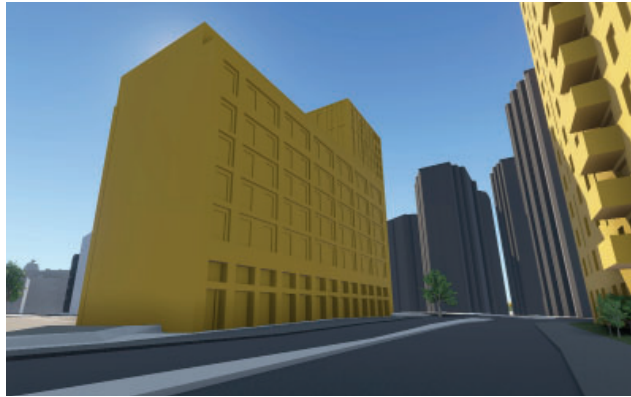
Approved

Student Housing and Hotel

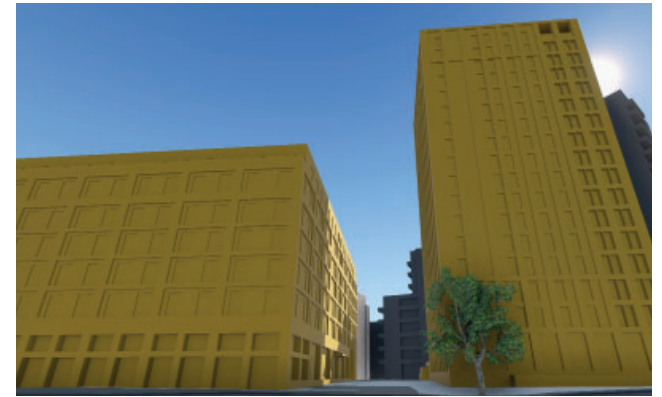
Block id	Number of storeys	Hotel/Student - Indicative Gross External Area (GEA sqm)	Commerical - Indicative Gross External Area (GEA sqm)
A	17	12297	36
B	7	9220	273

TYPE	Indicative units count
Student beds	332
Hotel beds	265

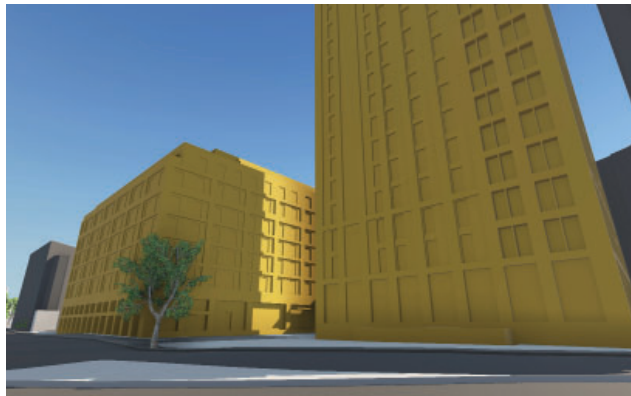
- Include a new access route through the site to improve connectivity and accessibility for cyclists and pedestrians, and provide a new visual connection from Woolwich High Street.
- Locate vehicular access, servicing, and deliveries at the south of the site from Bunton Street.
- Enhance the existing public realm along Woolwich High Street, delivering a pedestrian-focused environment.
- Provide green infrastructure enhancements within the site and along street edges.
- Step building heights down towards the rear of the site backing onto Bunton Street to avoid excessive overshadowing of neighbouring amenities.
- To allow tall buildings up to 17 storeys where appropriate for Block A, stepping down to 7 storeys for Block B to the south.



1. View from southern approach on Beresford Street



2. View from roundabout on Beresford Street



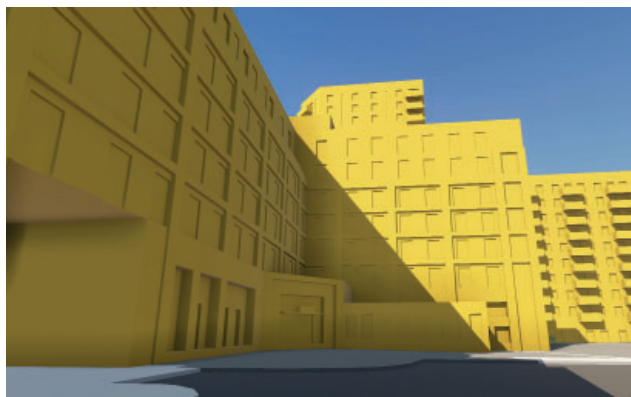
3. View opposite the site on Woolwich High Street



4. View from northern approach on Woolwich High Street



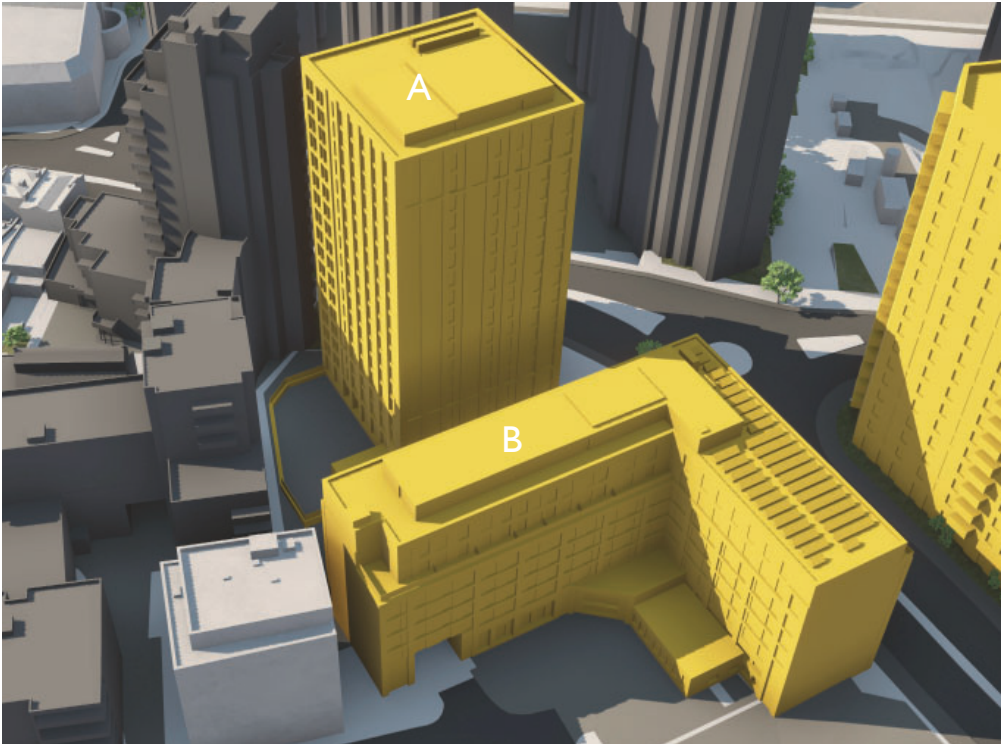
5. View of the wider approved tall buildings in the vicinity



6. View from approach on Bunton Street



7. View from end of Bunton Street



view from north-west

Approved

C3 Residential-led

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non residential- Indicative Gross External Area (GEA sqm)
A	17	12297	36
B	7	9220	273

TYPE	Indicative units count
1 Bed	69
2 Bed	76
3 Bed	55
4 bed	6

Indicative site capacity
206 residential units: GEA 21517 sqm
Indicative unit density: 144 rooms/ha
Non residential uses: GEA 309 sqm

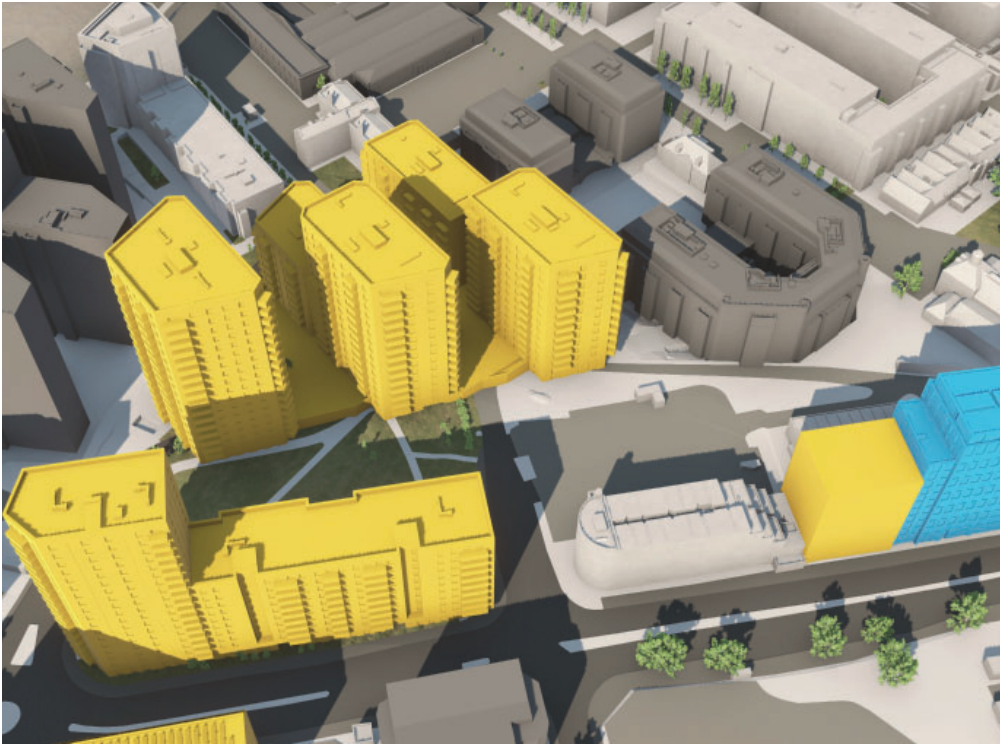
ROYAL ARSENAL RIVERSIDE BLOCKS D&K

- Deliver a residential-led mixed-use development with ground floor commercial floorspace.
- Ensure new uses reflect the site’s location within Woolwich Town Centre and complement surrounding land uses.
- Design new development so that massing and architecture integrate comfortably within the surrounding townscape.
- Protect or enhance heritage assets and mitigate any negative impacts, while considering effects on local views.
- Activate Beresford Street, Duke of Wellington Avenue, New Warren Lane, and internal open spaces with commercial uses and residential lobbies.
- Provide access, servicing, and deliveries via Beresford Street (A206) and Duke of Wellington Avenue, with an on-site route running parallel to Beresford Street.
- Create a new link across the middle of the site from Duke of Wellington Avenue to Beresford Street.

Approved

Under construction

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9 - 18	41730	4015



view from south

TYPE	Indicative units count
1 Bed	288
2 Bed	305
3 Bed	70

Indicative site capacity
663 residential units: GEA 41,730 sqm
Indicative housing density: 288 units/ha
Non residential uses: GEA 959.1 sqm

- Provide pedestrian and cycling routes from the northern boundary along Duke of Wellington Avenue to the southern boundary on Beresford Street, as well as other connections into the Royal Arsenal.
- Enhance pedestrian permeability and contribute to public amenity provision in this part of the town centre.
- Provide public realm and public open space enhancements and deliver green infrastructure enhancements within the site and along street edges.
- Make environmental performance integral to design, incorporating microclimate mitigation into buildings and landscape.
- Step down building scale towards nearby Grade II listed buildings, given the site's sensitive location within a conservation area and proximity to heritage assets.
- Allow tall buildings up to 18 storeys where appropriate.



1. View from junction of New Warren Lane and Beresford Street



2. Approach from roundabout at Woolwich High Road



3. View into the site from Duke of Wellington Avenue



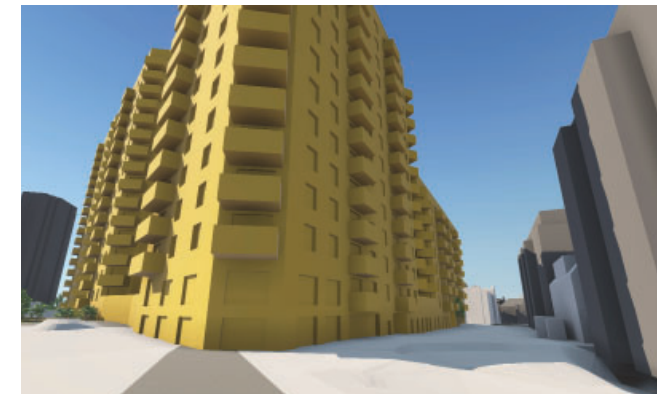
4. View from car park on New Warren Lane



5. View from within the proposed parking to the north



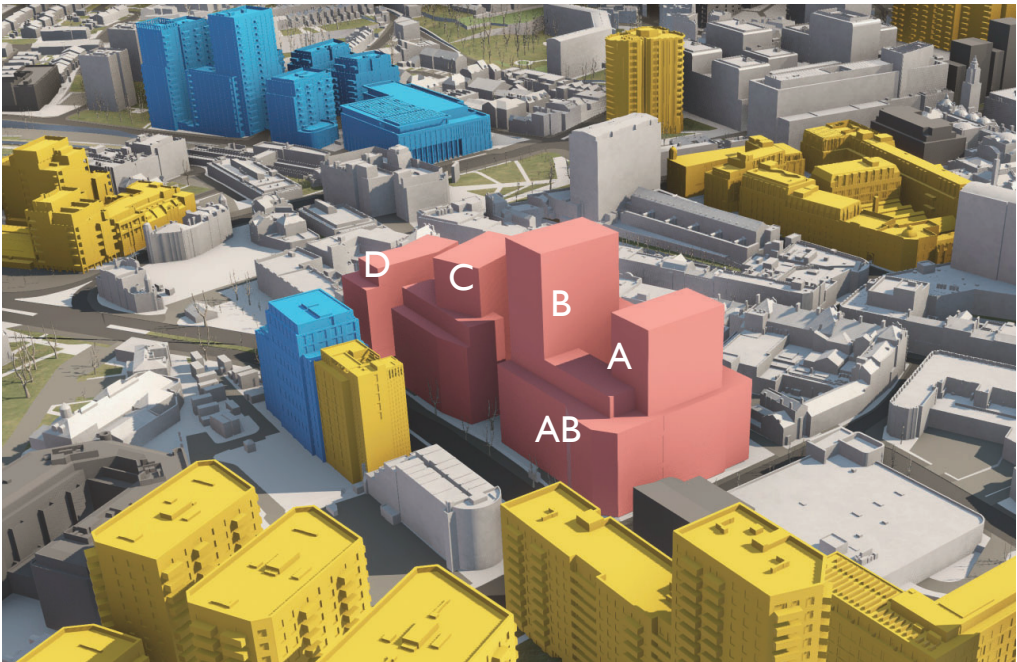
6. View from outside Building 40, Artillery Square



7. View into the site from New Warren Lane

BERESFORD STREET / MACBEAN STREET

- Development within the site to consist of a mixed-use, residential-led scheme appropriate to its town centre location, incorporating workspaces for SMEs, commercial uses, and residential uses on upper floors.
- Redevelopment to incorporate the existing market pound function.
- Any new uses to reflect the site’s location within Woolwich Town Centre and complement existing uses.
- Commercial uses and residential lobbies to activate Beresford Street and the internal open space within the site.
- Opportunities for workshops or co-working spaces to be explored within the retained Electric-works building.
- Development to enhance pedestrian permeability and contribute to public amenity in this part of the town centre.



Place making diagram. Bird’s eye view from north

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
AB	8 (shoulder) +2 (setback)	14535	2163
A	8 above shoulder (16 overall)	3436	0
B	12 above shoulder (20 overall)	5595	0
C	15	11105	900
D	10	6815	746
E	4	0	1466

TYPE	Indicative units count
1 Bed	141
2 Bed	155
3 Bed	112
4 Bed	13

Indicative site capacity
421 residential units: GEA 43640 sqm
Indicative housing density: 397 units/ha
Non residential uses: 5275 GEA sqm

- Public realm to be improved along Beresford Street, Macbean Street, and Murray's Yard.
- A new public open space to be provided at Murray's Yard, with pedestrian routes connecting Powis Street and Beresford Street, and linking from Macbean Street.
- New development to be designed so that massing and architecture integrate comfortably within the surrounding townscape.
- Tall buildings up to 20 storeys may be appropriate.
- Development to step down in scale toward Woolwich Conservation Area, Beresford Square, and Powis Street, given the site's sensitive location near heritage assets.
- Heritage assets to be protected or enhanced, with any negative impacts mitigated.
- Electric-works building, identified as a non-designated heritage asset, to be preserved.
- Consideration to be given to impact on local views.
- Private and communal space to be provided sufficient for proposed occupants and catering to a variety of ages and users.
- Development to provide green infrastructure enhancements within the site and along street edges.
- Sustainable drainage to be considered from the outset.



Place making diagram. Bird's eye view from south



1. Approach from western Beresford Street



2. View from the open space in the Royal Arsenal



3. Approach from Powis Street



4. Approach from Macbean Street



5. View from Beresford Square



6. View from General Gordon Place

WOOLWICH OSD EAST

- Deliver a residential-led mixed-use scheme appropriate to the site’s town centre location, incorporating commercial uses on the ground floor with residential uses above, including 50% affordable housing.
- Ensure new uses reflect the site’s location within Woolwich Town Centre and complement existing uses within the centre.
- Design massing, heights, and architecture so they integrate comfortably with the surrounding townscape, responding sensitively to the Royal Arsenal Conservation Area, Woolwich Conservation Area, and nearby listed buildings.
- Mitigate any negative impacts on adjoining heritage values or conservation areas.
- Enhance pedestrian permeability and contribute to public amenity provision in this part of the town centre, improving the existing public realm along Arsenal Way, Cornwallis Road, and Plumstead Road.



view from west

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	11 - 26	53,231	1,536

TYPE	Indicative units count
1 Bed	257
2 Bed	223
3 Bed	43

Indicative site capacity
575 residential units: GEA 53,231 sqm
Indicative housing density: 450 units/ha
Non residential uses: GEA 1,536 sqm

- Activate Plumstead Road, Arsenal Way, Cornwallis Road, and internal open spaces with commercial uses and residential lobbies.
- Provide private and communal spaces sufficient for the proposed number of occupants and catering to a variety of ages and users.
- Incorporate new planting and green infrastructure enhancements within the site and along street edges.
- Allow tall buildings up to 26 storeys, subject to conformity with London City Airport's Air Zone height controls.



1. Western approach on Victory Parade



2. Western approach on Victory Parade



3. Southern approach on Arsenal Way



4. View from Skeffington Street



5. Long view on Victory Parade from the West



6. View from end of Cornwallis Road



7. View from Burrage Road

SPRAY STREET QUARTER

- Deliver a residential-led mixed-use scheme that includes commercial floorspace for flexible town centre uses.
- Protect or enhance heritage assets, mitigating any negative impacts.
- Positively incorporate the statutory listed Former Woolwich Market.
- Design gaps between blocks across the site to provide visual porosity and avoid a continuous wall of development.
- Activate road interfaces and internal open spaces with commercial uses and residential lobbies.
- Enhance pedestrian permeability with public routes through the site between Spray Street and Plumstead Road, and contribute to public amenity provision in this part of the town centre.
- Improve the existing public realm along each road interface and design functional delivery access points and routes.

 Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	2 - 23	78,307	14,821



view from south

TYPE	Indicative units count
Studio	29
1 Bed	278
2 Bed	370
3 bed	119
4 bed	5

Indicative site capacity
801 residential units: 78,307 GEA sqm
Indicative housing density: 348 units/ha
Non residential uses: GEA 14,821 sqm

- Provide private and communal spaces sufficient for the proposed number of occupants and catering to a variety of ages and users.
- Provide green infrastructure enhancements within the site and along street edges, including tree planting and green spaces.
- Concentrate taller buildings along Plumstead Road towards Burrage Road, stepping down in height towards Woolwich New Road and Spray Street to avoid excessive overshadowing and create welcoming, human-scaled streets.
- Allow tall buildings up to 23 storeys where appropriate.



1. View northeast outside of Woolwich Arsenal Station



2. View west from corner of Victory Parade and Woolwich New Road



3. View from junction of Arsenal Way and Victory Parade southwest



4. View towards site from bridge on Burrage Road



5. View south on Parry Place



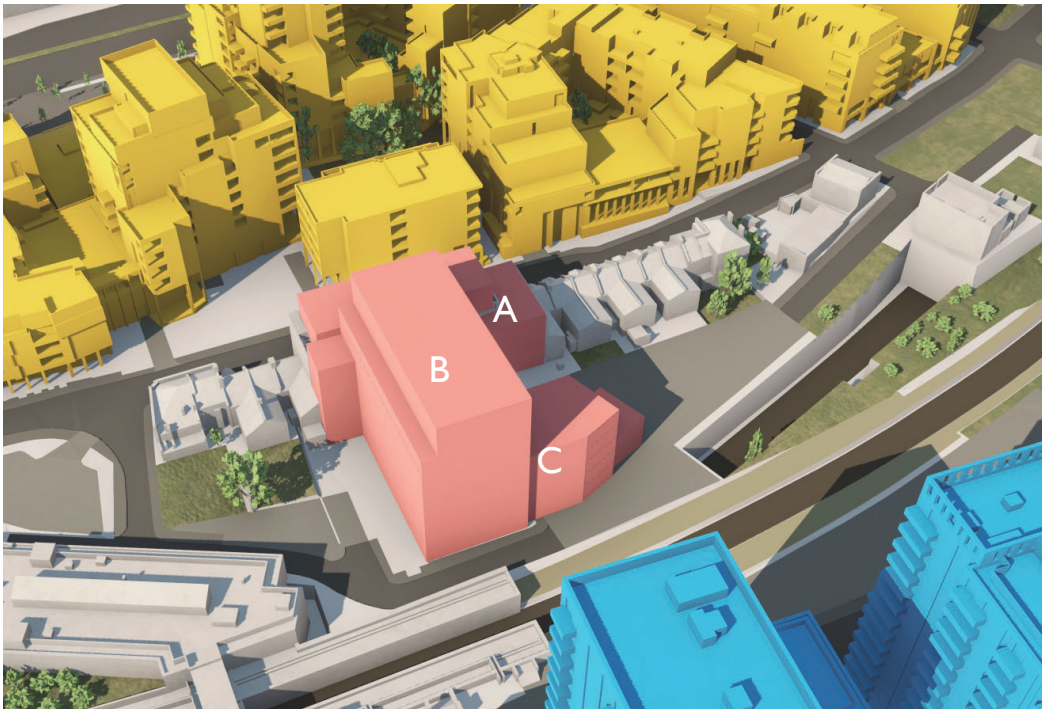
6. View from eastern end of Spray Street, west



7. View from Helen Street and Vincent Road, north

WOOLWICH TELEPHONE EXCHANGE

- Site to be suitable for residential uses, with commercial and/or community space explored at ground level.
- Any new uses to reflect the site's location within Woolwich Town Centre, complementing existing uses within the centre.
- Commercial uses and residential lobbies to activate Spray Street.
- Front element of the locally listed building on the site to be retained.
- One-to-two storey top extension to be explored.
- Taller element to be explored at the rear of Spray Street, with height legibly subservient to existing and approved tall buildings on both sides of Plumstead Road and those approved on Vincent Road, including the new Leisure Centre site scheme, to avoid infilling the valley between clusters.



Bird's eye view from south

Residential

Under construction

Non residential

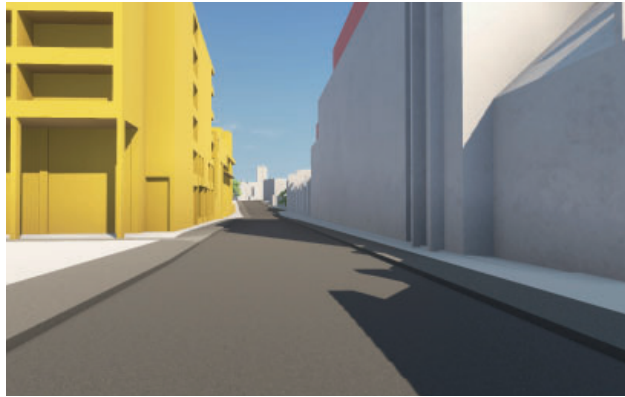
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	6	2965	364
B	10	6394	
C	6	1548	

TYPE	Indicative units count
1 Bed	36
2 Bed	34
3 Bed	20

Indicative site capacity
90 residential units: GEA 9,359 sqm
Indicative residential density: 265 units/he
Non residential uses: GEA 364 sqm

- Element to be adequately set back from neighbouring amenities and avoid excessive additional harm in terms of overshadowing compared to current situation.
- Coherent response to surrounding context to be delivered, including setting of Woolwich Conservation Area.
- Tall buildings up to 10 storeys may be appropriate.
- Implications of using Taylor's Buildings as access for service and emergency vehicles to be considered, and route to be enhanced as more welcoming.
- Access and servicing to be explored in conjunction with future redevelopment of Woolwich Arsenal OSD site.
- Pedestrian and cycle access to be explored on Spray Street via existing undercroft entrance.
- Development to provide green infrastructure enhancements where possible at street level and roof level.
- Rain gardens and small-scale planting to be tested to enhance interface of site with railway infrastructure while creating balanced composition of soft and hard surfaces.



1. View approaching from western Spray Street



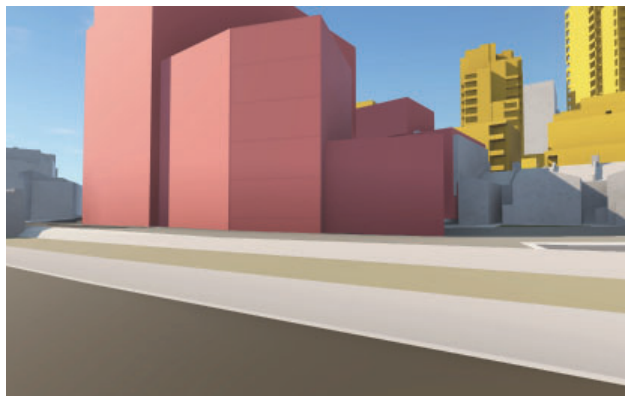
2. View from Woolwich High Road



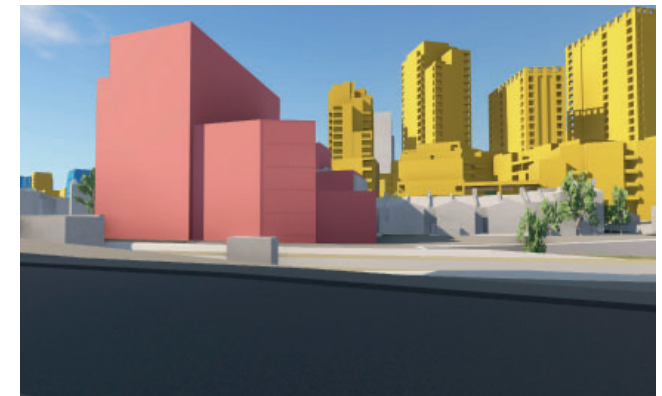
3. View from western Taylor's Works



4. View from eastern end of Taylor's Works



5. View from Woolwich Station platform



6. View from Vincent Road

WOOLWICH ARSENAL OSD SITES A & B

- Development of the site to support continued revitalisation of Woolwich town centre by enabling a mixed-use scheme incorporating residential, transport infrastructure, and commercial town centre uses.
- Any new uses to reflect the site’s location within Woolwich Town Centre and complement existing uses.
- New commercial activities facing Greens End and Woolwich New Road to integrate with DLR and National Rail station and open into station lobby where practical.
- Public realm at building frontages to be enhanced with trees and planting where appropriate.
- Functional delivery access points and routes to be designed without compromising pedestrian focus.

Residential

Under construction

Non residential

Approved



Place making diagram

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	4	1585	343
B	5	1160	460
C	6	5505	474
D	5	3653	356
E	10	4747	430
F	8	3657	430
G	6	2955	430
H	5	8468	522

TYPE	Indicative units count
1 Bed	97
2 Bed	105
3 Bed	81
4 Bed	15

Indicative site capacity	
298 residential units: GEA 31730 sqm	
Non residential uses: GEA 3445 sqm	
Railway Stations approximate area: 1574 sqm	

- Development to enhance pedestrian permeability and contribute to public amenity provision, improving public realm onto Greens End, Woolwich New Road, and Vincent Road.
- Green infrastructure enhancements across Site B to include tree planting and green spaces along street edges.
- Sustainable drainage to be considered from the outset.
- Site A: New development to be coherent with roof parapet and alignment established by Grade II listed Equitable House while optimising density.
- Any element significantly taller than Equitable House to be avoided as it may harm its setting and negatively impact views from General Gordon Place.
- Site B: New buildings on Woolwich New Road visible from General Gordon Place to avoid negative impact on views of Equitable House and maintain coherence in height terms.
- Building heights to step down towards Burrage Road and Spray Street to prevent excessive overshadowing and define welcoming, human-scaled streets.
- Prevalent parapets to be mid-rise, generally within six storeys.
- Heights to progressively increase towards central part of Vincent Road, with highest element at 11–12 storeys in front of Armstrong Estate amenity space.
- Gaps between blocks on Vincent Road to provide visual porosity and avoid continuous wall of development.



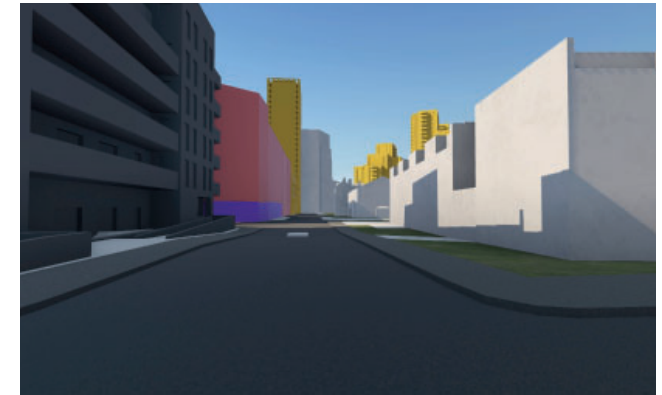
1. View of Plot A from Beresford Square



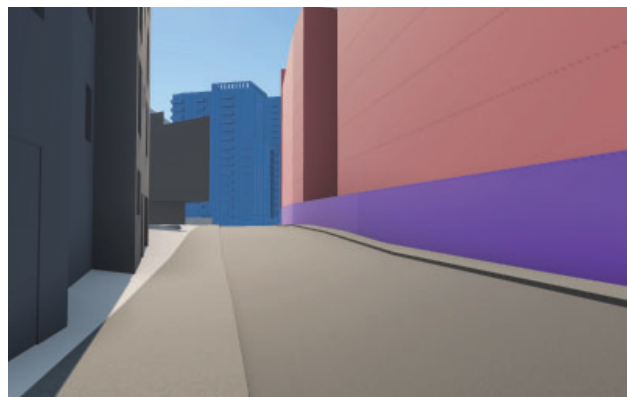
2. View of Plot A from Greens End



3. Approach to Plot B from western Spray Street



4. Approach from southern Burrage Road



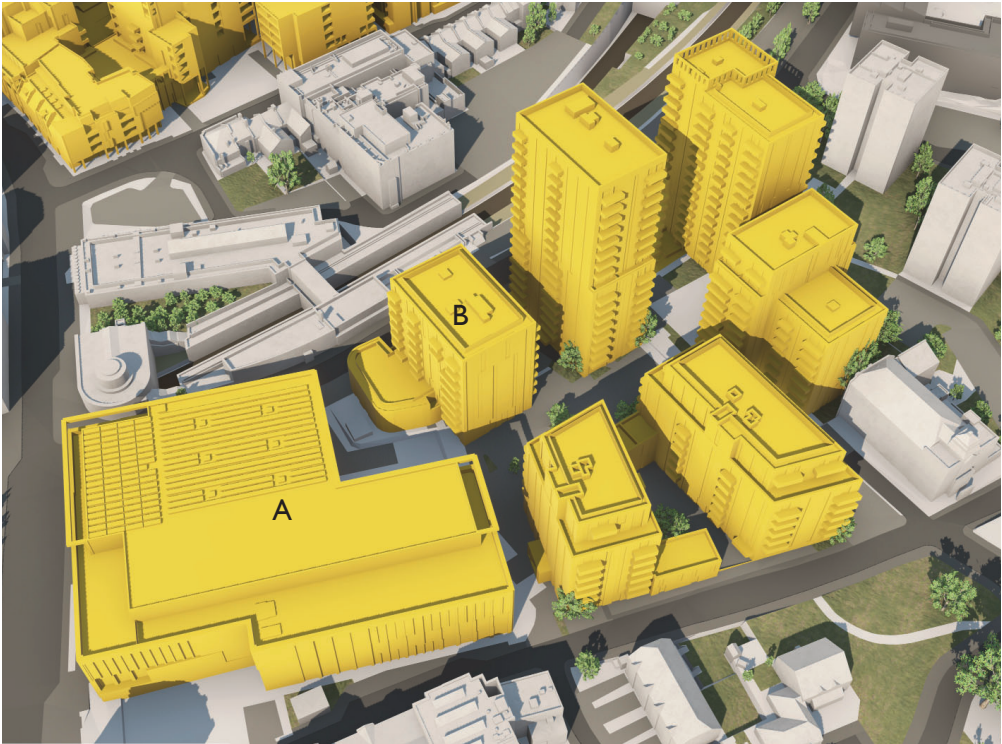
5. Approach from eastern Vincent Road



6. Approach from General Gordon Place

WOOLWICH NEW LEISURE CENTRE

- Deliver a mixed-use development including a leisure, commercial and residential uses, with 50% of homes as affordable housing.
- Provide a new multi-purpose state-of-the-art leisure centre.
- Create a coherent and legible space that responds to the site’s town centre location and adjacent heritage assets.
- Deliver public realm enhancements, including external amenity space, play space, a community square, and improved pedestrian and cycle access through the site.
- Reinstate permeability across the site and improve cross-connectivity, supported by cycle parking for residential, commercial, and leisure centre uses.
- Include active edges along commercial ground-floor frontages and the new public square to create a welcoming environment.



view from south

 Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	Leisure Centre		11,891
B	9 - 19		1,070

TYPE	Indicative units count
1 Bed	198
2 Bed	239
3 Bed	45

Indicative site capacity
482 residential units
Indicative housing density: 318 units/ha
Non residential uses: GEA 12,144 sqm

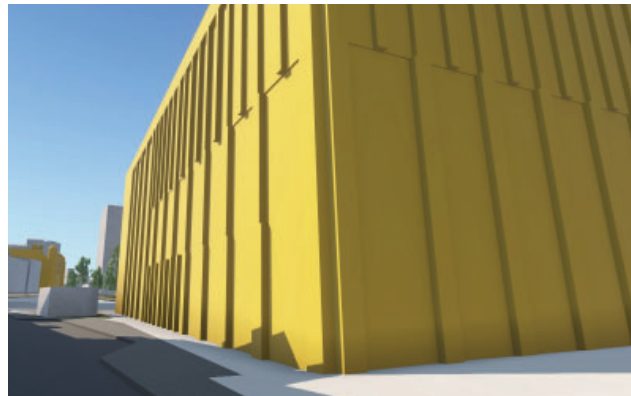
- Provide green infrastructure enhancements across the site, including new garden spaces, habitats and trees to improve biodiversity.
- Make environmental performance integral to design, incorporating microclimate mitigation into buildings and landscapes.
- Provide a range of building heights across the site, stepping down towards General Gordon Square to ensure a transition in scale to lower-rise buildings.
- Allow tall buildings up to 18 storeys where appropriate.



1. View from junction of Thomas Street and Grand Depot Road



2. View north west from junction of Masons Hill and Wilmount Street



3. View west up Wilmount Street from junction of Anglesea Avenue



4. View from the green on Ashlar Place



5. View east on Vincent Road



6. View from the east end of Wilmount Street



7. View west along Vincent Road

LOVE LANE AND FORMER POST OFFICE SITE

- Provide a residential-led mixed-use development with accompanying commercial and community uses at ground floor level.
- Deliver a high-density residential-led scheme, with seven of the eight proposed blocks within Phase 4 and one triangular block in Phase 3 (former Post Office site).
- Ensure layout and legibility respond positively to the wider context and use suitable materials to harmonise with nearby heritage assets.
- Mitigate visual impact on the townscape and views through appropriate materiality and scale.
- Deliver a new pedestrian route linking Grand Depot Road to Love Lane.
- Create accessible routes connecting to surrounding streets and ensure new internal public realm is active, vibrant, and benefits from natural surveillance.
- Provide an appropriate level of active frontages to generate liveliness and interest.

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	Phase 3: 15, Phase 4: 14 - 16	60,144	2,014



view from north-west

TYPE	Indicative units count
1 Bed	329
2 Bed	319
3 Bed	64

Indicative site capacity
712 residential units: GEA 60,144 sqm
Indicative housing density: 391.2 units/ha
Non residential uses: GEA 2,014 sqm

- Achieve significant improvements to public realm, ensuring public and communal amenity spaces receive good sunlight levels and acceptable noise and air quality.
- Provide planting, hard surface treatments, and urban greening, contributing to a fully accessible pedestrian route to Tesco and Love Lane with space for activation and sizable spill-out areas.
- Explore and implement opportunities to optimise biodiversity and sustainable design measures wherever practical.
- Allow tall buildings up to 16 storeys where appropriate.



1. Approach from South of South Circular Road



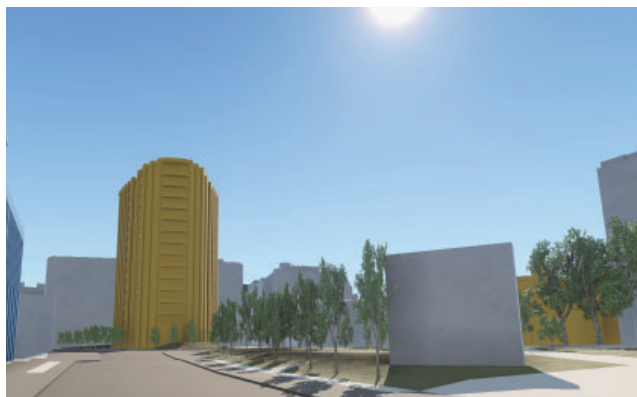
2. View from the north of South Circular Road



3. View from eastern Grand Depot Road



4. View from junction of Anglesea Road and Grand Depot Road



5. View from north-eastern Woolwich New Road



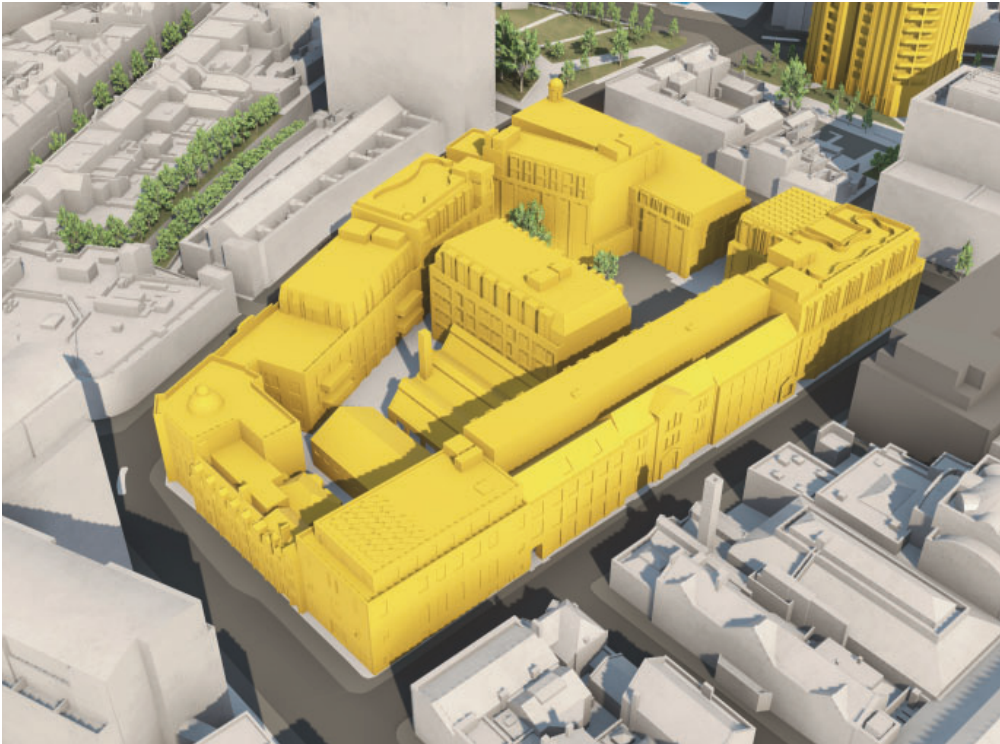
6. View from public space on Woolwich New Road



7. View from junction of Love Lane and Wellington Street

WOOLWICH ISLAND SITE

- Deliver a mixed-use, residential-led scheme with community, commercial and office floorspace appropriate to the site’s town centre location.
- Preserve, and seek opportunities to enhance, the significance of the Grade II listed Polytechnical Building and Rotunda, as well as locally listed assets and other positive contributors to the Woolwich Conservation Area.
- Ensure new development responds sensitively to the historic context in terms of scale, height, materiality, and design.
- Extensions should be subservient to heritage assets within and around the site.
- Positively contribute to the character of the Conservation Area.
- Design new development to strengthen the site’s sense of place.

 Approved

view from north-west

Use	Use	Residential - Units	Non- Residential - Indicative Gross Internal Area (GIA sqm)
C3(a)	Residential	20	
Sui generis	Co-living units	485	
E(d) and F2(b)	Community		1100
E(a) and (b)	Retail, Resturant and Cafe		1414
E(c)	Office		780

Indicative site capacity
485 co-living units and 20 residential units
Non residential uses: GIA 3274 sqm

- Maintain active commercial frontages onto Thomas Street, Wellington Street, and Calderwood Street, with residential lobbies activating Polytechnic Street.
- Provide individual property access via their own entrances.
- Improve permeability, pedestrian access, servicing, and deliveries across the site.
- Incorporate new public spaces and deliver green infrastructure enhancements throughout the site.
- Fully justify any proposals for demolition and demonstrate that a new building would be the most sustainable outcome with reference to policies CE4 (Whole Life Carbon and Circular Economy) and CE5 (Retrofitting and Existing Buildings) regarding retrofitting, demolition, and embodied carbon.



1. View from corner of Calderwood Street and Polytechnic Street



2. View from junction of Calderwood Street and Thomas Street



3. View from public space on the corner of Wellington Street and Thomas Street



4. View from junction of Love Lane and Wellington Street



5. View of proposed public space within the site



6. View from corner of Wellington Street and Polytechnic Street



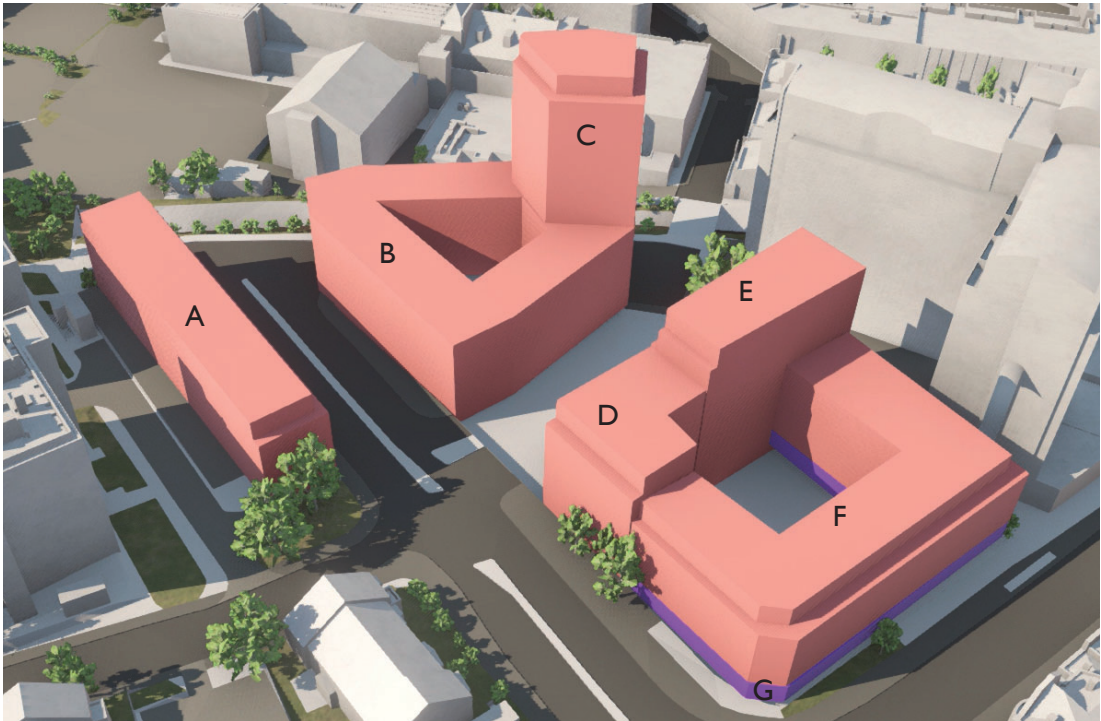
7. View into the site from Thomas Street

CALDERWOOD STREET CAR PARK

- Mixed-use, residential-led development with opportunities for commercial/retail uses on the ground floor.
- New uses to reflect the site’s location within Woolwich Town Centre and complement existing uses within the centre.
- Development to be integrated with the town centre’s established character, optimising site density and enhancing the quality of the urban fabric and open space.
- Pay particular attention to the setting of heritage assets.
- Activate Calderwood Street, Monk Street, and internal open spaces and pathways through commercial uses and residential lobbies.

Residential

Non residential



Place making diagram

Block id	Overall number of storey (Residential+Non-Residential)	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5	3318	
B	8	6963	
C	8 above shoulder (16)	2465.6	
D	6	1656	
E	9	3114.6	
F	4	3659	
G	1		914.8

TYPE	Indicative units count
1 Bed	77
2 Bed	75
3 Bed	45

Indicative site capacity
197 residential units: GEA 21,206 sqm
Indicative housing density: 223 units/ha
Non residential uses: GEA 914 sqm

- A new access route to be provided through the site to improve connectivity and accessibility to Powis Street high street, prioritising pedestrians and cyclists.
- Provide a new visual connection from Barnard Close to Castile Road.
- Layout to be designed to foster active travel into and across the site.
- Deliver a vibrant mix and clear hierarchy of communal and public amenity spaces.
- Communal amenity spaces to be well-exposed to sunlight, preferably in the central and southern parts of the site.
- Public realm to be concentrated along the designed cycle/pedestrian route and in new spaces created between buildings.
- Tall buildings up to 16 storeys allowed where appropriate.
- Taller elements to be set-back behind the roof line when viewed from Calderwood Street to maintain a human scale.



View from the south west corner of the site on Calderwood Street



View from the west of Calderwood Street showing the listed buildings that face the site



View from Castile Road



View from the south west corner of the top floor of the Monk Street car park



View from corner of Monk Street and Clara Place



View from the bridge at Barnard Close

VICTORIA HOUSE

- Provide a purpose-built residential care home, in accordance with the granted planning permission proposing a quantum of 70 bedspaces.
- Consider other residential uses as potentially appropriate.
- Retain and conserve the primary facades and significant historic features of Victoria House so that the architectural character of the building is preserved, and the character and appearance of the Conservation Area is maintained or enhanced.
- Ensure any harm to heritage assets is outweighed by public benefits.
- Design and lay out to minimise harm to the undesignated heritage asset and avoid disrupting the setting of neighbouring statutory listed buildings.
- Allow any additional structures or extensions to be contemporary but complementary and subservient to the host building.
- Define delivery and servicing arrangements clearly, given the residential nature of the proposed use, and provide suitable cycle and car parking.

Care home



view from south-east

TYPE	Indicative units count
Care home beds	72

Block id	Number of storeys	Care home - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	3	1359	0

Indicative site capacity
72 care beds: GEA 4106 sqm

- Leverage existing public transport and active travel connectivity.
- Respect the ecology and biodiversity of, and avoid harm to, designated green infrastructure to the north of the site.
- Include communal spaces within the site that are active, vibrant, and benefit from natural surveillance.
- Ensure amenity spaces receive good levels of sunlight, with acceptable noise and air quality.
- Provide planting, hard surface treatments, and maximise urban greening throughout the site alongside interventions to improve or create habitats.
- Ensure building height aligns with the surrounding townscape, with no tall buildings permitted.



1. Approach from west on Shooters Hill Road



2. View into the site from Shooters Hill Road



3. View into the site from Academy Road



4. View within the site from the East



5. View within the site showing the retained facade



6. View from the corner of Shooters Hill Road and Academy Road

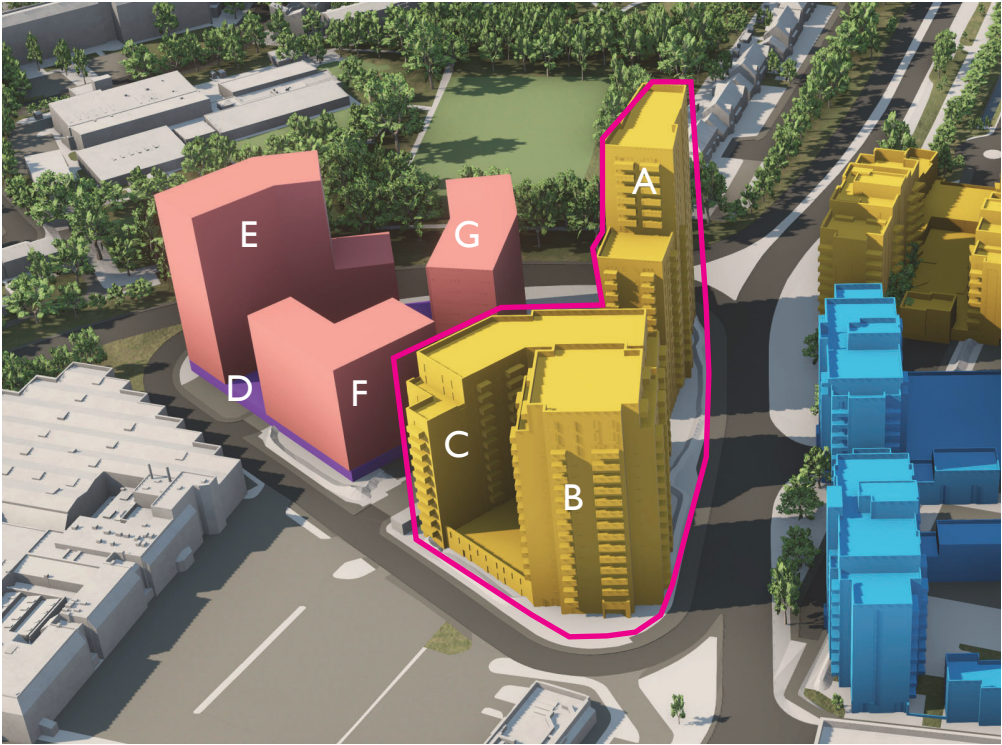


7. View from western end of Shooters Hill Road within the context of the school next door

PETTMAN CRESCENT NORTH

Plot I - Plumstead West masterplan
(Blocks A, B and C)

Approved scheme
Plot I - Plumstead West Masterplan
Berkeley Homes
Reserved Matter Application no: 24/I565/R



view from north-west

- Residential
- Under construction
- Non residential
- Approved

TYPE	Approved units count
1 Bed	63
2 Bed	206
3 Bed	59
TOTAL A, B and C	328 residential units

- Mixed-use development, incorporating commercial uses at ground level with residential units above on the western site.
- The development to be aligned with the grain, height, and materiality of the Lombard Square development, creating a visually coherent and welcoming gateway to the new neighbourhood.
- Buildings to be arranged to define well-proportioned streets and parapets throughout the site.
- An appropriate buffer to be provided to reduce disturbance from the Plumstead Bus Garage to the south.
- The scheme to support the creation of an attractive and accessible pedestrian and cycling route, linking the site and the Lombard Square Masterplan area to main pedestrian and cycle routes leading to Woolwich and Plumstead.

Woolwich Trade Park plot (D, E, F and G)

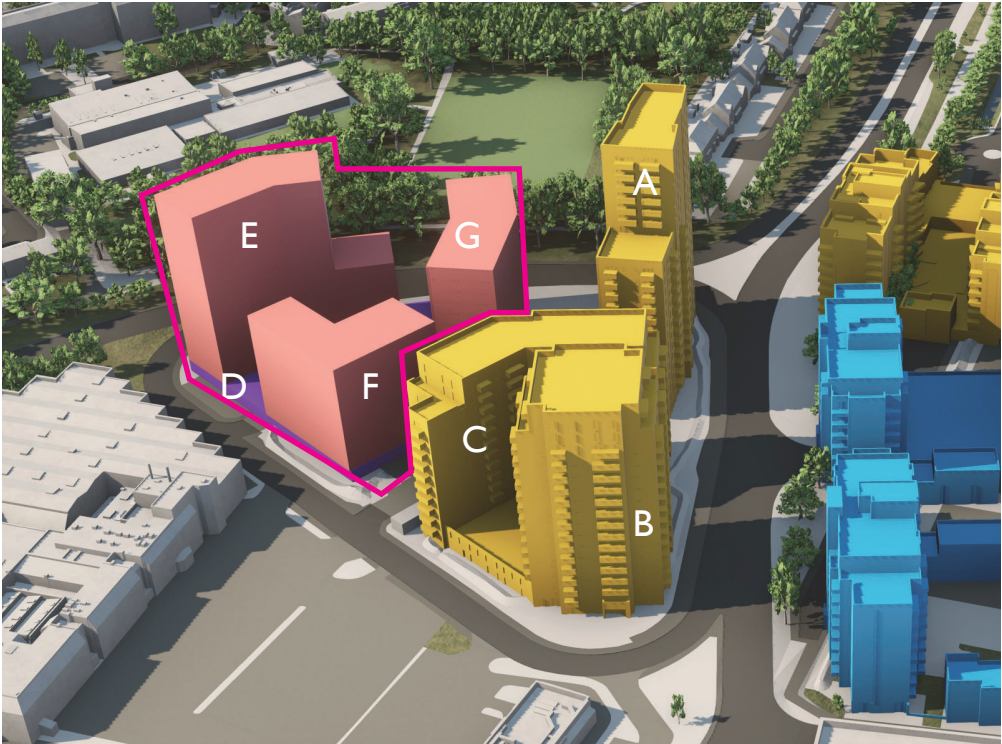
Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
D	1 (podium)	0	4015
E	15 (above podium)	11933	0
F	9 (above podium)	6540	0
G	11 (above podium)	8877	0

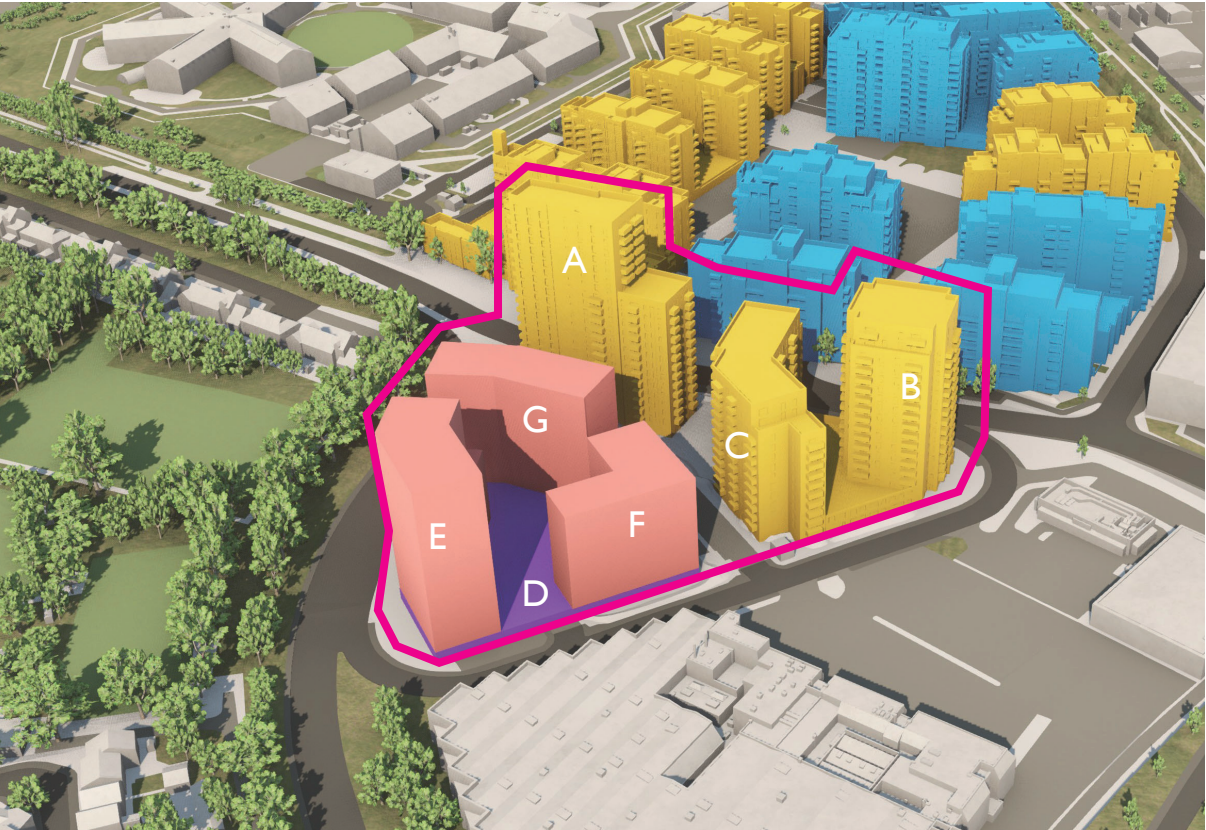


view from north-west

TYPE	Indicative units count
1 Bed	88
2 Bed	96
3 Bed	69
4 bed	8

Indicative sub-site capacity (D, E, F and G)
261 residential units: GEA 27350 sqm
Indicative housing density: 352 units/ha
Non residential uses: GEA 4015 sqm

- The layout of the development to establish a clear and functional hierarchy of public and communal amenity spaces for residents.
- Proposals must not prejudice the delivery of the Rapid Bus Transit.
- Existing Category A and B trees around the site to be retained and integrated with new tree planting where appropriate.
- Routes across and along the site to be enhanced with a balanced combination of soft landscaping and hard surfaces, underpinned by a comprehensive Sustainable Drainage Systems (SuDS) strategy.
- Building heights to vary to avoid a canyon effect and enhance the legibility of distinct architectural forms.



view from south

Pettman Crescent North

Overall site capacity

Residential

Under construction

Non residential

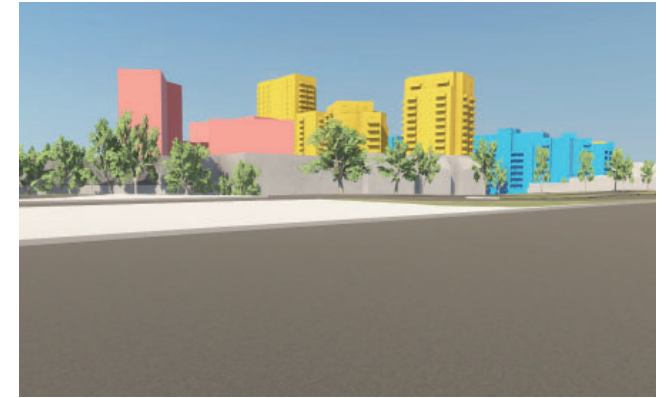
Approved

TYPE	Indicative units count
1 Bed	151
2 Bed	302
3 Bed	128
4 bed	8
Overall site indicative capacity	
589 residential units	
Non residential uses: GEA 4015 sqm	

- A taller element, up to approximately 15 storeys, may be considered at the western end of the site to serve as a landmark when approaching from Tom Cribb Road and adjacent streets.
- Tall buildings may be appropriate on the site up to 21 storeys.
- A private podium courtyard could be explored to enable the re-provision of commercial space.



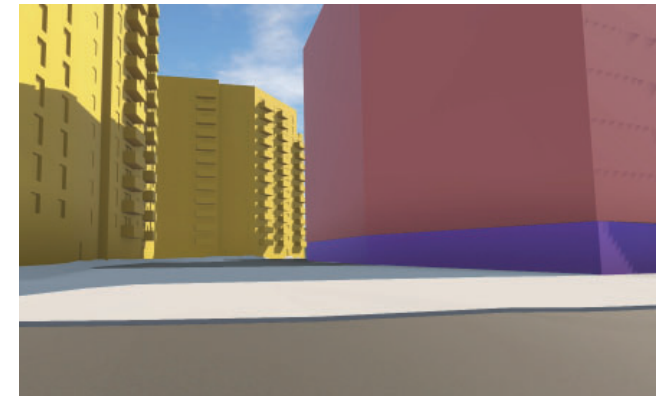
1. Approach from Plumstead station



2. View from the southern Plumstead Road



3. View from western Pettman Crescent



4. View from the north side of the crescent



5. View from Tom Cribb Road



6. Approach from northern Western Way



6. Approach from southern Pettman Crescent

BROADWATER DOCK

- Development to consist of a residential-led scheme with public space sized to serve the wider community.
- Development to establish frequent connections across the site and integrate seamlessly with neighbouring residential areas to the south and west, enabling access to the riverfront and dock.
- Pedestrian- and cycle-focused routes to be integrated throughout, connecting with neighbouring communities and providing an attractive green route to Gallions Park, including reactivation of the listed swing bridge and Thames Path.
- Statutory listed Lock and Swing bridge to be enhanced and integrated into the overall place strategy.
- A dedicated pedestrian and cycling route to follow the dock edge, designed organically as part of a broader active travel strategy.



Place making diagram

Residential

Under construction

Non residential

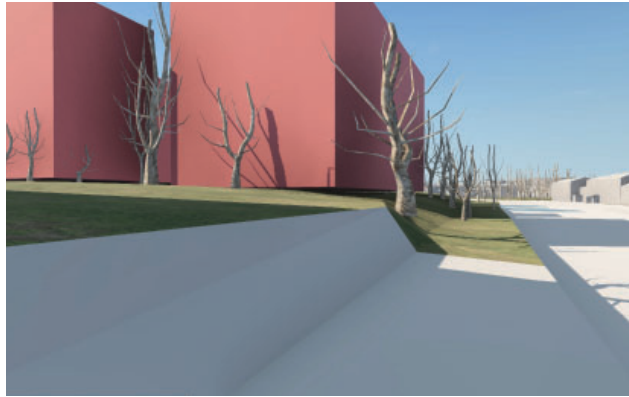
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	3 to 5	6912	
B	6	12109	
C	6	12126	
D	6	14448	
E	10	6669	
F	5 to13 and 18	18052	

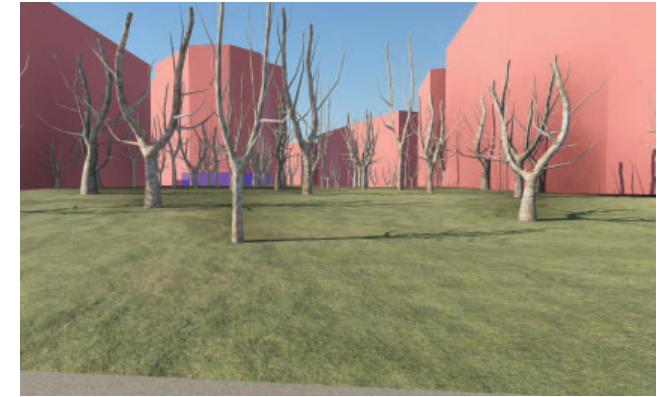
TYPE	Indicative units count
1 Bed	227
2 Bed	249
3 Bed	179
4 Bed	23

Indicative site capacity
678 residential units: 70,316 GEA sqm
Indicative housing density: 119 units/ha

- Green space to be central to the development, offering generous public areas for the wider community and enhancing the dockside with a linear park and active travel corridor.
- Design to reflect the history of the area, including its military heritage.
- New development to exhibit a legible mid-rise character at its core, stepping down to align with adjacent low-rise fabric and private amenities.
- Waterfront to be distinctive with public space, avoiding overly tall development or a continuous wall along the waterside.
- Buildings to define a street-based environment with a clear hierarchy of routes and frontages, fostering walking, cycling, and outdoor activities while ensuring accessible servicing, deliveries, and minimal necessary parking.
- Generous communal courtyards and amenities to be defined within the layout.
- Tall buildings up to 18 storeys may be appropriate on the waterfront.
- Highest-quality trees on the site to be preserved and integrated with new groupings and alignments.
- Species selection to reflect local character and proximity to the river while enhancing biodiversity.
- Enhancement of the dock to be integral to any development.
- Sustainable drainage to be considered from the outset.



1. Approach from the dock pathway



2. View of the central open space



3. Approach from Camelot Close



4. Approach from Erebus Drive



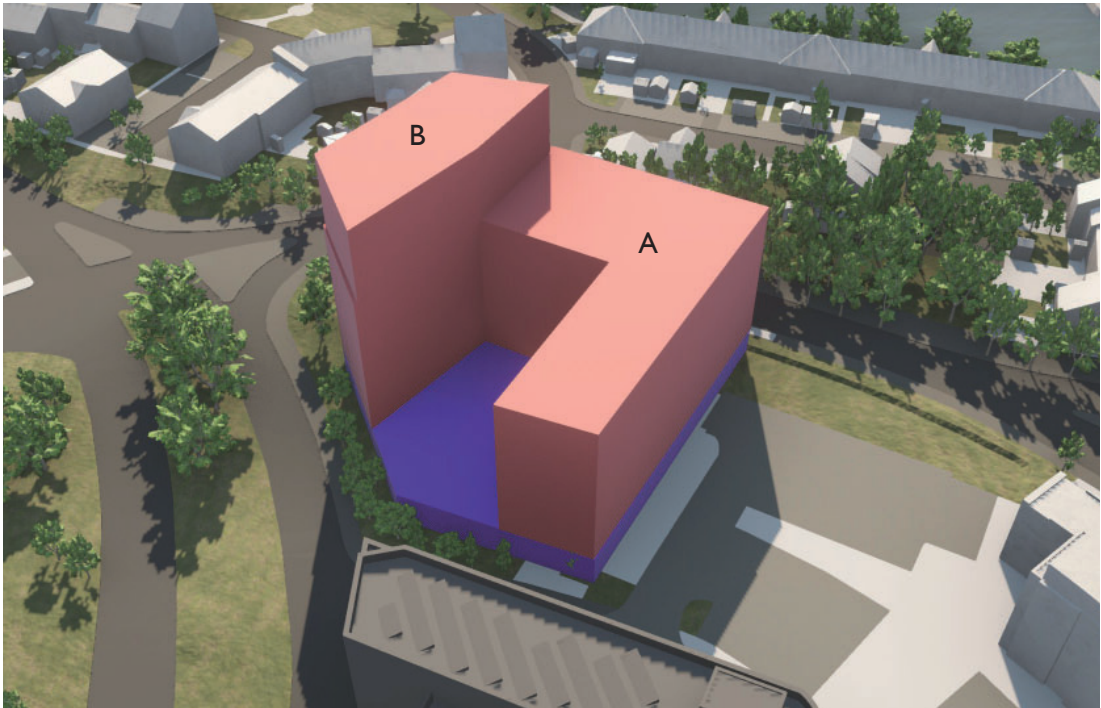
5. Approach from the western Thames Path



6. View from the eastern Thames Path

PRINCESS ALICE PUBLIC HOUSE

- Development to provide a residential-led scheme with commercial uses on the ground floor facing Thames Road/ Western Way.
- Integrate development with the established character and massing of the area, paying particular attention to the immediate surroundings.
- Improve connectivity in the area with better access from Thames Road and enhanced pedestrian connectivity from Battery Road.
- Concentrate new public realm along Thames Road.
- Design the layout to foster active travel into and across the site.
- Enhance the quality of the urban fabric and open space.
- Deliver a vibrant mix and clear hierarchy of communal and public amenity spaces.



Place making diagram

Residential

Non residential

Block id	Overall number of storey (Residential+Non-Residential)	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	6	7393	1715
B	3 above shoulder	1180	

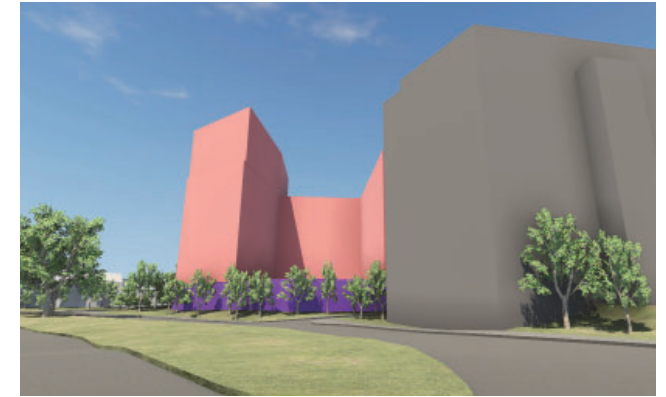
TYPE	Indicative units count
1 Bed	26
2 Bed	25
3 Bed	15

Indicative site capacity
66 residential units: GEA 8573 sqm
Non residential uses: GEA 1715 sqm

- Building heights up to 10 storeys allowed where appropriate, stepping down at the boundary to remain in keeping with neighbouring buildings.
- Upper floors of buildings on Battery Road to be set back to avoid unacceptable impact on neighbouring amenity.



Approach from south western side of Western Way



View from junction of Well Hall Road and High Street



View from car park on Thames Road



View from junction on Merbury Road and Battery Road



View from the west of the site on Battery Road



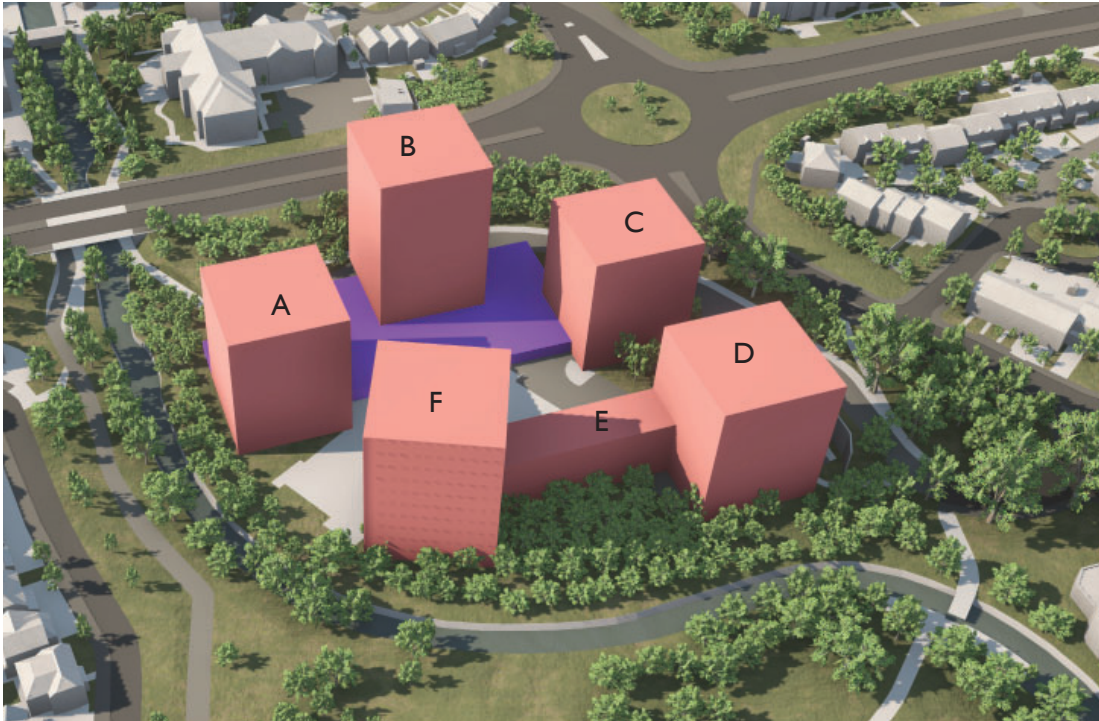
View from junction from junction of Battery Road and Western Road

GALLIONS REACH HEALTH CENTRE

- Development to provide a residential-led scheme with 50% affordable housing.
- Existing health facility to be re-provided, either on site at ground floor with an active frontage, or in a suitable alternative local location.
- Residential development to avoid placing sleeping accommodation at ground level.
- Explore opportunities for a unique design due to the site's isolated character.
- Respect the historic wall as a non-designated heritage asset within the design approach.
- Place public realm at the heart of the development.

Residential

Non residential



Place making diagram

Block id	Overall number of storey (Residential+Non-Residential)	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	9	4878	2727
B	9	4878	0
C	9	4689	0
D	9	5185	0
E	4	1323	0
F	9	5180	0

TYPE	Indicative units count
1 Bed	81
2 Bed	87
3 Bed	67
4 Bed	12

Indicative site capacity
247 residential units: GEA 22,629 sqm
Indicative housing density: 176 units/ha
Non residential uses: GEA 2727 sqm

- Establish a street-based place where buildings front onto and define the urban realm.
- Design of the development should be influenced by existing trees, open space and the canal, which could be a public amenity space.
- Improve connectivity within the site and to the wider locality, improving access from Bentham Road and Oriole Way.
- Prioritise connections between existing green spaces, along the canal and with the wider network.
- Allow tall buildings up to 11 storeys, subject to scrutiny of potential harm to the neighbouring area.



View from the bridge on Central Way



View from south east entrance



View from Hawksmoor Park to the south



View from Clock Tower Mews



View from Hutchins Road



View from the south west within Hawkesmoor Park, on the other side of the river

CROSS QUARTER AND LYNDEAN INDUSTRIAL ESTATE

- Mixed-use development to incorporate flexible commercial units at ground floor level towards Felixstowe Road, with residential units above, providing a mix of sizes and tenures.
- Industrial units to be designed for uses compatible with residential development along Felixstowe Road, Harrow Manorway, and at the western end of the access lane leading to the Sainsbury's car park.
- Clear composition of building fronts and rears, with a defined hierarchy of public and communal amenity spaces, to be established across the site.
- New streets and open spaces to be designed to encourage connectivity between Harrow Manorway and Felixstowe Road, promoting active travel and attracting visitors.
- Sufficient yard space to be provided to meet operational requirements of industrial operators.

Residential

Under constructionNon residential

Bird's eye view from south

Block id	Number of storeys	Residential Gross External Area (GEA sqm)	Non- Residential Indicative Gross External Area (GEA sqm)
Lyndeane Estate	from 3 to 16	31161	1822
Crossquarter	from 3 to 15	47525	1156

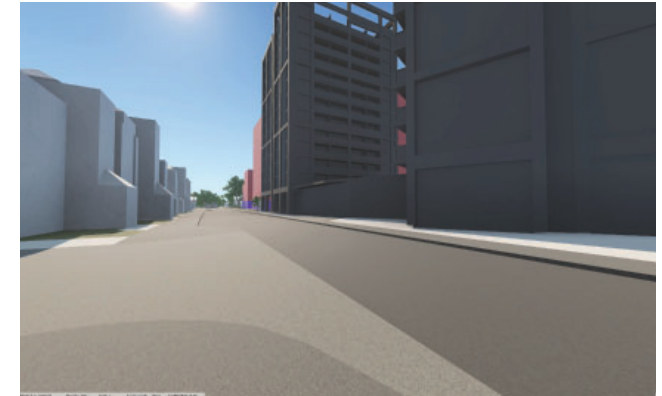
TYPE	Indicative units count
1 Bed	252
2 Bed	280
3 Bed	202
4 bed	25

Indicative site capacity
759 residential units: GEA 78,686 sqm
Indicative residential density: 252 units/ha
Non residential uses: GEA 2978 sqm

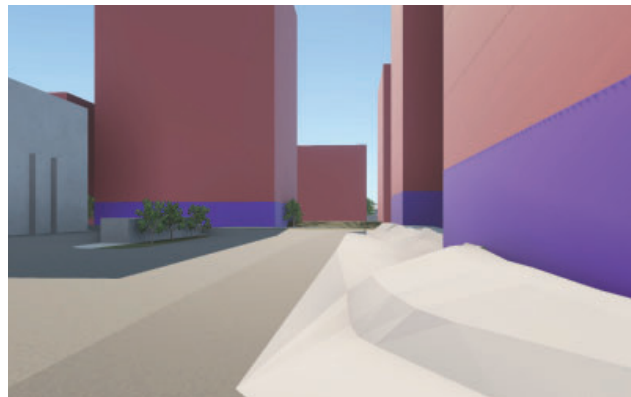
- Well-designed green buffers to be incorporated along western and northern boundaries to create a functional and attractive interface with surrounding uses while protecting residential amenity.
- Development to provide a transition between higher-density areas around the station and the existing low- to mid-rise built fabric to the west.
- Building heights to step down progressively from east to west.
- Continuous, unbroken building frontages to be avoided along the western edge adjacent to neighbouring amenities.
- A mix of building types to be employed to foster a strong sense of place.
- Efficient function, access, and service arrangements for industrial premises to be ensured.
- A taller building up to 16 storeys may be appropriate on the site.



Approach from western Felixstowe Road



Approach from eastern Felixstowe Road and Abbey Wood Station



Approach from the enhanced access lane to the Sainsbury's carparking



View from the roundabout at the junction of Harrow Manorway and the access lane to the Sainsbury's parking



Approach from northern Harrow Manorway



View from Boxgrove Primary School grounds

McLEOD ROAD CO-OP

- The site to be developed to produce a residential-led mixed-use development incorporating retail and/or community facilities.
- Commercial / community floorspace to be provided at ground floor level to serve local needs and to maintain an active frontage.
- Delivery and services to be preferably from Bostall Road, with a secondary access explored on Dahlia Road if necessary.
- Existing commemorative stones to be retained on the site.
- Functional access for delivery and waste collection for commercial units to be provided without impacting residential amenity.
- Urban planting and balcony space to create sufficient levels of amenity for new residents.



Place making diagram

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5	3445	750
B	4 to 5	2033	0

TYPE	Indicative units count
1 Bed	17
2 Bed	19
3 Bed	13
4 Bed	1

Indicative site capacity
50 residential units: GEA 5478 sqm
Indicative housing density: 217 units/ha
Non residential uses: GEA 750 sqm

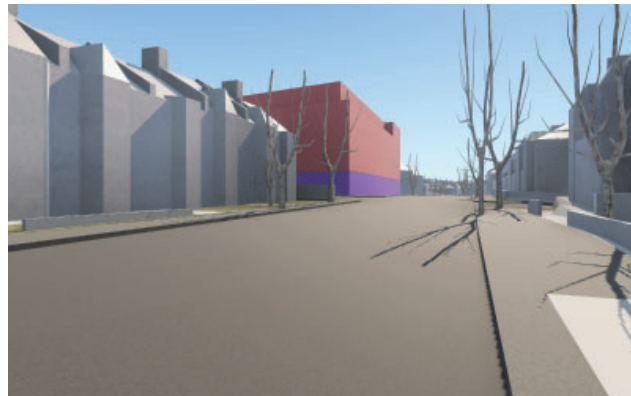
- To accommodate a maximum height of five storeys on McLeod Road, stepping down to four storeys on Dahlia Road and Bostall Lane.
- To adopt a car-free approach.



1. View approaching from western McLeod Road



2. View approaching from Dahlia Road



3. View from eastern McLeod Road



4. View from southern Bostall Lane



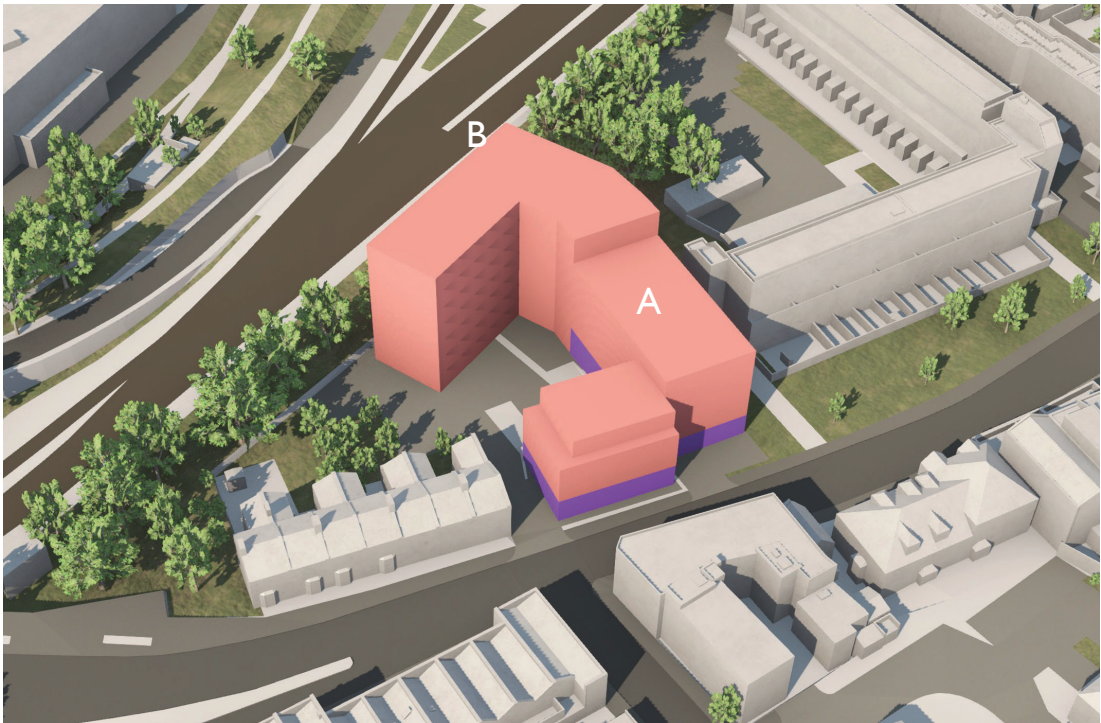
5. View from the northern Bostall Lane



6. View from Brodrick Grove

11-15 PLUMSTEAD HIGH STREET

- Residential-led mixed-use development to include a place of worship accessible from Plumstead High Street.
- Active commercial uses to front onto the high street; residential uses not acceptable at ground floor along the high street frontage.
- All uses to reflect the site's location within Woolwich Town Centre and complement existing uses within the centre.
- New development to enhance the street frontage, reinforce the existing building line, and contribute positively to architectural quality.
- Existing access onto Plumstead High Street to be redesigned as a pedestrian-focused entrance to the internal part of the site, while accommodating service and emergency vehicles.
- Building grain and heights to respond to varying site boundary conditions, including the historic terrace to the west and the post-war estate to the east.



Place making diagram

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	4 to 5	2049	200
B	7	4295	400

TYPE	Indicative units count
1 Bed	19
2 Bed	21
3 Bed	15
4 Bed	1

Indicative site capacity
56 residential units: GEA 6344 sqm
Indicative housing density: 233 units/ha
Non residential uses: GEA 600 sqm

- Building heights along the high street to be contextual.
- Place of worship to be set back from the street at a focal point within the site, creating a generous gathering space and enhancing its sequence of arrival.
- Taller blocks to be considered toward the rear of the site but remain mid-rise in character, generally six to seven storeys.
- Blue-badge parking to be provided on-site if required.
- New development to enhance green infrastructure with increased tree planting and green spaces, and incorporate flood mitigation measures.
- Vegetation to be creatively used to mitigate excessive noise impact from neighbouring railways on residential uses.



1. View approaching from eastern Plumstead High Street



2. View approaching from western Plumstead High Street



3. View approaching from Orchard Road



4. View approaching from Walmer Terrace



5. View from the A206/Plumstead High Street bridge above the railways



6. View from the Ridgeway, north of the railways

MERLEWOOD HOUSE AND ELTHAM POLICE STATION

- Residential-led mixed-use development to include flexible commercial and community uses, potentially incorporating high-quality workspaces at ground level suitable for SMEs.
- All uses to reflect the site's location within Eltham Town Centre and complement surrounding land uses.
- Opportunity to improve connectivity with a new pedestrian and cycle-friendly route across the site, linking Orangery Lane to Well Hall Road. Layout to foster active travel into and across the site.
- Density and layout of proposals to integrate with the established townscape and avoid disrupting the setting of neighbouring statutory listed buildings, including the Grade II* listed Orangery and Cliefden House.
- Buildings on Well Hall Road to align with the established parapet; any additional storey above the parapet to be set back and avoid unacceptable impact on neighbouring

Residential

Under construction

Non residential

Approved



Place making diagram

Block id	Overall number of storey (Residential+Non-Residential)	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5	1939.0	500
B	5	2150.0	
C	6	2716.2	
D	7	3451	
E	7	3168.9	

TYPE	Indicative units count
1 Bed	42
2 Bed	47
3 Bed	33
4 Bed	3

Indicative site capacity
125 residential units: GEA 13,425 sqm
Indicative housing density: 179 units/ha
Non residential uses: GEA 500 sqm

amenities.

- Tall buildings up to seven storeys may be appropriate, subject to scrutiny of potential harm to heritage assets.
- Building legibility to respond positively to wider context, using suitable materials to harmonise with nearby heritage assets.
- Active frontages, particularly on Well Hall Road, to generate liveliness and interest.
- Internal public realm to be active, vibrant, and provide natural surveillance, with a clear hierarchy of communal and public amenity spaces.
- Communal amenity spaces to have good sunlight exposure, preferably in central and southern parts of the site, with acceptable noise and air quality.
- Development to maximise urban greening, incorporate sustainable drainage, and encourage planting.



1. Approach from northern Well Hall Road



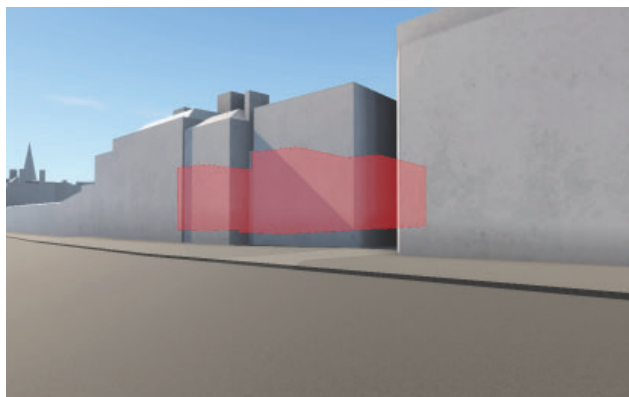
2. View from junction of Well Hall Road and High Street



3. View from southern side of Eltham High Street



4. View from Passey Place (including Grade II* Cliefden House)



5. View from eastern Eltham High Street (including Grade II* Cliefden House)



6. View from Orangery Lane (including Grade II* Orangery)

MECCA BINGO

- Development to deliver a mixed-use, residential-led scheme with community or commercial floorspace appropriate to the site’s location outside the town centre.
- Design to integrate comfortably within the surrounding townscape, with particular regard to nearby residential dwellings and the educational facility.
- Provide a well-designed commercial ground-floor frontage onto Eltham Hill to maximise natural surveillance.
- Enhance the public realm along Eltham Hill to deliver a pedestrian-focused environment and provide green infrastructure enhancements along street edges.
- Provide an active ground-floor commercial / residential frontage onto Kingsground to create a strong street presence.
- Create gaps between blocks on Kingsground for visual porosity and to avoid a continuous wall of development.

Residential

Non residential

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5 (above podium)	4056	1100
B	5	6050	0



view from south-east

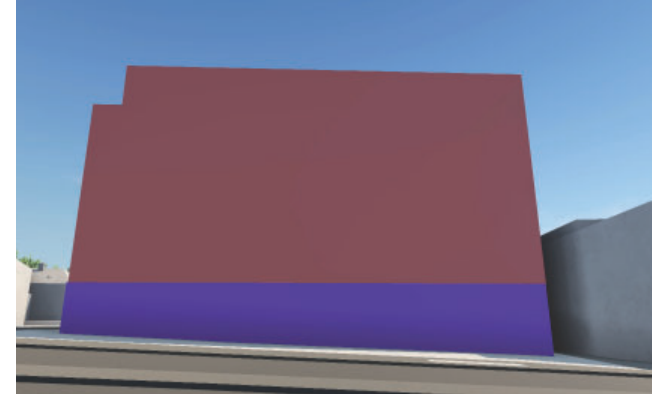
TYPE	Indicative units count
1 Bed	31
2 Bed	34
3 Bed	24
4 Bed	3

Indicative site capacity
92 residential units: GEA 10,106 sqm
Indicative housing density: 209 units/ha
Non residential uses: GEA 1100 sqm

- Vehicle access, servicing, and deliveries to be from Kingsground.
- Include private and communal amenity space sufficient for the proposed number of occupants.
- Keep building heights mid-rise and generally within six storeys.



1. Eastern approach on Eltham Hill



2. Facade on Eltham Hill



3. Western approach on Eltham Hill



4. Southern approach on Kingsground



5. View from south of Queens Croft Park on Kingsground



6. View from corner of Eltham Hill and Kingsground

KIDBROOKE VILLAGE PHASE 5 AND 6

- Deliver Phase 5 as a residential-led development alongside a new public park and community nature pavilion.
- Deliver Phase 6 as a residential-led mixed-use development supported by commercial and community floorspace.
- Ensure both schemes are delivered as part of the wider Kidbrooke Village masterplan development.
- Contribute to a connected network of streets with direct, legible, and safe routes across Kidbrooke Village, to the station and existing neighbourhoods.
- Enhance green infrastructure within the sites, including existing Cator and Sutcliffe Parks.
- Protect biodiversity, natural habitats, and the River Quaggy, ensuring development does not compromise the ecological value of Sutcliffe Park.
- Maximise visual and physical linkages with Cator Park and Sutcliffe Park.



view from south-west

- Under construction
- Approved

PHASE 5

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	10-14	53999	215

TYPE	Indicative units count
1 Bed	175
2 Bed	275
3 Bed	76

Indicative site capacity
526 residential units: GEA 53,999 sqm
Indicative housing density: 114.3 units/ha
Non residential uses: GEA 215 sqm

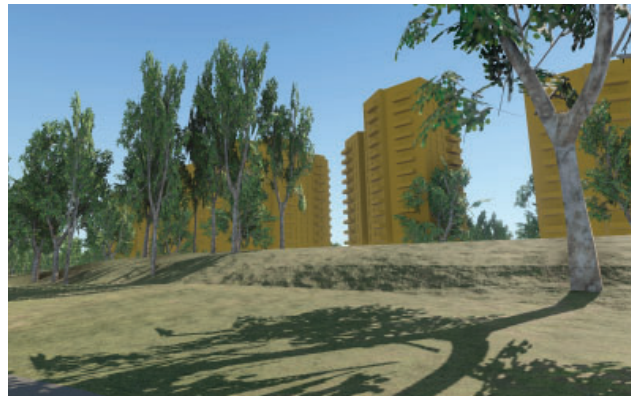
- Create well-defined, human-scaled streets where tall buildings form part of the streetscape without dominating the environment.
- Differentiate residential building heights from the central cluster next to the railway station, creating a middle ground between the tallest towers and low- to medium-rise homes in the wider Kidbrooke area.
- Allow tall buildings up to 18 storeys where appropriate.



1. View from corner of Tudway Road and Kidbrook Park Road



2. View from Weigall Road and Kidbrook Park Road



3. View south east from northern end of Cambert Way



4. View from southern corner of Cambert Way



5. View from playing fields on Sunnydale Road



5. View west from Tudway Road



6. View from Astell Road



view from north-west

TYPE	Indicative units count
1 Bed	144
2 Bed	337
3 Bed	175
4 bed	52
5 bed	5
Extra care units	133

- Under construction
- Approved

PHASE 6

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	2 - 18 storeys	60,890	3,200
B	Senior Living Units	2,971	0

Indicative site capacity
846 residential units: GEA 60,890 sqm
Indicative housing density: ? units/ha
Non residential uses: GEA 3,200 sqm



1. Approach from Cator Park



2. Eastern approach on Cranfield Walk



3. Junction of Handley Drive and Cranfield Walk



4. Eastern view on Cranfield Walk



5. Southern approach from Kidbrook Park Road



6. View towards Moorhead Way from Cranfield Walk



7. Northern approach on Moorehead Way

HUNTSMAN SPORTS CLUB

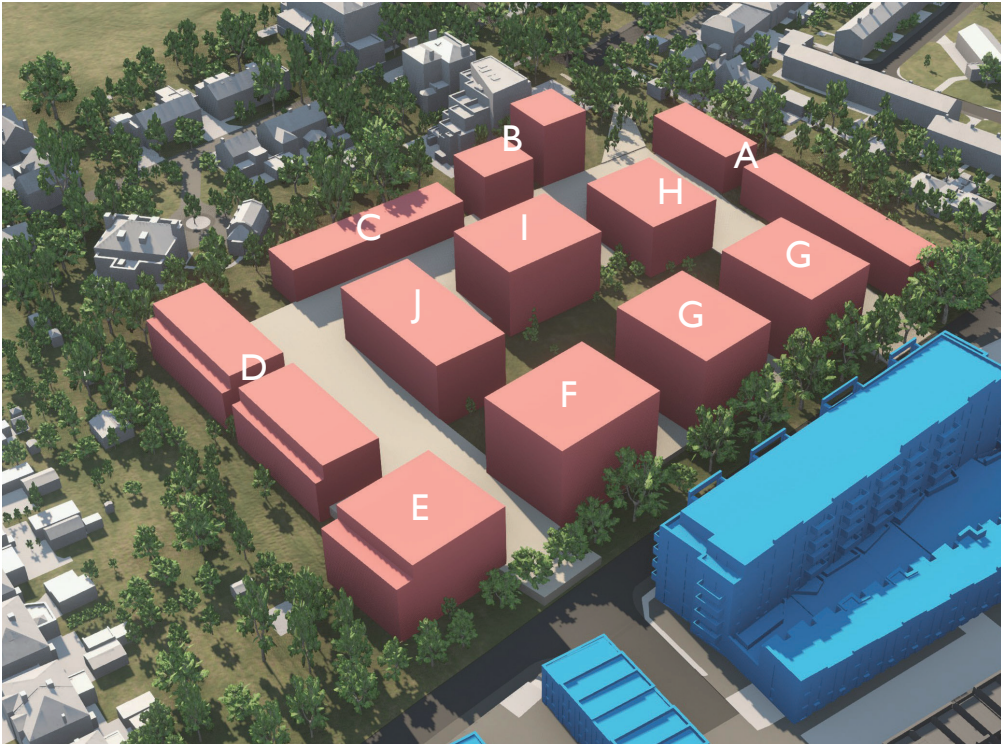
- Residential uses with associated communal amenity space to be provided on the site, incorporating a variety of building typologies to ensure a mix of unit types.
- Buildings to mediate between the mid-rise frontage of Kidbrooke Village (opposite Moorehead Way) and the surrounding low-rise residential fabric and private amenities to the north, west, and south, particularly in relation to the Blackheath Park Conservation Area.
- A generous communal amenity space to be located centrally within the site, accessible from all adjacent buildings and spaces.
- All built frontages to include appropriate setbacks from neighbouring amenities.
- Street frontages to be effectively activated.

Residential

Under construction

Non residential

Approved



view from north-west

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	3	2244	
B	4	632	
C	1	436	
D	4	2472	
E	5	2400	
F	6	2916	
G	6	2484	
H	5	2030	
I	5	2275	
J	5	2310	

TYPE	Indicative units count
1 Bed	80
2 Bed	89
3 Bed	63
4 bed	8

Indicative site capacity
240 residential units: GEA 25,787 sqm
Indicative housing density: 123 units/ha

- The interface between ground-floor residential units and the public realm to be carefully designed, considering varying ground levels on the site.
- A home zone to be established, designed in a way to meet the needs of pedestrians, cyclists, children, and residents, reducing car speed and dominance.
- Servicing and delivery access to be accommodated without compromising the pedestrian-focused character of the home zone.
- The Council supports a car-free approach for all developments. Car parking to be provided only at minimum levels required by regional and local policy.
- A pedestrian connection to Manor Way and Brookland Park to be integrated into the scheme.
- Green amenity space with appropriate urban planting to be provided centrally within the site.
- Existing trees to be retained where possible, supplemented by new trees and greening along Moorehead Way.



1. Approach from southern Moorehead Wy



2. Approach from northern Moorehead Wy



3. Approach from Ensign Street



4. View of the central open space from the north



5. Pedestrian approach from Manor Way



6. View towards Manor Way

ALDI and B&M KIDBROOKE PARK ROAD

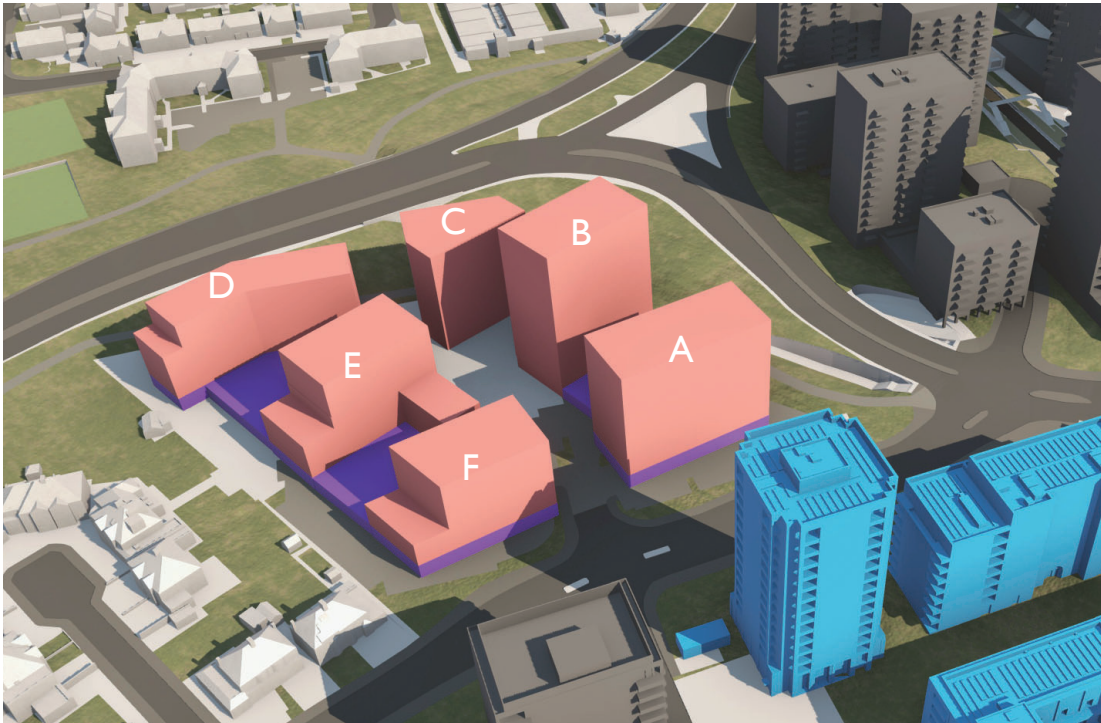
- Deliver a residential-led scheme with ground floor commercial space to meet local residents’ needs.
- Reduce surface-level car parking.
- Optimise housing density while meeting high standards of quality and sustainability.
- Integrate design with the established character of the new local centre forming in Kidbrooke Village
- Improve pedestrian links within the site and to the wider surrounding area including Kidbrooke railway station.
- Provide amenity space, including high-quality urban planting.
- Improve the public realm with green infrastructure on Kidbrooke Park Road frontage.

Residential

Under construction

Non residential

Approved



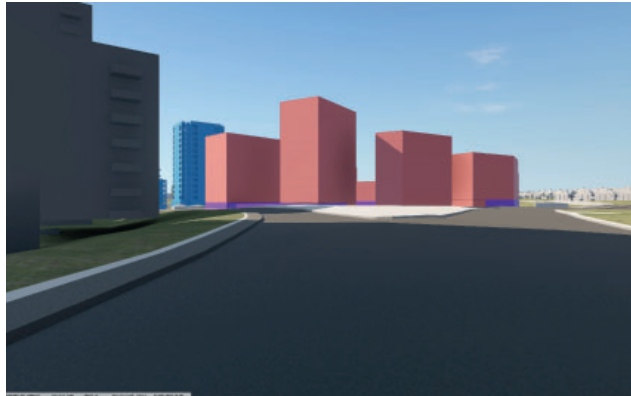
Bird’s eye view from south

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	10	5775	
B	12	6283	
C	9	4052	
D	7	4011	
E	8	4361	
F	7	2989	

TYPE	Indicative units count
1 Bed	87
2 Bed	96
3 Bed	69
4 bed	8

Indicative site capacity
260 residential units: GEA 27,471 sqm
Indicative residential density: 217 units/he
Non residential uses: GEA 4859 sqm

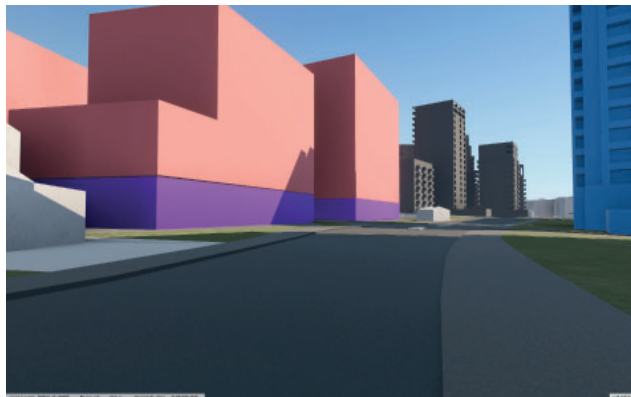
- Buildings heights up to 12 storeys where appropriate.
- Taller buildings should not undermine the cluster adjacent to Kidbrooke railway station, but create a mid-point between these towers and nearby low-rise residential neighbourhoods.



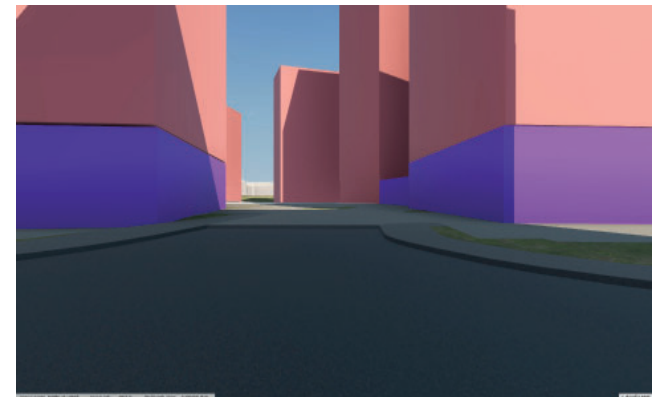
Approach from southern A2



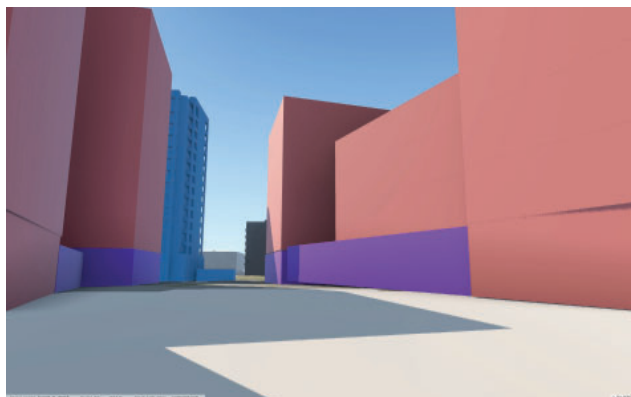
Approach from southern Kidbrooke Park Road



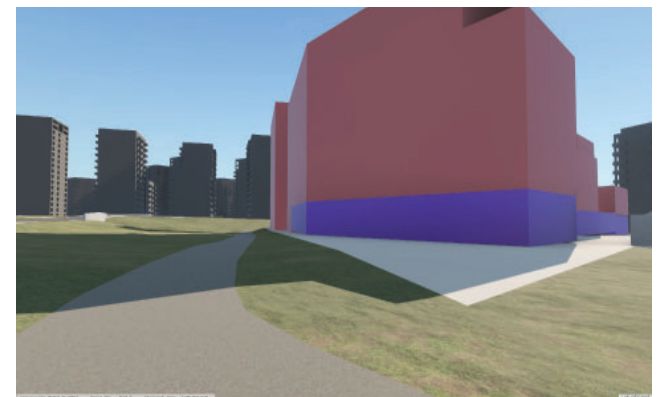
Approach from northern Kidbrooke Park Road



Access to the site from Kidbrooke Park Road



View of the outlined, central public space



Approach from the northern cycle pathway