

Royal Borough of Greenwich

Site Allocation Methodology Report

Draft Local Plan 2025-2040



July 2026

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1. Introduction

- 1.1. The Royal Borough of Greenwich (RBG/the Council) has prepared a new draft Local Plan (2025-2040) 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) included 51 site allocations and set out the policy approach to guide the delivery of these sites. Site selection was 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. Following consultation on the draft Local Plan, the Council reviewed all representations and feedback received on the 51 site allocations, as well as new sites submitted for potential inclusion in the Regulation 19 Draft Local Plan. Sites were subject to further capacity testing between the Regulation 18 and Regulation 19. Amendments were made to the site allocation schedules to reflect consultation responses, new evidence, and updated information from site owners and developers. New sites nominated through the Regulation 18 consultation were subject to capacity testing. No site allocations were removed. Instead, three new sites - Greenwich Pumping Station, Gunnery Terrace and the IO Centre – were added, bringing the total number of site allocations proposed in the Regulation 19 Draft Local Plan to 54.
- 1.5. 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.

1.6. 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 were subsequently reviewed and refined, taking account of consultation responses and updated evidence, and this methodology report has been updated to reflect these changes.
- 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). Following Regulation 18 consultation, the proposed site allocations were reviewed and refined, taking account of consultation responses and updated evidence. This process resulted in amendments to existing site allocations and the identification of additional sites where justified by consultation feedback and the evidence base.



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.

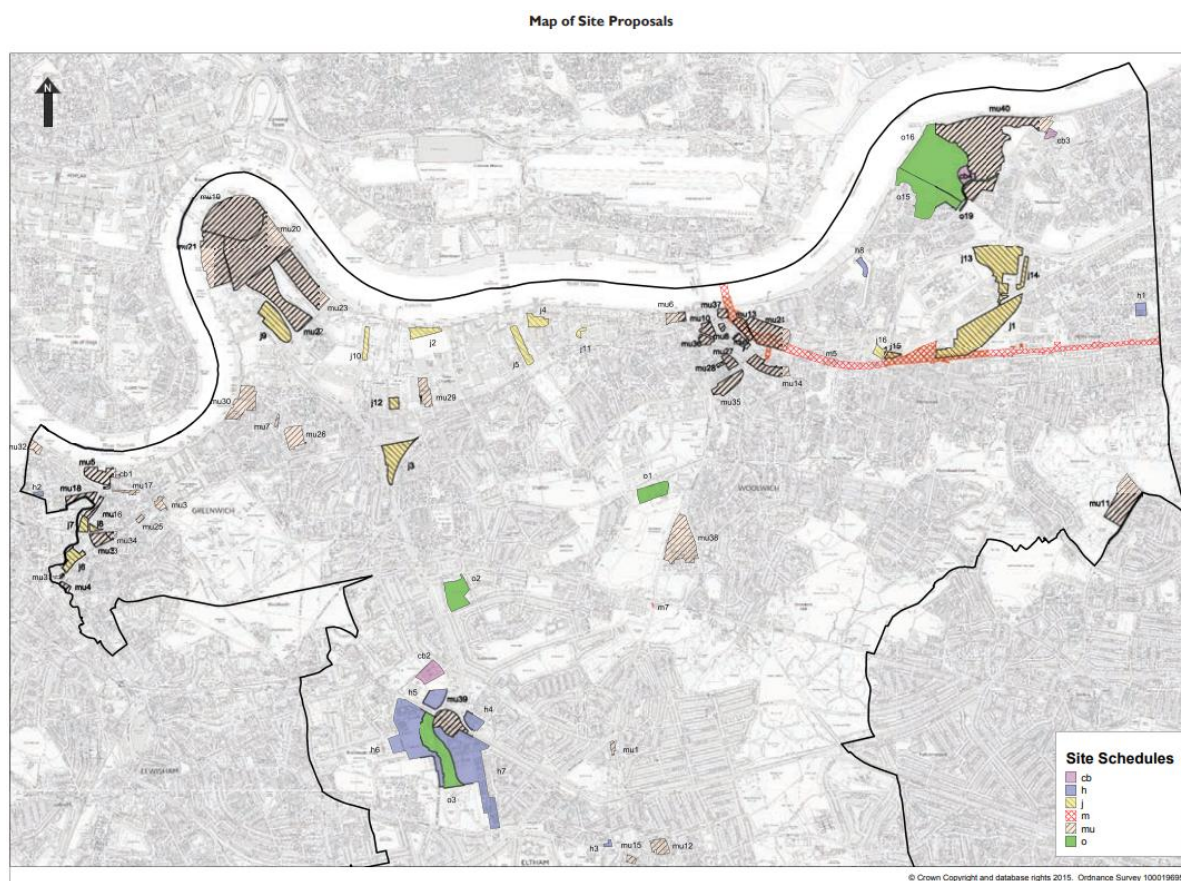


Figure 2: Royal Borough of Greenwich Core Strategy 2014 Map of Site Proposals.

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.

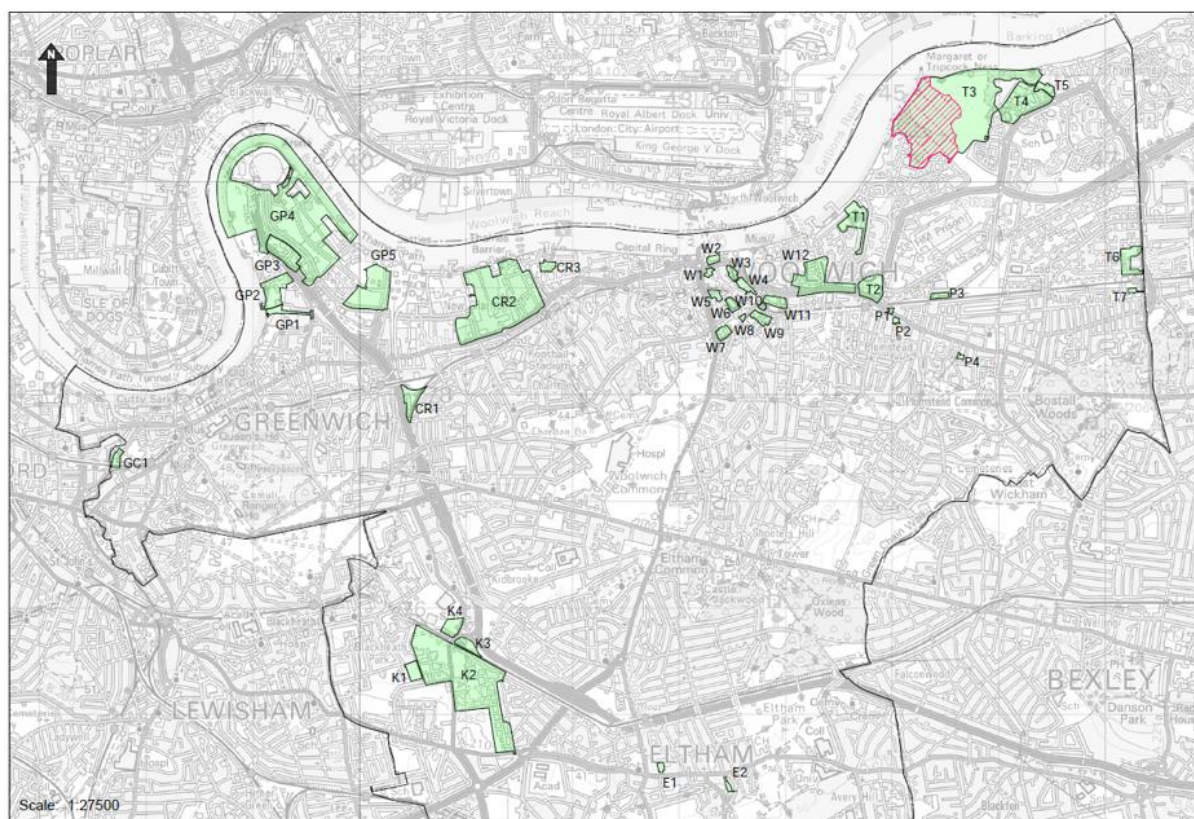


Figure 3: Site Allocations Proposed Submission Regulation 19 Consultation sites.

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, which 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 be 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.
- 3.5.2.3.7. For Purpose-Built Student Accommodation (PBSA) and Co-Living schemes, capacity assumptions are based on the relevant occupancy and floorspace ratios set out in the London Plan 2021.

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 Woolwich Barracks Supplementary Planning Document (SPD), which was adopted in March 2026. 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.
 - Since publication of the Regulation 18 Local Plan, Thamesmead has been identified by the Government as one of seven locations proposed to be taken forward through the draft New Towns Programme¹. This reflects the strategic importance of Thamesmead Waterfront as a major growth location and has the potential to support the delivery of

¹ Ministry of Housing, Communities and Local Government (2026), *New Towns Draft Programme* (March 2026), which identifies Thamesmead as one of seven locations proposed to be taken forward through the Government's New Towns Programme; consultation outcome and confirmation of programme locations anticipated in 2026.

significant new homes, employment opportunities and infrastructure investment. The outcome of the Government's New Towns Programme consultation is expected to be confirmed during 2026.

- 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 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 three, and also in the quantitative studies found in Appendix six. A full list of sites not taken forward and the rationale for this is provided in Appendix four.

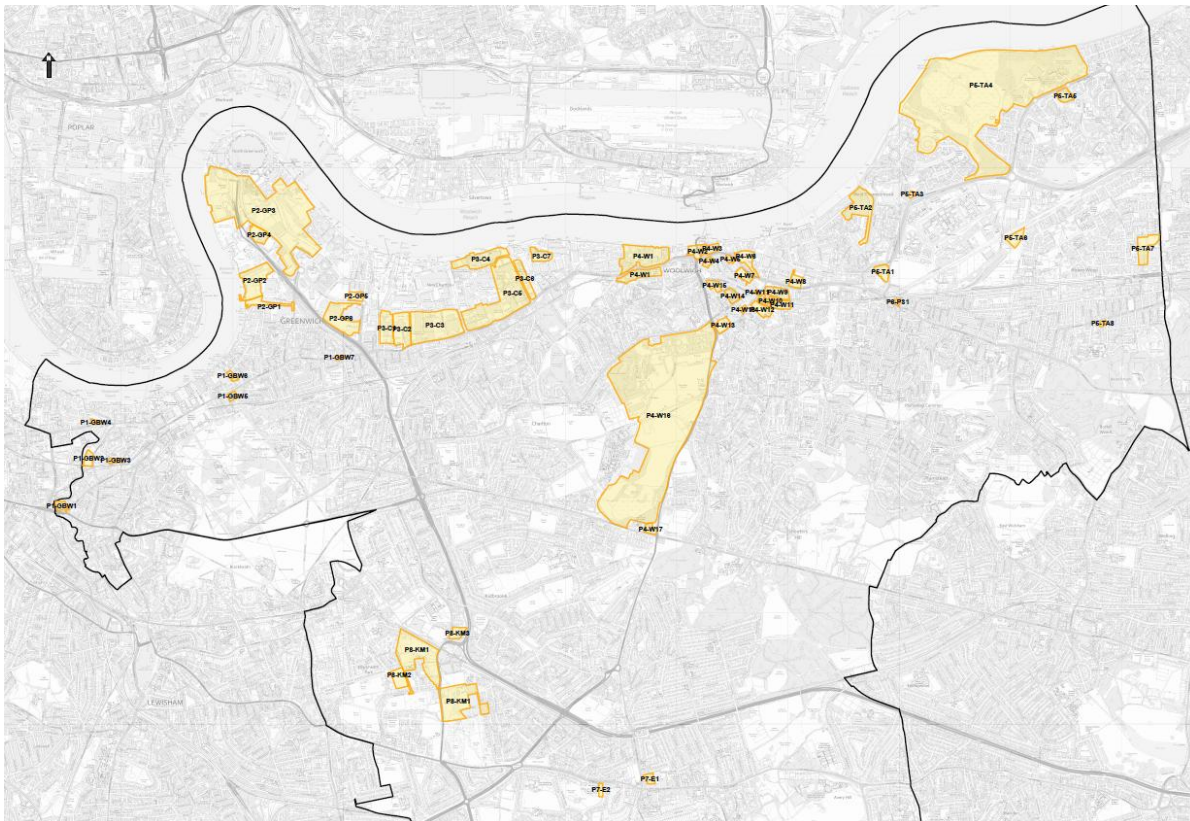


Figure 4: Showing site allocations included in the Regulation 18 draft Local Plan

3.6. Stage 4: Preparation for Regulation 19 Draft Local Plan:

3.6.1. Regulation 18 Draft Local Plan Consultation

3.6.1.1. The Regulation 18 Draft Local Plan was published for public consultation over an eight-week period from 15 December 2025 to 8 February 2026. This provided residents, businesses, community groups, landowners, and other key stakeholders with the opportunity to share their views on the Plan's overall approach and policies, including its 51 site allocations.

3.6.1.2. Consultation responses on the site allocations were received through a variety of channels, including through the consultation hub, letters, emails, and completed questionnaires. Representations were made from a variety of stakeholders including individuals, developers, community groups, local businesses and statutory bodies.

3.6.2. Assessment of Proposed Site Allocations from Regulation 18 Consultation

3.6.2.1. Nine sites were proposed for allocation through submissions received during consultation on the draft Regulation 18 Local Plan. These sites were assessed and are reviewed below. These were:

- Part of the Greenwich Sewage Pumping Station site, Greenwich (referred to as Greenwich Pumping Station)
- Land at Gunnery Terrace, Woolwich (referred to as Gunnery Terrace)
- Land at Units 1-10 IO Centre, Woolwich (referred to as IO Centre).
- Land to the west of the O2 Arena, Greenwich Peninsula
- Stone Foundries site, Charlton
- Former Seven Acres Social Club, Church Manor Way
- Land South of Manor Way, Blackheath
- Old Tramyard, Plumstead
- STC Sports Club, New Eltham .

Greenwich Pumping Station

3.6.2.2. The site, comprising part of Thames Water's Greenwich Sewage Pumping Station and nominated by Thames Water, extends to approximately 0.35ha. The site is located within the Deptford Creek/Greenwich Creekside Opportunity Area and just outside Greenwich Town Centre, and has a PTAL rating of 5. Development capacity and yield are somewhat restricted, reflecting the continued operational use of the remainder of the wider Greenwich Sewage Pumping Station site, as well as the locally listed building within the site and the site's location within the setting of the Grade II Listed Greenwich Pumping Station Building.

3.6.2.3. Accordingly, Greenwich Pumping Station should be included as a site allocation, where it would benefit from site-specific policy to optimise capacity, secure the best development outcome, and benefit from additional site-specific guidance to ensure the placemaking aims and objectives of the Local Plan are met, particularly with regard to heritage and infrastructure.

Gunnery Terrace

3.6.2.4. Gunnery Terrace was previously considered ahead of the Regulation 18 Draft Local Plan when it was nominated through the Call for Sites process in 2024. The site was ultimately not included in the Regulation 18 Site Allocations as at the time the site was not considered available, with the landowner not having any plans to develop during the life of the new plan.

3.6.2.5. The site was nominated again through the Regulation 18 consultation on behalf of Gunnery Terrace Limited and C&P (Woolwich) Limited, with a case made that the site is available for development. C&P (Woolwich) Limited has a head lease interest in the site for an extended period, and Gunnery Terrace Limited has a long leasehold interest in the site.

- 3.6.2.6. Comprising 0.93ha and with a PTAL rating of 6a and 6b, the site is located within the Woolwich Opportunity Area and Woolwich Town Centre. Development capacity and yield are somewhat restricted, reflecting the locally listed building within the site (Gunnery House), the site's location within the Royal Arsenal Conservation Area, its proximity to the Woolwich Conservation Area and nearby Grade I, Grade II* and Grade II listed buildings. This also reflects the site's designation as a Locally Significant Industrial Site.
- 3.6.2.7. The site is in a prominent location and would benefit from a master planning process in conjunction with the adjoining IO Centre site also nominated in the Regulation 18 consultation as a site allocation by the same interested party. The site should be included as a site allocation and would benefit from site-specific policy to optimise capacity, secure the best development outcome and to ensure the placemaking aims and objectives of the Local Plan are met; particularly in relation to heritage, employment and Locally Significant Industrial Sites.

IO Centre

- 3.6.2.8. Alongside Gunnery Terrace, the IO Centre site was also previously considered ahead of the Regulation 18 Draft Local Plan when it was nominated through the Call for Sites process in 2024 and not included in the Regulation 18 Site Allocations for the same reason. It was nominated again through the Regulation 18 consultation on behalf of C&P (Woolwich) Limited, with a case made that the site is available for development, as C&P (Woolwich) Limited holds a head leasehold interest in the site for an extended period and has indicated that there may be potential interest from the other long leaseholders in entering a joint venture partnership to redevelop the site.
- 3.6.2.9. The site extends to 1.9ha and has a PTAL rating of 6a, and is located within the Woolwich Opportunity Area and Woolwich Town Centre. The site has a reasonable development capacity and yield, with the potential to deliver over 500 dwellings. Again, this is somewhat restricted, reflecting the site's location within the Royal Arsenal Conservation Area, its proximity to Woolwich Conservation Area and nearby Grade I, Grade II* and Grade II listed buildings. The site is also designated as a Locally Significant Industrial Site.
- 3.6.2.10. For the same reasons as Gunnery Terrace, and given the benefits of a master planning process covering both sites, the IO Centre should be included as a site allocation.

Land to the west of the O2 Arena, Greenwich Peninsula

- 3.6.2.11. The site, nominated by the Arora Group, is located within North Greenwich and lies to the west of the O2 Arena. It is situated within the Greenwich Peninsula Opportunity Area, and is adjacent to the Draft Local Plan Site Allocation: Greenwich Peninsula Central Site (Policy P2-GP3). The site has a PTAL rating of 4 and 5. The Blackwall and Silvertown Tunnels pass underneath the site, with the site being in close proximity to the North Greenwich Underground Station and several bus links.
- 3.6.2.12. The site comprises the Intercontinental Hotel, a 21 storey, 452-bedroom hotel with ancillary health spa, ballrooms and events space, along with 101 serviced apartments, and car parking, access and landscaping associated with this use. Under the Core Strategy, the site is located within the North Greenwich District Centre, a Strategic Development Location, a Flood Risk Area and UDP Site Proposal Schedule, and under the Reg 18 Draft Local Plan it is also located within the Tall Building Zone.
- 3.6.2.13. The Arora Group nominated the site for the intensification of the existing hotel use. Given the representation did not include any proposed residential uses for the site within the lifetime of the new Local Plan, the site was not considered appropriate for allocation in the Regulation 19 Draft Local Plan, as the proposal did not include residential development.

Stone Foundries site, Charlton

- 3.6.2.14. The Stone Foundries site, nominated by Patrizia and Kingston Space Property, is located within Charlton Riverside area. The site which has a varied PTAL score of 0, 2 and 3, is located within the Charlton Riverside Opportunity Area. Within walking distance of Charlton Railway Station and nearest bus connections along Woolwich Road.
- 3.6.2.15. Under the Core Strategy the site is designated as a Strategic Development Location, Area of High Archaeological Potential and Flood Risk Area. Under the Regulation 18 Draft Local Plan it is also identified as being within a Locally Significant Industrial Location and Tall Building Zone: Limited Opportunity Zone. The site also contains multiple Locally Listed Heritage Assets.
- 3.6.2.16. The site was nominated for redevelopment for data centre uses, with ancillary office and other employment floorspace, alongside associated infrastructure and environmental enhancements. Given the representation did not include any proposed residential uses for the site within the lifetime

of the new Local Plan, the site was not considered appropriate for allocation in the Regulation 19 Draft Local Plan, as the proposal did not include residential development.

Former Seven Acres Social Club, Church Manor Way

3.6.2.17. The site, nominated by the Former Seven Acres Social Club, was previously used as a private sports ground, including for football games. The representation identifies that “the Site has essentially remained unused for sporting activities for at least 5 years. The Site is closed to public access altogether and there is no other recreational activity that has taken place.” With a PTAL rating of 1a and 1b, under the Core Strategy the site is designated as Community Open Space, Strategic Development Locations and Flood Risk Area. Under the Regulation 18 Draft Local Plan, the site is subject to Borough Open Land designation (a replacement of the Community Open Space designation).

3.6.2.18. The site was nominated for residential purposes with some open space provision. The site was identified as not being suitable to be taken forward as a site allocation in the Regulation 19 Draft Local Plan due to its Community Open Space/ proposed Borough Open Land designation and previous use as football pitch. The Council’s Playing Pitch Strategy 2026-2036 has identified insufficient community use provision to meet current and future demand in the area and notes that reinstatement of the one adult pitch on the site would help reduce the local shortfall. The site was therefore not considered appropriate for allocation.

Land South of Manor Way, Blackheath

3.6.2.19. The site, nominated by Kitewood Estates Limited, comprises former playing fields previously owned by a sports club, which has since been sold to a private entity. The representation notes that Kitewood Estates Limited are a residential-led developer, who have an agreement with the landowner of the site. The representation notes that the “site lies adjacent to the Lee Neighbourhood Plan area and extends to approximately 7.13 hectares. It is privately owned, has no public access, and comprises the former sports grounds of the Willow Country Club and the Manor Way Cricket Ground, both of which are now closed. The site has been inaccessible to the public for several years.” The site has a PTAL rating of 0, 1b and 2.

3.6.2.20. The Core Strategy identifies the site as being within MOL and Green Chain, which the Regulation 18 Draft Local Plan reinforces. The Blackheath

Park Conservation Area borders the site on three sides. The site was identified as not being suitable to be taken forward as a site allocation in the Regulation 19 Draft Local Plan due to its MOL and South East London Green Chain (Green Chain) designations, and was therefore not considered appropriate for allocation.

Old Tramyard, Plumstead

3.6.2.21. The site, known as the Old Tramyard and nominated by Lidl Great Britain Limited, is situated within the Plumstead District Centre. The site has a PTAL rating of 4 and is within walking distance of Plumstead Train Station and several bus connections. The site comprises a number of workshop buildings and substantial hard standing areas and is currently used as a vehicle repair shop (B2 use), B1c uses (light industrial), B8 uses (storage and distribution), and D1 uses (3 churches and 1 mosque). The site was historically used as an old horse tram depot.

3.6.2.22. The Core Strategy identifies the site as being within the Plumstead District Centre and an Area of High Archaeological Potential, which the Regulation 18 Draft Local Plan reinforces. The site adjoins a Locally Listed building and sits across Lakedale Road from the Grade 2 Listed Plumstead Fire Station.

3.6.2.23. On 16 May 2024 an application was approved for the demolition of existing buildings and construction of residential dwellings (Use Class C3) and flexible light industrial, offices/workspace and retail floor space (Class E) plus associated car parking, cycle parking, refuse storage, hard and soft landscaping (including private gardens, communal open space and play space) and other associated works. This permission has not been implemented.

3.6.2.24. In their representation, Lidl nominated the site for retail use to improve the existing retail offer in the area. Given the representation did not include any proposed residential uses within the lifetime of the new Local Plan, the site was not considered appropriate for allocation in the Regulation 19 Draft Local Plan. Planning permission had already been granted for a comprehensive mixed-use redevelopment, including residential development.

STC Sports Club, New Eltham

3.6.2.25. The STC Sports Club site in New Eltham was previously considered ahead of the Regulation 18 Draft Local Plan when it was nominated through the Call for Sites process in 2024. The site was ultimately not included in the

Regulation 18 Site Allocations due to its MOL designation status. The site was nominated again by Sigma Strategic Land through the Regulation 18 consultation which argued that the site was suitable for development. The site extends to 3.87ha, has a PTAL rating of 2 and 3, and is within walking distance of the New Eltham Train Station and bus connections.

3.6.2.26. Both the Core Strategy and Regulation 18 Draft Local Plan identify the site as being subject to the MOL and Green Chain designations. The Council undertook a MOL Review which provides updated evidence about the strategic performance of MOL in the Royal Borough of Greenwich (RBG). Assessment of the MOL was undertaken in accordance with Policy G3 of the London Plan (2021). The main desktop review and site visits were carried out in 2024 and 2025 with additional work to clarify and conclude the review done in 2026. It found that no changes were required to the MOL status or extent of MOL designation for the STC Sports Club site.

3.6.2.27. The Council's Playing Pitch Strategy 2026-2036 identifies the site as having three grass pitches that are well used above their current playing capacity, and which provide important football facilities in the area. It notes that there are no nearby sites which could accommodate replacement provision should this site be lost. Given the findings of these reviews and the continued designation of the site as MOL and Green Chain, and that it currently constitutes a sports pitch offering significant use, the site was not considered appropriate for allocation in the Regulation 19 Draft Local Plan.

3.6.3. Reviewing feedback on Regulation 18 Draft Local Plan Site Allocations:

3.6.3.1. Feedback was received on the majority of site allocations as part of the Regulation 18 consultation, with all existing sites being reviewed following the close of the consultation period. Details of the further design-led capacity testing undertaken are set out in Section 3.7 below.

3.7. Further design-led capacity testing

3.7.1. Following feedback received during the Regulation 18 consultation, further assessment and additional information obtained on the individual sites, all quantitative studies for the previously identified sites were revised. These are provided in Appendix six. More specifically, the reasons for this revision include:

- Changes from the Regulation 18 Draft Local Plan to the Regulation 19 Draft Local Plan to the Council's preferred housing mix for private tenure homes on both privately and publicly owned sites (as reflected in Policy H3 Housing Mix). The Regulation 18 and Regulation 19 revised mix for private homes is set out below and in Appendix five:

Preferred Housing Mix

Private tenure	Regulation 18	Regulation 19
1 bed	35%	45%
2 bed	40%	45%
3 bed	25%	10%
4 bed	0%	0%

- Revisions to acceptable massing, form, and heights, derived from further scrutiny of site opportunities and constraints, including on-site heritage assets to be preserved, as well as observations made by stakeholders in their Regulation 18 consultation representations.
- Changes to site boundaries and buildable areas, resulting from further analysis of site characteristics and constraints, and additional information received from stakeholders and statutory consultees, including in relation to flood risk.
- Updates to draft policy designations and place-making principles.

3.7.2. In addition, quantitative studies were undertaken for three new sites not included in the Regulation 18 draft of the Local Plan. These sites are:

- P1-GWB8 Greenwich Pumping Station
- P4-W18 Gunnery Terrace
- P4-W19 IO Centre

3.8. Final selection of sites for Regulation 19 Draft Local Plan

3.8.1. Following a comprehensive review of all Regulation 18 site allocations, it was determined that all sites should be progressed to the Regulation 19 stage, subject to the necessary amendments identified through the review process. Some amendments were made to improve clarity, provide updated information, and ensure consistency across all site allocation schedules, including but not limited to:

- The addition of Consent Status and Planning Reference sections on the first page of each allocation schedule, identifying approved planning applications, applications that have received a resolution to grant permission, and live planning applications.
- The introduction of consistent wording within the Indicative Development Capacity and Evidence Base sections.
- The revision of indicative delivery timescales to 1-5 years, 6-10 years and 11-15 years.

- The addition of an Implementation section.

3.8.2. The only site allocation for which the spatial extent was amended was Policy P4-W2: Woolwich Ferry and Ambulance Station. Council's revised Strategic Flood Risk Assessment (SFRA) identified the western portion of the site, currently used as car parking for the Woolwich Ferry, as lying within Flood Zone 3b (functional floodplain), rendering redevelopment of that part of the site for its intended uses untenable. As a result, the boundary of the site was amended to exclude the western portion, with the allocation reduced to the eastern part of the site.

3.8.3. As part of the Strategic Flood Risk Assessment (SFRA), Site Allocations in this Local Plan have been assessed with the Sequential Test and Exception Test applied where necessary. Applicants proposing development on allocated sites should refer to the SFRA and the relevant site assessment for guidance and information on flood risk.

3.8.4. With the addition of three new site allocations, a total of 54 sites are proposed to be taken forward within the Regulation 19 Draft Local Plan, as shown in Figure 5. The Greenwich Pumping Station site has been added to the Greenwich, Westcombe Park and Blackheath Spatial Area as Site Allocation P1-GWB8. The Gunnery Terrace and IO Centre sites have been added to the Woolwich Spatial Area as Site Allocations P1-W18 and P1-W19 respectively.

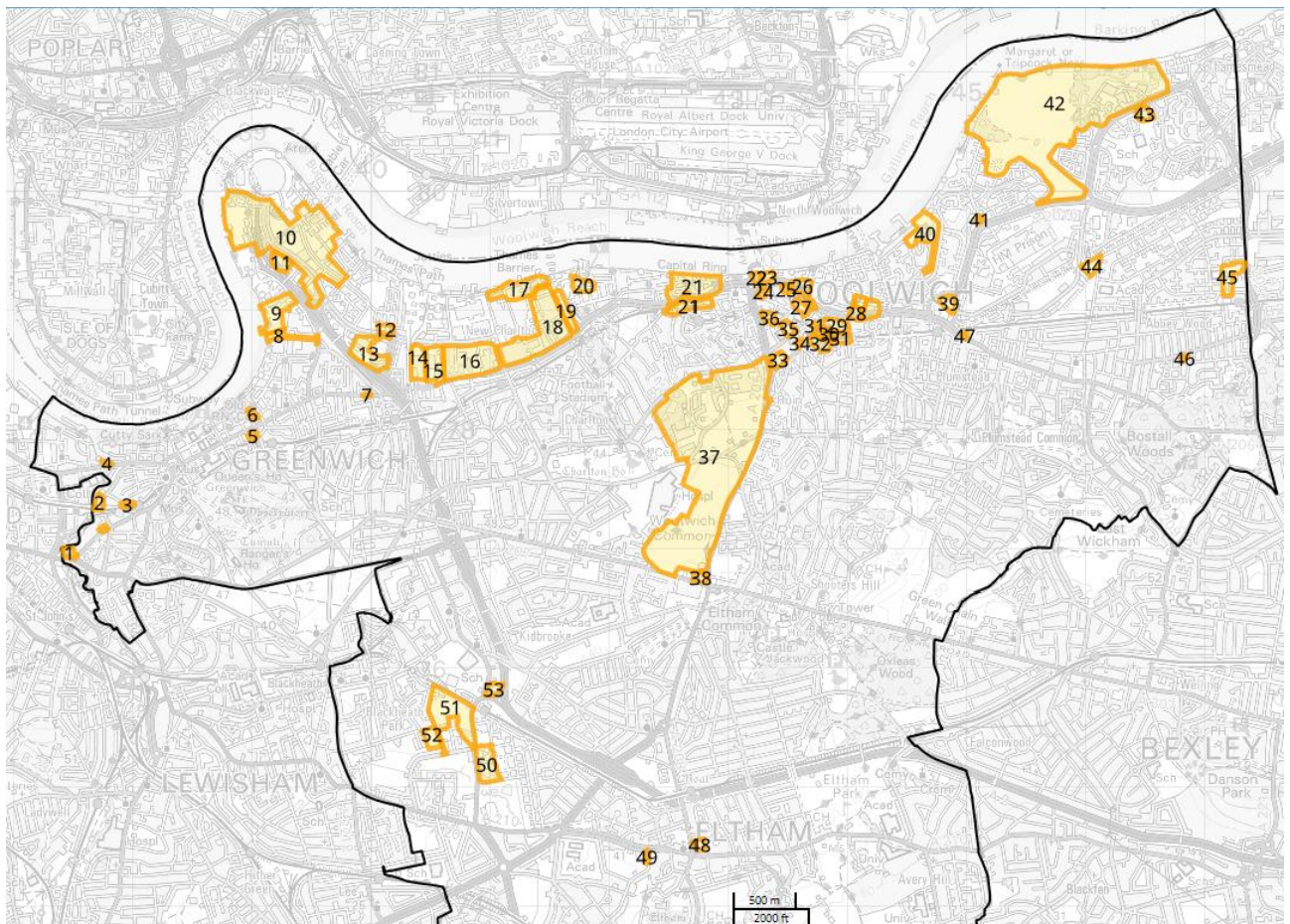


Figure 5: Showing site allocations included in the Regulation 19 draft Local Plan

4. Guidance on Site Allocation Schedules:

5.1. Chapter 3 (Places) of the draft Local Plan sets out the approach to site allocations and provides guidance on their interpretation. The site allocation schedules are also located in Chapter 3 of the draft Local Plan and are presented under their respective Spatial Area policies. 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.

5.2. 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 net number of homes and the gross quantum of non-residential floorspace (measured as Gross External Area (GEA)) 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 – years 1-5, years 6-10 and years 11-15. 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 2025-2040. For clarity, and as above, the allocations set out the net number of homes that could be delivered on site; however, where they are likely to be completed after 2040, 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.
- **Ward:** The name of the ward the site is located within.
- **Site Size (Ha):** The total area of the site included within the site boundaries, measured in hectares (ha).
- **Ownership:** The status of landownership for the site grouped into public, private, or mixed public and private.
- **Current use:** The current uses of the site.
- **Policy designation:** The planning designations from the Local Plan that are relevant to this site.
- **PTAL rating:** PTAL rating of the site provided by Transport for London.
- **Consent status:** Identifies the current planning status of the site, including whether planning permission has been granted, whether a resolution to grant permission has been issued, or whether an application is currently under consideration (a live planning application).

- **Planning Reference(s):** Where applicable, provides the planning application reference number(s) associated with the site. Please note that the information reflects the position at the time of publication of the consultation document. Interested parties should refer to the Council's website for the most up-to-date information on the planning status of a site.
- **Implementation:** Provides information on matters relevant to the delivery and implementation of the site allocation. This may include the status of current planning applications and permissions, approved masterplans or development frameworks, requirements for pre-application engagement, and any other site-specific considerations that may influence how development is brought forward.

5.3. At the time of preparation, some site allocations may be subject to live planning applications, or pre-application engagement. The accompanying site allocation schedules will not fully reflect proposals subject to ongoing negotiation and will only faithfully reflect developments where planning permission has been granted or where there is a resolution to grant.

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.

Criteria:	Assessment:	Score (if applicable):
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.	3 = The site is not within any centre, neighbourhood parade, shopping frontage etc. boundaries or near to any pre-mentioned boundaries. 3 = Will increase the vitality of a centre for example by introducing an active frontage, utilising under-used space or increase footfall. 2 = The site will have no impact on a town centre. 1 = The site would result in the loss of a main town centre use (e.g. active primary retail frontage).
Heritage (Heritage Building, Conservation Area, Historic Landscape and Archaeological Area)	Identification of location within or nearby a heritage asset.	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. 2 = Site is located within the setting of a heritage asset and effects can be mitigated. 2 = Site is located within an Area of High Archaeological Potential 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. 0 = Site has Listed Building or other heritage asset within it/effects upon heritage assets cannot be mitigated.
World Heritage Site and World Heritage Site Buffer Zone	Identification of location within the WHS or WHS Buffer Zone.	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. 2 = The site is outside the buffer zone but within close proximity and could affect views to and from the WHS. 1 = The site is within the buffer zone and could affects views to and from the WHS.
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.	3 = Site is not within any open space designation. 2- Site is within an open space but the impact on open space could be mitigated and/or the site could incorporate open space. 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. 0 = Site is within an MOL or Green Belt that is to be retained.
Green Chain, Capital Ring	Identification of location within the Green Chain or Capital Ring.	N/A

Criteria:	Assessment:	Score (if applicable):
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.

Criteria:	Assessment:	Score (if applicable):
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).
<i>Achievability:</i>		
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	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: • reinforcement (low/somewhat sensitive); • reinforcement (sensitive/highly sensitive); • transition/enhancement; or • transformation. 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.
Tall buildings	Assessment addressing: • 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:
	Opportunity Zone or an area with potential for a Local Scale Landmark and what heights are anticipated; and • if what has been put forward in the representation aligns with these recommendations.
Land uses	Assessment addressing: • 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 Regulation 18 Local Plan (2025) and additional sites added in the Draft Regulation 19 Local Plan (2026)

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P1-GBW1	Greenwich, Westcombe Park and Blackheath	Lewisham College	Residential led mixed use development with commercial / community uses.	220	230	• RBG CfS 2024 • GLA CfS 2024 • Current Allocation 2014 (mu31)
P1-GBW2	Greenwich, Westcombe Park and Blackheath	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	300	• RBG CfS 2024 • GLA CfS 2024 • Current Allocation 2014 (j7) • Draft Site Allocation 2021 (GC1)
P1-GBW3	Greenwich, Westcombe Park and Blackheath	Greenwich DLR Station	Residential-led mixed-use. Replacement access to Greenwich Station.	120	120	• RBG CfS 2024
P1-GBW4	Greenwich, Westcombe Park and Blackheath	Greenwich Quay	Residential and commercial uses.	100	90	• RBG CfS 2024
P1-GBW5	Greenwich, Westcombe Park and Blackheath	Former Arches Leisure Centre	Mixed use development incorporating commercial uses with residential uses.	110	60	• RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P1-GBW6	Greenwich, Westcombe Park and Blackheath	Hoskins Street Island Site	Residential led, mixed use scheme with commercial use and/or light industrial workspace use.	90	90	• RBG CfS 2024 • GLA CfS 2024
P1-GBW7	Greenwich, Westcombe Park and Blackheath	141 Woolwich Road	Residential-led scheme (residential or student accommodation) and commercial use.	60 homes (or 190 student bedrooms)	76 homes (190 student bedrooms)	• RBG CfS 2024
P1-GWB8	Greenwich, Westcombe Park and Blackheath	Greenwich Pumping Station	Residential-led mixed use.	N/A	60	• Regulation 18 Draft Local Plan consultation
P2-GP1	Greenwich Peninsula	Enderby Place	Residential and industrial/commercial use.	560	564	• Draft Site Allocation 2021 (GP1)
P2-GP2	Greenwich Peninsula	Morden Wharf	Residential-led mixed use.	1,500	1,500	• Draft Site Allocation 2021 (GP2)
P2-GP3	Greenwich Peninsula	Greenwich Peninsula Central	Residential-led mixed use.	14,915	14,915	• Draft Site Allocation 2021 (GP4) • Current Allocation 2014 (mu19, mu20, mu21, mu22, mu23)
P2-GP4	Greenwich Peninsula	SGN Greenwich	Residential led, mixed use development, incorporating commercial and community uses at ground floor.	750	1,140	• Draft Site Allocation 2021 (GP3) • RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P2-GP5	Greenwich Peninsula	GMV Plot 500s	Residential led mixed-use.	260	258	- Current Allocation 2014 (j10) - RBG CfS 2024 - Draft Site Allocation 2021 (GP5)
P2-GP6	Greenwich Peninsula	Millenium Retail Park	Residential led mixed-use.	1,250	1,251	RBG CfS 2024
P3-C1	Charlton	Charlton Riverside: Peninsular Park Road	Mixed-use development including residential, commercial and industrial.	360	370	Charlton Riverside Masterplan SPD 2017
P3-C2	Charlton	Charlton Riverside: ASDA and Ramac Way	Mixed uses including residential, commercial/retail and small scale industrial workshop/ studio uses.	750	910	- Current Allocation 2014 (j12) - Charlton Riverside Masterplan SPD 2017 - RBG CfS 2024
P3-C3	Charlton	Charlton Riverside: Greenwich Shopping Park, Maritime Industrial Estate and Makro	Residential-led, with light industrial (including affordable workspace) and commercial uses.	2,260	2,530	- Current Allocation 2014 (mu29) - Charlton Riverside Masterplan SPD 2017

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
						• Draft Site Allocation 2021 (CR2) • RBG CfS 2024
P3-C4	Charlton	Charlton Riverside: Herringham Road and Riverside	Mixed-use development comprising residential, commercial, and light industrial uses.	1,320	1,320	• Charlton Riverside Masterplan SPD 2017 • Draft Site Allocation 2021 (CR2) • RBG CfS 2024
P3-C5	Charlton	Charlton Riverside: Central	Mixed-use development comprising residential, new local centre, industrial, commercial and education uses.	2,790	2,920	• Charlton Riverside Masterplan SPD 2017 • Draft Site Allocation 2021 (CR2) • RBG CfS 2024
P3-C6	Charlton	Charlton Riverside: Eastmoor Street and Westmoor Street	Mixed-use development comprising residential, commercial, light industrial and community uses.	540	537	• Current Allocation 2014 (j5) • Charlton Riverside Masterplan SPD 2017 • Draft Site Allocation 2021 (CR2) • RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P3-C7	Charlton	17-37 & 18-36 Bowater Road, 1-3 Faraday Way	Mixed use development incorporating commercial and light industrial uses with residential uses.	360	360	- Current Allocation 2014 (j4) - Charlton Riverside Masterplan SPD 2017 - Draft Site Allocation 2021 (CR3)
P4-W1	Woolwich	Woolwich Dockyard	Residential led mixed use development with commercial units and community uses at ground floor.	1,700	1,020	RBG CfS 2024
P4-W2	Woolwich	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.	320	210	- Current Allocation 2014 (j4) - Draft Site Allocation 2021 (W2) - RBG CfS 2024
P4-W3	Woolwich	Waterfront Leisure Centre	Residential led mixed-use.	310	310	- Draft Site Allocation 2021 (W2) - RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P4-W4	Woolwich	Mortgramit Square	Mixed use development, incorporating residential uses, and commercial uses at ground floor and in the retained historic garage.	125	140	• Current Allocation 2014 (mu10) • Draft Site Allocation 2021 (W1) • RBG CfS 2024
P4-W5	Woolwich	Riverside House	Hotel and student accommodation use. Potential for residential use on the site.	580 student and hotel beds or 210 homes	230 homes	• Current Allocation 2014 (mu10) • Draft Site Allocation 2021 (W3) • RBG CfS 2024
P4-W6	Woolwich	Royal Arsenal Riverside, Blocks D&K	Residential led mixed use development with commercial uses on ground floor.	660	663	• Current Allocation 2014 (m5 & mu13) • RBG CfS 2024
P4-W7	Woolwich	Beresford Street/ Macbean Street	Mixed use, including commercial and community uses on ground floor and residential uses on floors above.	420	700	• Current Allocation 2014 (mu9) • Draft Site Allocation 2021 (W4) • RBG CfS 2024
P4-W8	Woolwich	Woolwich OSD East	Residential-led, mixed use.	580	575	• Current Allocation 2014 (m5) • RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P4-W9	Woolwich	Spray Street Quarter	Residential-led mix-use.	800	In excess of 800 units	- Current Allocation 2014 (m5) - Draft Site Allocation 2021 (W11)
P4-W10	Woolwich	Woolwich Telephone Exchange	Residential use with commercial use.	90	110	- Current Allocation 2014 (mu14) - RBG CfS 2024
P4-W11	Woolwich	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	310	- Current Allocation 2014 (mu14) - Draft Site Allocation 2021 (W10) - RBG CfS 2024
P4-W12	Woolwich	Woolwich New Leisure Centre	Residential led, mixed use with commercial and leisure uses.	500	557	Draft Site Allocation 2021 (W9)
P4-W13	Woolwich	Love Lane and Former Post Office Site	Residential led mixed use development incorporating commercial and community uses.	710	700	- Current Allocation 2014 (mu35) - Draft Site Allocation 2021 (W8)
P4-W14	Woolwich	Woolwich Island Site	Co-living, residential, community, educational, retail, restaurants, cafes and office use.	485 co-living units and 20 residential units	289 homes	Current Allocation 2014 (mu27)

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
						Draft Site Allocation 2021 (W6)
P4-W15	Woolwich	Calderwood Street Car Park	Residential-led, mixed use development.	200	250	- Draft Site Allocation 2021 (W5) - RBG CfS 2024
P4-W16	Woolwich	Royal Artillery Barracks	Residential led mixed-use with supporting commercial and community uses.	1,920	1,920	- Current Allocation 2014 (o1) - RBG CfS 2024
P4-W17	Woolwich	Victoria House	Sui generis (care home).	70 care beds	70 care beds	RBG CfS 2024
P4-W18	Woolwich	Gunnery Terrace	Residential-led, mixed-use, including reprovion of commercial and industrial uses on ground floor and residential uses on floors above.	N/A	180	- RBG CfS 2024 - Regulation 18 Draft Local Plan consultation
P4-W19	Woolwich	The IO Centre	Residential-led, mixed-use, including reprovion of commercial and industrial uses on ground floor and residential uses on floors above	N/A	570	- RBG CfS 2024 - Regulation 18 Draft Local Plan consultation
P5-TA1	Thamesmead and Abbey Wood	Pettman Crescent North	Residential led mixed-use development with commercial units.	590	590* including 379 already consented on Lombard Square Plot 1	- Draft Site Allocation 2021 (T2) - RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
					25/2975/NM (Parent permission: 24/1565/R)	
P5-TA2	Thamesmead and Abbey Wood	Broadwater Dock	Residential uses, ancillary community uses and publicly accessible open space.	680	710	- Current Allocation 2014 (h8) - Draft Site Allocation 2021 (T1) - RBG CfS 2024
P5-TA3	Thamesmead and Abbey Wood	Princess Alice Public House	Residential with ground floor commercial use.	70	80	RBG CfS 2024
P5-TA4	Thamesmead and Abbey Wood	Thamesmead Waterfront	Mixed-use development including residential, town centre uses, commercial, community and transport uses, green and blue infrastructure.	15,000	15,000	- Current Allocation 2014 (o15, o16, cb4, o19, mu40, cb3) - Draft Site Allocation 2021 (T3, T4 & T5) - RBG CfS 2024
P5-TA5	Thamesmead and Abbey Wood	Gallions Reach Health Centre	Residential or health and residential use.	250	260	RBG CfS 2024
P5-TA6	Thamesmead and Abbey Wood	Land west of Church Manor Way	Gypsy and Traveller Site.	18 pitches	18 pitches	- Current Allocation 2014 (j1) - RBG CfS 2024

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
P5-TA7	Thamesmead and Abbey Wood	Cross Quarter and Lyndean Industrial Estate	Residential led mixed-use development to include the reprovision of industrial premises.	760	820	- Current Allocation 2014 (h1) - Draft Site Allocation 2021 (T6) - RBG CfS 2024
P5-TA8	Thamesmead and Abbey Wood	McLeod Road Co-op	Residential led, mixed use retail and community / storage uses.	50	50	RBG CfS 2024
P6-PS1	Plumstead and Shooters Hill	11-15 Plumstead High Street	Residential led mixed-use development, incorporating a place of worship.	60	60	- Draft Site Allocation 2021 (P1) - RBG CfS 2024
P7-E1	Eltham, Avery Hill, Coldharbour and New Eltham	Merlewood House and Eltham Police Station	Residential, commercial and community uses.	130	160	RBG CfS 2024
P7-E2	Eltham, Avery Hill, Coldharbour and New Eltham	Mecca Bingo	Residential and community/commercial uses.	90	80	RBG CfS 2024
P8-KM1	Kidbrooke and Middle Park	Kidbrooke Village Phases 5&6	- Phase 5 (Buildings A and B): Residential, community use and open space. - Phase 6: Residential (C3 and extra care C3), open space,	- Phase 5: 530 C3 units. - Phase 6: 710 conventional C3 units and 130 extra	- Phase 5: 526 homes. - Phase 6: 846 homes	- Current Allocation 2014 (h6, o3 & h7) - Draft Site Allocation 2021 (K2)

Site Ref	Spatial Area	Site Name	Proposed Uses	Indicative residential capacity Reg 18	Indicative residential capacity Reg 19	Site identification source (including previous references)
			community facilities and retail use.	care C3 units.		• RBG CfS 2024
P8-KM2	Kidbrooke and Middle Park	Huntsman Sports Club	Residential uses.	240	260	• Current Allocation 2014 (h6) • Draft Site Allocation 2021 (K1) • RBG CfS 2024
P8-KM3	Kidbrooke and Middle Park	Aldi and B&M Kidbrooke Park Road	Mixed residential and retail uses.	260	270	• RBG CfS 2024

Appendix 4: Sites not taken forward into the Draft Regulation 18 Local Plan (2025) and additional nominated sites not taken forward into the Draft Regulation 19 Local Plan (2026)

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Regulation 18 Draft Local Plan Stage				
Goldie Leigh Hospital	Thamesmead and Abbey Wood	Existing allocation	(mu11) Continued health provision, surplus footprint potentially residential	Not suitable – located within Metropolitan Open Land (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, Avery Hill, Coldharbour and New Eltham	Existing allocation	(h3) Residential	Not available – recently redeveloped.
Coronet Cinema & Tudor Parade, Well Hall Road	Eltham, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New 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, Westcombe Park and Blackheath	Existing allocation	(cb1) Community buildings	Not available - still an adventure playground.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
McMillan Street	Greenwich, Westcombe Park and Blackheath	Existing allocation	(H2) Housing	Not available – the site is already student housing.
Creek Road / Bardsley Lane	Greenwich, Westcombe Park and Blackheath	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, Westcombe Park and Blackheath	Existing allocation	(mu18) Mixed use development.	Not available – recently redeveloped.
Royal Hill Court, off Greenwich High Road	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu25) Mixed use development.	Not achievable - likely has multiple ownerships and potentially some existing residential.
Former Greenwich District Hospital	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu26) Mixed use development.	Not available – recently redeveloped.
Stockwell Street Site	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu3) Mix of town centre uses	Not available – recently redeveloped.
Deptford Bridge, north side	Greenwich, Westcombe Park and Blackheath	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, Westcombe Park and Blackheath	Existing allocation	(mu32) Mixed use development	Not available – recently redeveloped.
131-161 Greenwich High Road (j/o Norman Road)	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu33) Mixed use development	Not available - largely built out.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Davy's site, 161-171 Greenwich High Road	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu34) Mixed use development	Not suitable/achievable – too constrained with heritage buildings etc.
Deals Gateway, 6-42 Blackheath Road	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu4) Mixed use development	Not available – recently redeveloped.
Greenwich Reach East	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu5) Residential-led mixed use	Not available – recently redeveloped.
Blackwall Lane / Pelton Street	Greenwich, Westcombe Park and Blackheath	Existing allocation	(mu7) Mixed use development	Not available – recently redeveloped.
Thomas Tallis Secondary School	Kidbrooke 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 and Middle Park	Existing allocation	(h4) Residential	Not suitable/achievable – site not developable.
Thomas Tallis school site	Kidbrooke 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 and Middle Park	Existing allocation	(h6) Predominantly housing, ancillary community services, Wingfield Primary School	Not available - Kidbrooke Masterplan - mostly complete.
East Ferrier Estate	Kidbrooke and Middle Park	Existing allocation	(h7) Predominantly housing, ancillary community services, Holy Family School	Not available - Kidbrooke Masterplan - mostly complete.
Kidbrooke station area	Kidbrooke and Middle Park	Existing allocation	(mu39) Kidbrooke station transport interchange, local centre, housing	Not available - mostly built.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Site to the east of Plumstead Bus Garage	Thamesmead and Abbey Wood	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 and Shooters Hill	Plumstead Framework site	(Site A) - Commercial space with active frontage and residential uses above.	Not suitable – site too small.
Plumstead Library	Plumstead and Shooters Hill	Plumstead Framework site	(Site B) – Continued library use with co-located leisure activities.	Not available – still in operational use.
Plumstead Leisure Centre	Plumstead and Shooters Hill	Plumstead Framework site	(Site C) – Residential.	Not achievable – largely redeveloped.
Ex Housing Offices	Plumstead and Shooters Hill	Plumstead Framework site	(Site E) – Community/education use on the ground floor, with residential units above	Not available – recently redeveloped.
Plumstead Fire Station	Plumstead and Shooters Hill	Plumstead Framework site	(Site I) – Not given.	Not available – still in operational use.
Eltham Approach	Eltham, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New Eltham	Eltham Masterplan site	(Site 5) – Retail.	Not suitable – too small.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Orangery Square	Eltham, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New Eltham	Eltham Masterplan site	(Site 8C) – Mixed use development.	Not suitable – too small and various landowners.
Orangery Square	Eltham, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New Eltham	Eltham Masterplan site	(Site 9) – Retail.	Not available - no known landowner plans for redevelopment.
Abbey Wood Telephone Exchange	Thamesmead and Abbey Wood	Proposed 2021 allocation	(T7) Residential.	Not available – operational infrastructure now and into the future as confirmed by landowners.
Orangery Lane	Eltham, Avery Hill, Coldharbour and New 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, Avery Hill, Coldharbour and New 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 and Shooters Hill	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	Thamesmead and 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.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Grovebury Road	Thamesmead and Abbey Wood	2024 Call for sites	Community use	Not suitable – too small and community open space designation.
Thistlebrook Travellers Site	Thamesmead and 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	Eltham, Avery Hill, Coldharbour and New Eltham	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	Eltham, Avery Hill, Coldharbour and New Eltham	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	Eltham, Avery Hill, Coldharbour and New Eltham	2024 Call for sites	Residential / Housing and Open Space	Not suitable – due to MOL status.
University of Greenwich Southwood Site	Eltham, Avery Hill, Coldharbour and New Eltham	2024 Call for sites	Residential / Housing and Open Space	Not suitable – due to MOL status and land including active playing pitches.
128 Coleraine Road	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Minerva Lodge / Sweyn Place	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Residential	Not suitable/achievable – site is too small.
Morden College	Greenwich, Westcombe Park and Blackheath	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.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Morden Road/Fulthorp Road Garages	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Residential	Not suitable/achievable – site is too small.
Pond Road / Pond Close	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Residential	Not suitable/achievable – site is too small.
Proposal for station at Blackheath Standard	Greenwich, Westcombe Park and Blackheath	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	Eltham, Avery Hill, Coldharbour and New Eltham	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Eltham Telephone Exchange	Eltham, Avery Hill, Coldharbour and New 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	Eltham, Avery Hill, Coldharbour and New Eltham	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, Avery Hill, Coldharbour and New Eltham	2024 Call for sites	Not given.	Not suitable – Community Open Space designation.
Thames Water Reservoir Eltham	Eltham, Avery Hill, Coldharbour and New 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.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Angerstein Flyover	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Art installation	Not suitable.
Greenwich Telephone Exchange	Greenwich, Westcombe Park and Blackheath	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, Westcombe Park and Blackheath	2024 Call for sites	Not given.	Not available – no response received back from landowners.
Greenwich Power Station	Greenwich, Westcombe Park and Blackheath	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, Westcombe Park and Blackheath	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
6-8 Lewisham Road	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
90 Old Woolwich Road	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Mixed-use development.	Not suitable/achievable – site is too small.
114-116 Old Woolwich Road	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Mixed-use development.	Not suitable/achievable – site is too small.
Park Row Car Park	Greenwich, Westcombe Park and Blackheath	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.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Norman Road	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Mixed-use development.	Not available – landowners did not identify desire to redevelop.
Prior Street Garages	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
St Alfege Church Hall	Greenwich, Westcombe Park and Blackheath	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Westgrove Lane	Greenwich, Westcombe Park and Blackheath	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.
Blackheath Wanderers	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Bowring / Gresham	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Casterbridge Estate Garages	Kidbrooke and Middle Park	2024 Call for sites	Residential / Housing	Not suitable/achievable – site is too small.
Crofton Albion	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
David Lloyd	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Former Holy Family Primary School	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not available – landowner is not looking to develop the site.
John Roan	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Kidbrooke Station	Kidbrooke and Middle Park	2024 Call for sites	Residential led mixed use development	Already in construction.
Leathersellers Sports Ground	Kidbrooke and Middle Park	2024 Call for sites	Residential / Housing	Not suitable – due to MOL status.
Manor Way	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Meadows House Residential Care Home	Kidbrooke 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 and Middle Park	2024 Call for sites	Not given.	Not suitable – due to Community Open Space status.
Weigall Road	Kidbrooke and Middle Park	2024 Call for sites	Not given.	Not suitable – due to MOL status.
Willow Country Club	Kidbrooke 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 and Shooters Hill	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
70-98 Plumstead High Street	Plumstead and Shooters Hill	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Cantwell Road / Eglington Hill	Plumstead and Shooters Hill	2024 Call for sites	Not given.	Not suitable/achievable – site is too small.
Land north of Plumstead Road	Thamesmead and Abbey Wood	2024 Call for sites	Employment with residential above	Not available – no response received from landowners.
71-73 Nathan Way	Thamesmead and Abbey Wood	2024 Call for sites	Residential / Housing, Retail / Commercial, Office	Not suitable – SIL land.
Site @ West Nathan Way	Thamesmead and Abbey Wood	2024 Call for sites	Employment / Industrial	Not suitable – SIL land.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
White hart Avenue / Church Manor Way	Thamesmead and Abbey Wood	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.
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 adjacent to 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 and Middle Park	GLA Call for sites	Not given.	Not suitable – proposed units are below the site allocation 50-unit threshold.
Royal PH Mottingham	Eltham, Avery Hill, 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.
Regulation 19 Draft Local Plan Stage				
Land to the west of the O2 Arena	Greenwich Peninsula	Regulation 18 Consultation	Intensification of an existing hotel land uses.	Not suitable – residential uses are not proposed as part of the site nomination.

Site name:	Spatial Area:	Nomination process:	Nominated use:	Rationale for not taking the site forward:
Stone Foundries site	Charlton	Regulation 18 Consultation	Data centre uses, with ancillary office and other employment floorspace.	Not suitable - residential uses are not proposed as part of the site nomination.
Former Seven Acres Social Club	Thamesmead and Abbey Wood	Regulation 18 Consultation	Residential and open space.	Not suitable – due to Community Open Space/ Borough Open Land status.
Land South of Manor Way, Blackheath	Kidbrooke and Middle Park	Regulation 18 Consultation	Residential and open space.	Not suitable – due to MOL and Green Chain status.
Old Tramyard, Plumstead	Plumstead and Shooters Hill	Regulation 18 Consultation	Retail - food store.	Not suitable – residential uses are not proposed as part of the site nomination.
STC Sports Club, New Eltham	Eltham, Avery Hill, Coldharbour and New Eltham	Regulation 18 Consultation	Residential.	Not suitable – due to MOL and SINC status.

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.

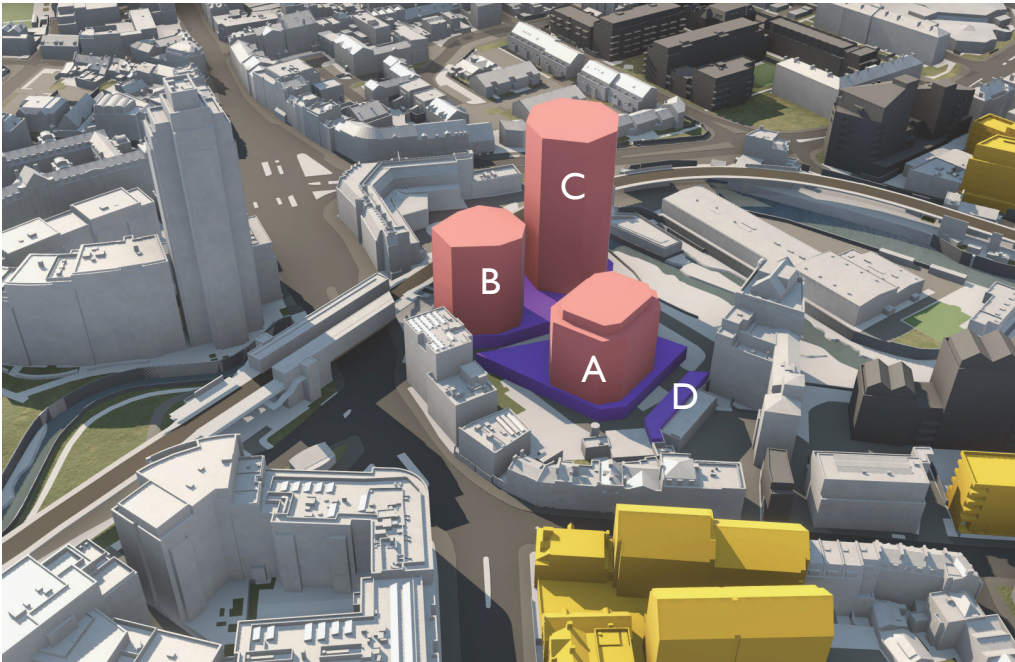
Private ownership	Public ownership
Private units 65%	Private units 50%
Unit types mix:	Unit types mix:
1Bed 45%	1Bed 35%
2Bed 45%	2Bed 40%
3Bed 10%	3Bed 25%
4Bed 0%	4Bed 0%
Affordable units (Intermediate) 14.0%	Affordable units (Intermediate) 20%
Unit types mix:	Unit types mix:
1Bed 30%	1Bed 30%
2Bed 30%	2Bed 30%
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 30%	2Bed 30%
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.
- A significant new public space will be provided with improved access to Deptford Creek.
- An attractive open space with ground-floor commercial uses, potentially including food and beverage, should be delivered along the Creekside.
- 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, with routes encouraging active travel.
- 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.



Aerial view from the south-west



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

TYPE	Indicative units count
1 Bed	92
2 Bed	92
3 Bed	37
4 Bed	7

Indicative site capacity
228 residential units: 22,734 GEA sqm
Indicative housing density: 293 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, and to take account of the operational requirements of the DLR.
- 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 should be set back from Deptford Creek and its flood defences and deliver environmental enhancements to the Deptford Creek SINC.
- Due to flood risk, no residential uses will be permitted at ground-floor level.
- Development should integrate the existing locally listed building at No. 17 Greenwich High Road.



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 publicly 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



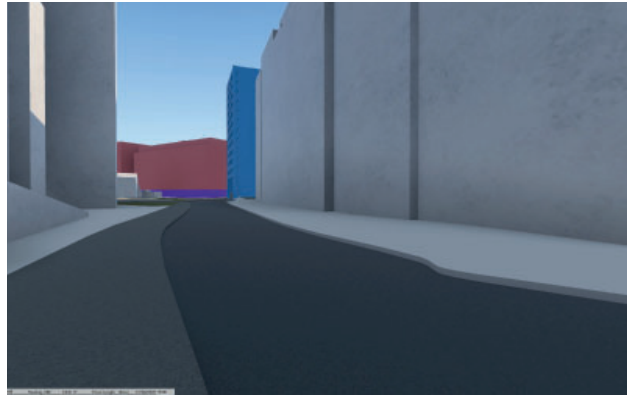
Aerial view from the south

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	14	7059	550
B	9	6631	846
C	5 to 11	5966	724
D	9	4160	917
E	8	6419	1510

TYPE	Indicative units count
1 Bed	114
2 Bed	113
3 Bed	57
4 Bed	13

Indicative site capacity
297 residential units: 30235 GEA sqm
Indicative housing density: 316 units/ha
Non residential uses: 4067 GEA 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 locations.
- Tall buildings of around 14 storeys may be appropriate, positioned to avoid negative impact on views from the World Heritage Site and where possible avoid intrusion into views along Romney Road toward St Alfege Church.
- Development must protect the Deptford Creek SINC adjoining the western border and should deliver environmental enhancements, and be set back from Deptford Creek and its flood defences.
- Environment to be improved through urban greening.
- Suitable flood risk mitigation measures, including SuDS, to be incorporated.



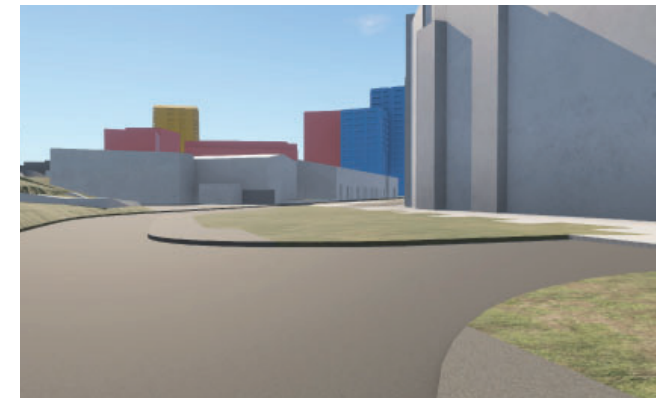
1. View from northern Norman Road



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

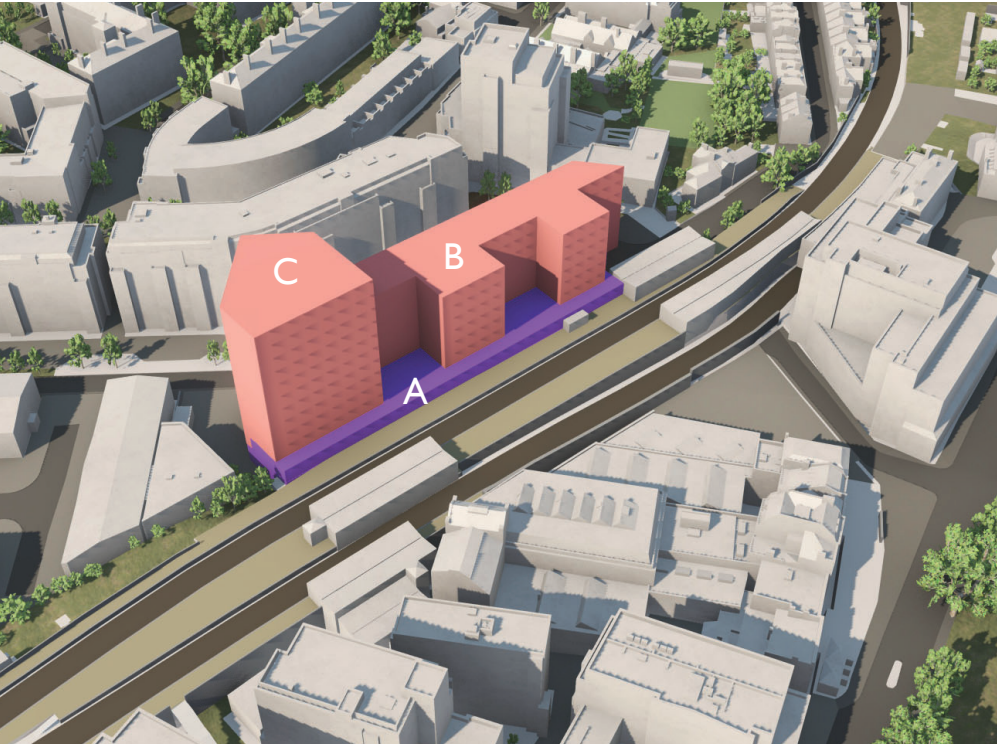


5. Long view from Romney Road, within the World Heritage Site



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

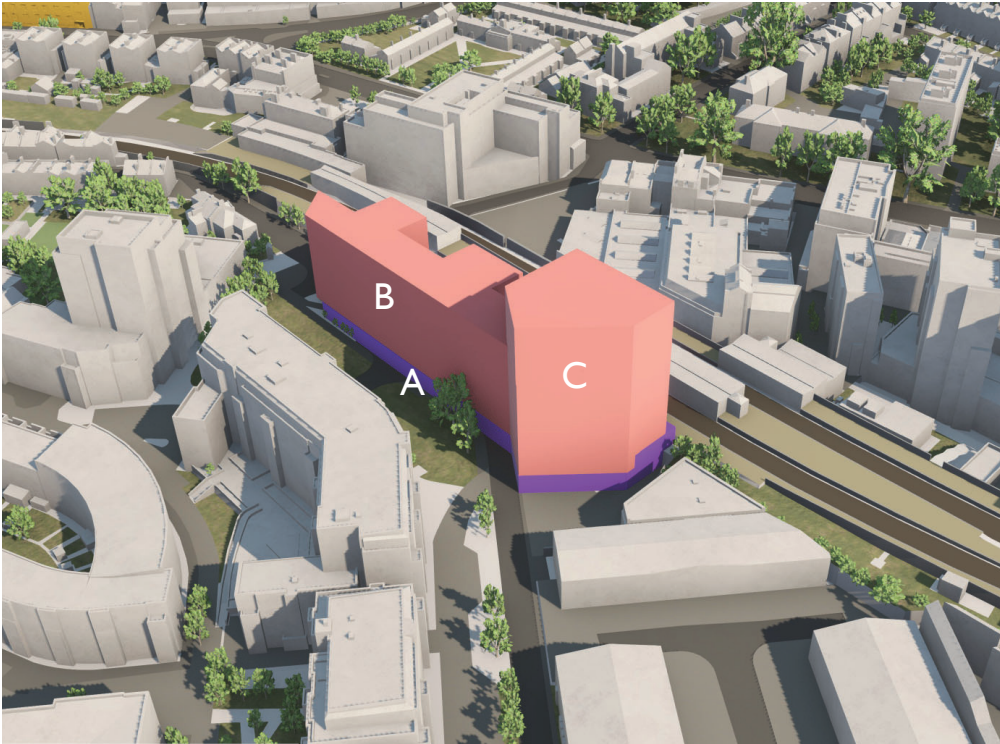
GREENWICH DLR STATION



Aerial view from the 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



Aerial view from the north-west

TYPE	Indicative units count
1 Bed	47
2 Bed	46
3 Bed	22
4 bed	5

Indicative site capacity
120 residential units: GEA 12542 sqm
Indicative housing density: 500 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 of around 12 storeys may be appropriate.
- Urban greening and sustainable drainage to be maximised.



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



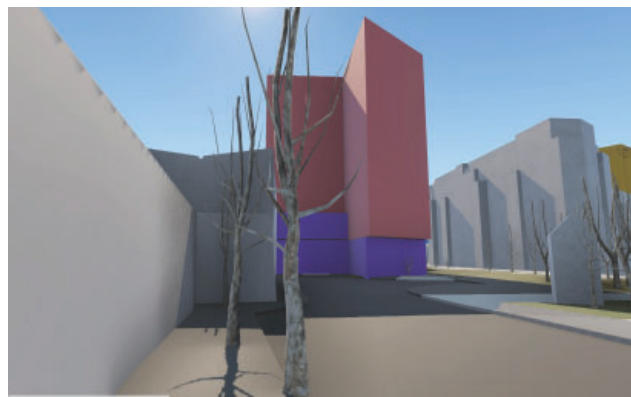
2. View from the southern access to Waller Way



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.
- 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 set back from Deptford Creek and its flood defences.
- 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	12	5577	407



Aerial view from the north-west

TYPE	Indicative units count
1 Bed	38
2 Bed	37
3 Bed	14
4 bed	2

Indicative site capacity
91 residential units: GEA 10,041 sqm
Indicative housing density: 310 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 of around 12 storeys may be appropriate
- Development to protect the ecology and biodiversity of Deptford Creek to the north and east of the site, designated as a SINC and deliver environmental enhancements.
- Site to deliver environmental enhancements to Deptford Creek SINC.
- Consideration should be given to the Underground Electricity Cable Route and National Grid should be engaged early in the design process.



1. Long view from western Creek Road



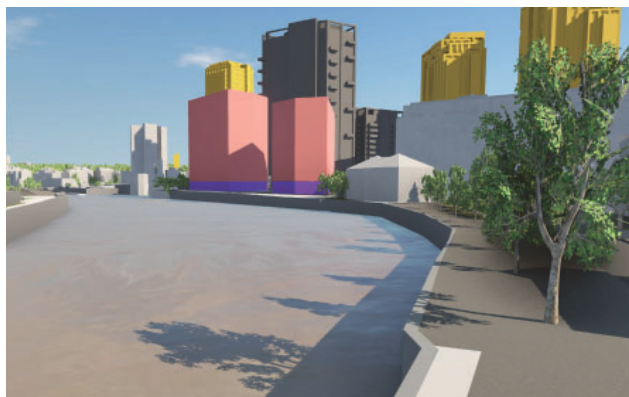
2. Mid-range view from western Creek Road



3. View from eastern Creek Road



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



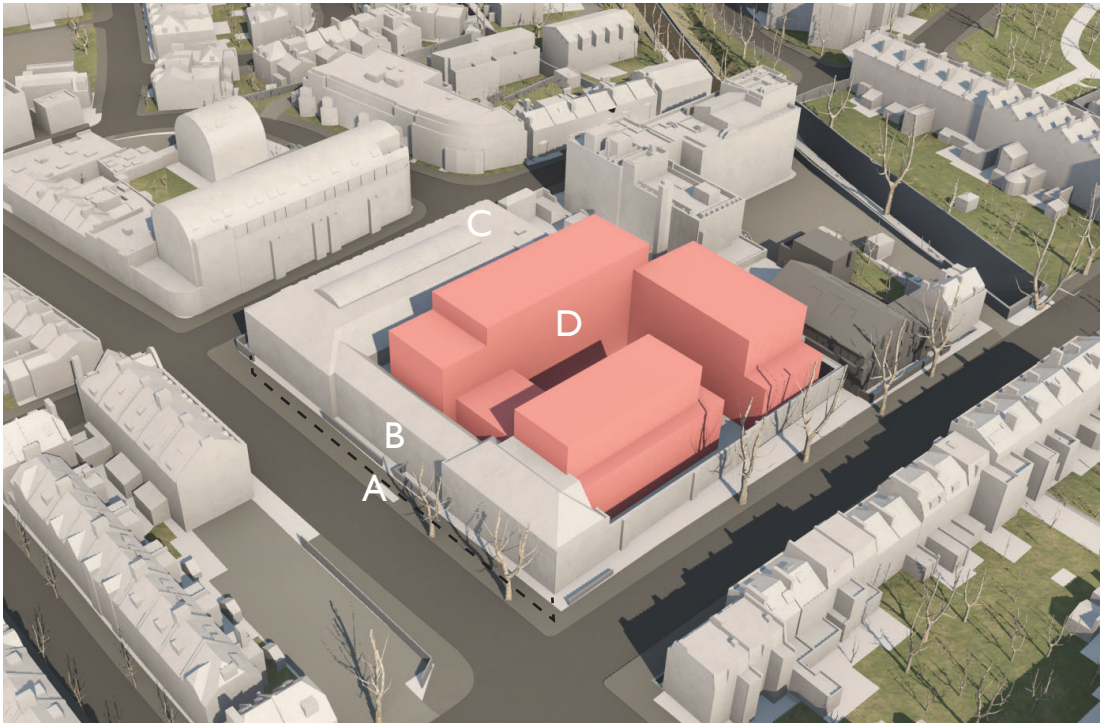
5. View from the Greenwich Reach swing bridge



6. The outlined massing is barely visible from the WHS

FORMER ARCHES LEISURE CENTRE

- Town centre uses with commercial uses concentrated on the ground floor and residential 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, of around six storeys, and integrate well with the surrounding context in terms of scale and architectural expression.



Aerial view from the north-west

Residential

Under construction

Non residential

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Service and communal space (GEA sqm)
A	Basement		3551
B	2 + roof	1000	
C	2 +roof		1400
D	3 to 6	6830	

Indicative site capacity
150 student rooms approx.: 7,830 sqm GEA
Non residential uses: 4951sqm GEA

- 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

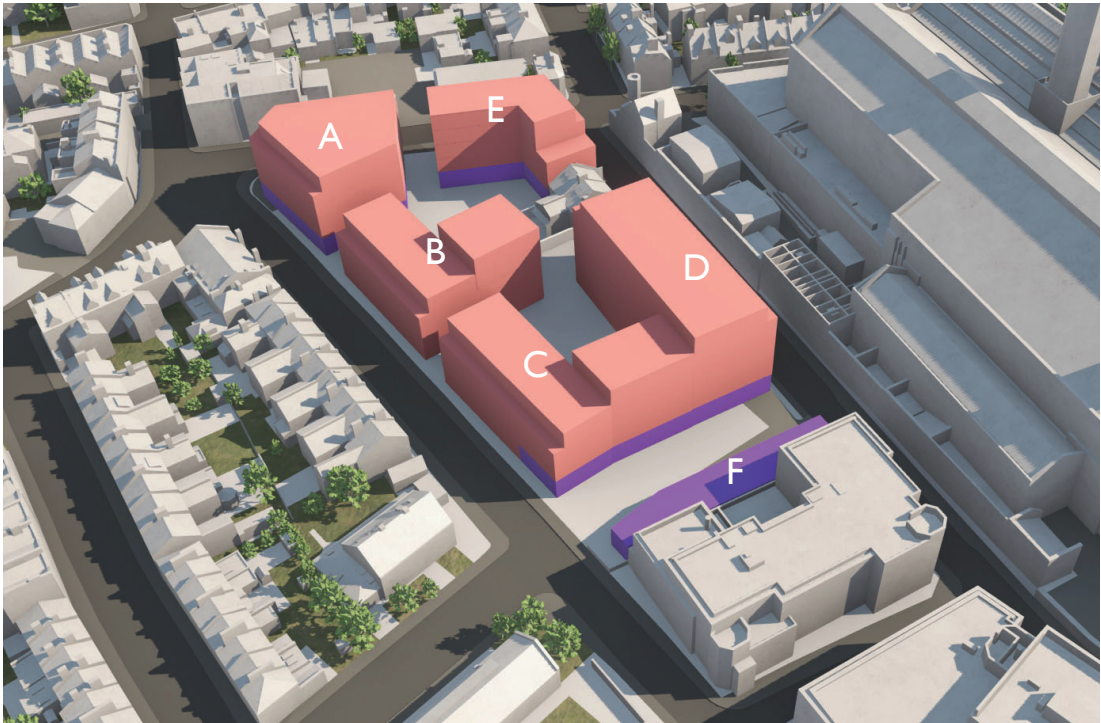
- Residential-led mixed-use development to include commercial and/or light industrial uses and residential entrances at ground floor level, excluding living and sleeping areas. Residential uses to be located on upper floors.
- New uses to be carefully considered to avoid detracting from adjoining East 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 could 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



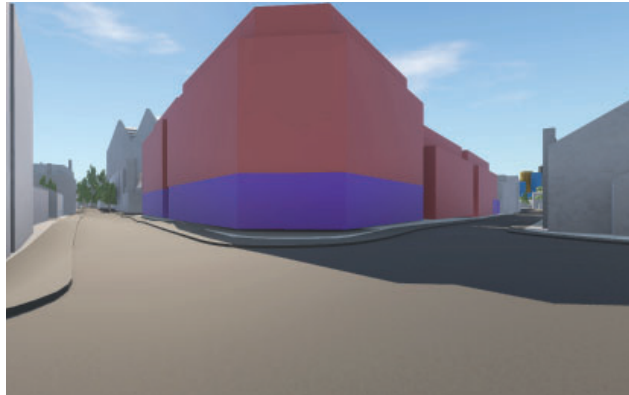
Aerial view from the south

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5	1912	198
B	4 to 5	1418	
C	4 to 5	1566	291
D	6	3284	86
E	5	1750	360
F	1		250

TYPE	Indicative units count
1 Bed	37
2 Bed	37
3 Bed	14
4 Bed	2

Indicative site capacity
90 residential units: GEA 9930 sqm
Indicative housing density: 180 units/ha
Non residential uses: GEA 1185 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 should be provided across the site, including an appropriate level of tree planting and green space.
- Development to sensitively respond to historic context in scale, height, and architectural design.
- Building heights to vary across the site with tallest elements of around six storeys 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.



Aerial view from the south-west

Approved Student Housing-led Scheme

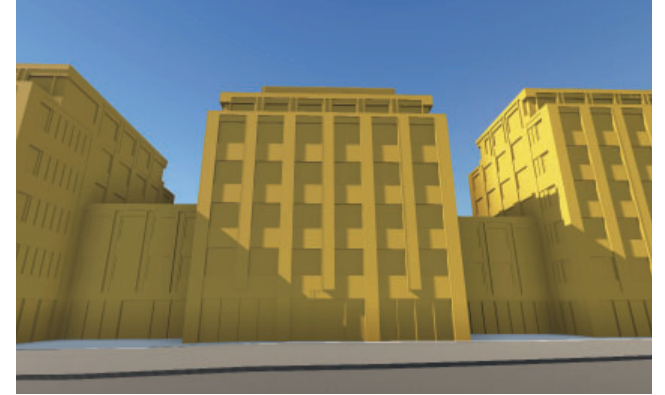
Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5 and 6 (above podium)	8218	394

TYPE	Indicative units count
Student bedrooms	190

- 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



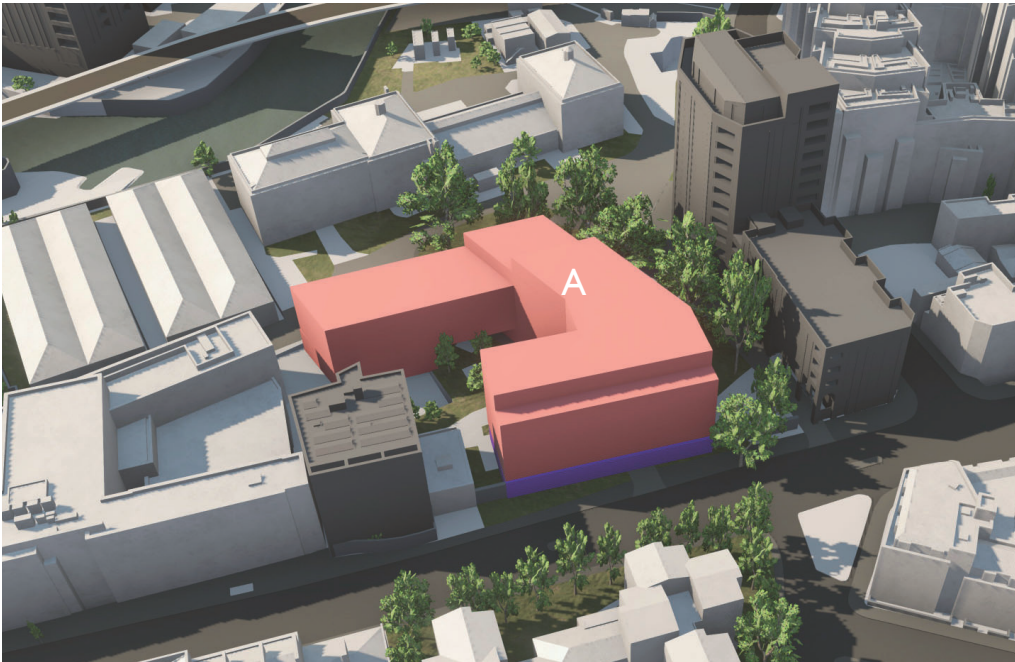
5. Southern approach from Chilver Street



6. Long view from west on Woolwich Road

GREENWICH PUMPING STATION

- Residential-led mixed-use development.
- Commercial uses and residential lobbies at ground floor level to activate Greenwich High Road and internal open space, with residential accommodation located on upper floors.
- Commercial uses to be sensitively selected to complement, and not undermine, the adjoining Greenwich town centre offer.
- Development to incorporate adequate communal amenity space to support residential uses.
- Building heights to vary across the site, with tallest elements of around six storeys.
- Development to be designed to ensure it is sympathetic to, and does not compromise, the ongoing operation of the Greenwich Pumping Station.
- Development to respond sensitively to the historic context and preserve and enhance the significance and setting of on-site and adjacent heritage assets.



Aerial view from the 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	4 TO 6	6340	334

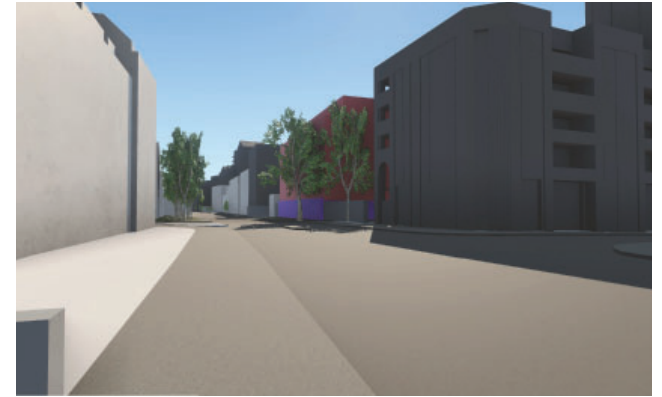
TYPE	Indicative units count
1 Bed	24
2 Bed	23
3 Bed	9
4 Bed	1

Indicative site capacity
57 residential units: 6,340 GEA sqm
Indicative housing density: 193 units/ha
Non residential uses: 334 GEA sqm

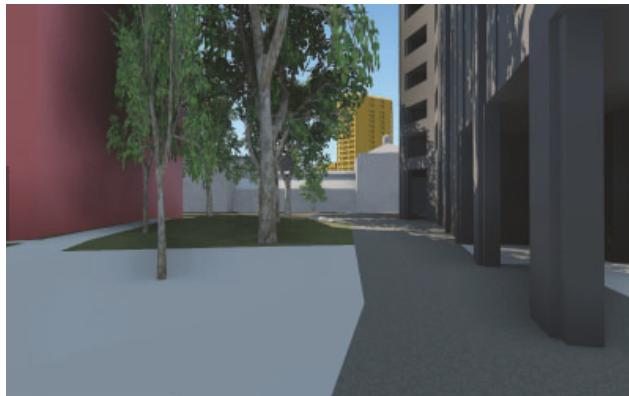
- Built form to provide a well-considered transition to the locally listed building on site, including stepping down in height or setting development back.
- Development to positively contribute to local character and sense of place and create well-proportioned and active street frontages.
- Public realm improvements along Greenwich High Road to create a more pedestrian-friendly environment.
- Buildings and open space to be arranged to provide visual permeability through the site.
- Green infrastructure enhancements to be incorporated throughout the development.
- Vehicular access to be taken from Norman Road, with servicing arrangements carefully considered.
- Existing street trees to be retained and urban greening maximised across the site.
- Development to incorporate flood mitigation measures and sustainable drainage from the outset.



1. Approach from western Greenwich High Road



2. View from eastern Greenwich High Road



3. Access between the site and Norman House



4. Approach from Norman Road



5. View from the front of Grade II listed Beam Engine Houses



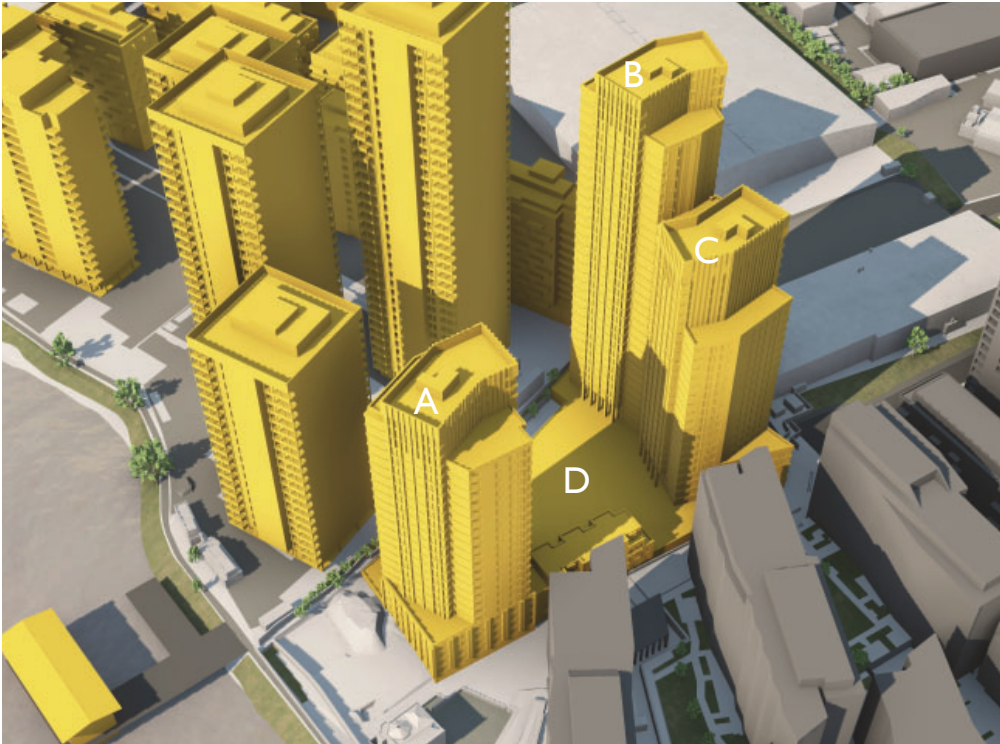
6. View from inside the site courtyard

ENDERBY PLACE

- Deliver a mixed-use scheme comprising residential development with 945 sqm light industrial and 500 sqm community/café floorspace alongside 564 homes.
- Include light industrial and flexible workspace to support small and medium-sized enterprises.
- Ensure compatibility with surrounding Strategic Industrial Land (SIL) and ensure the safeguarded Tunnel Wharf is not prejudiced.
- 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.

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



Aerial view from the south-west

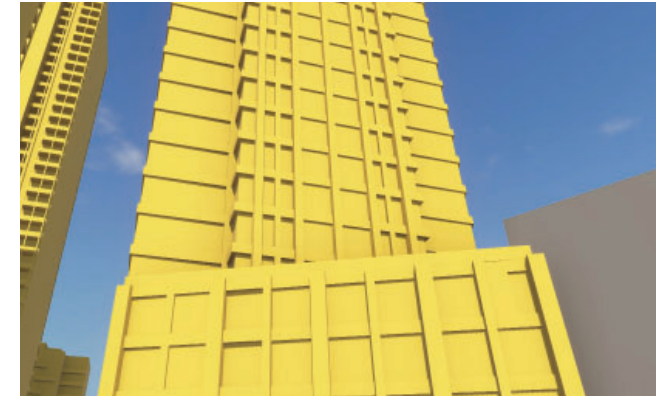
TYPE	Indicative units count
1 Bed	282
2 Bed	204
3 Bed	70
4 bed	8

Indicative site capacity
564 residential units: GEA 62549 sqm
Indicative housing density: 454 units/ha
Non residential uses: GEA 1445 sqm

- Introduce a new riverfront open space integrating the flood defence wall into the landscape design.
- 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 of up to 33 storeys.



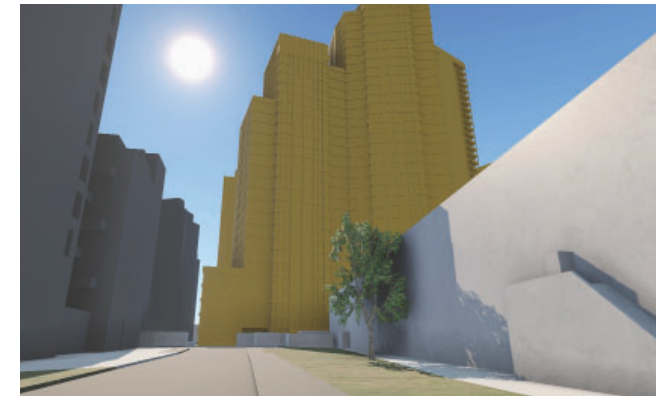
1. View from south of Enderby House



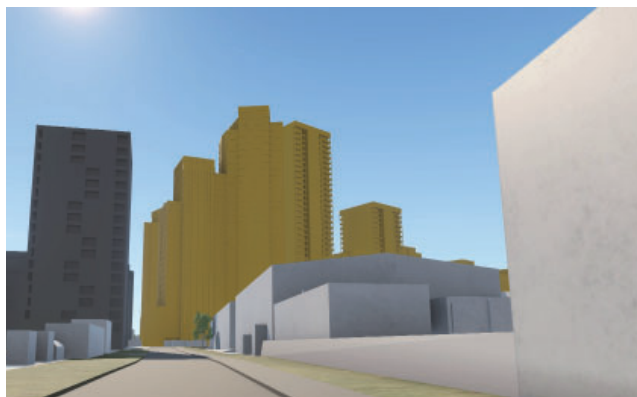
2. View of the facade from Olympian Way



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



7. View from across the river on the Thames Path

MORDEN WHARF

- Mixed-use development to deliver residential alongside industrial, commercial, and community floorspace, totalling 1,500 homes and up to 17,311 sqm of 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, ensuring the safeguarded Tunnel Wharf is not prejudiced.
- 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.

Residential led

Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
	9 - 35	133,664	17,311

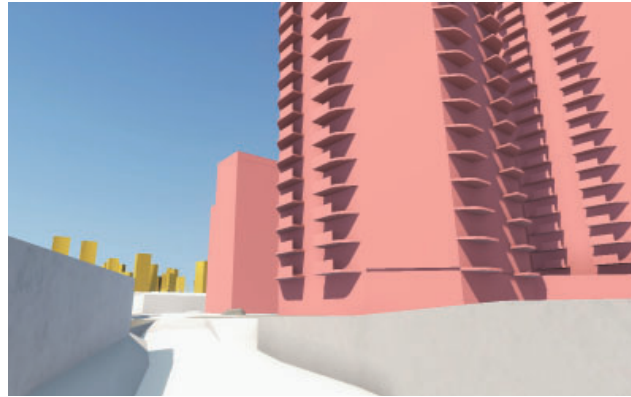


Aerial view from the north-west

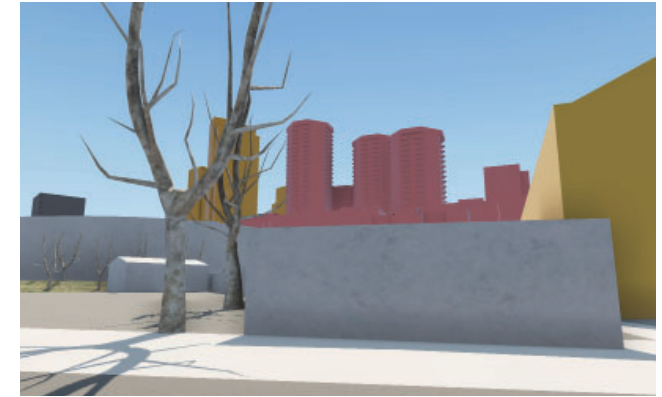
TYPE	Indicative units count
1 Bed	666
2 Bed	741
3 Bed	71
4 bed	22

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

- Provide future access to Thames Clippers service via the riverside pier.
- 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 community square, 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 closer to the river and lower-rise blocks inland, maintaining a respectful relationship with heritage assets and views.
- Allow tall buildings of around 35 storeys where appropriate.



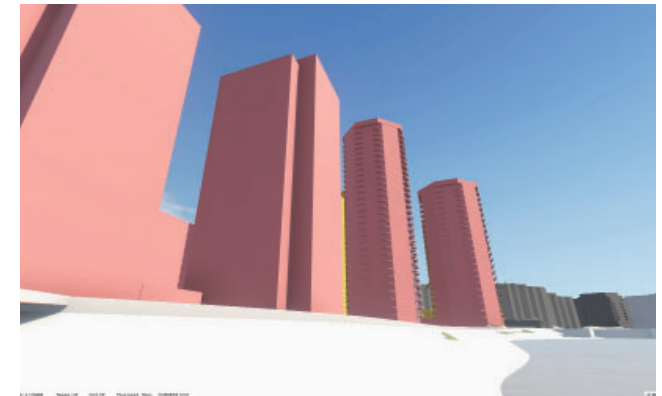
1. View north on Olympian Way



2. View southwest from Tunnel Avenue



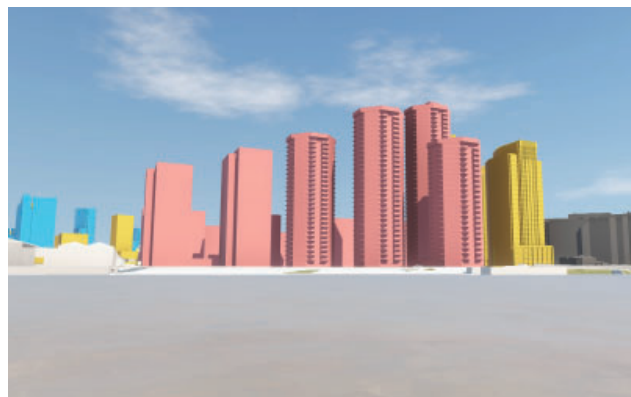
3. Approach from Telcon Way



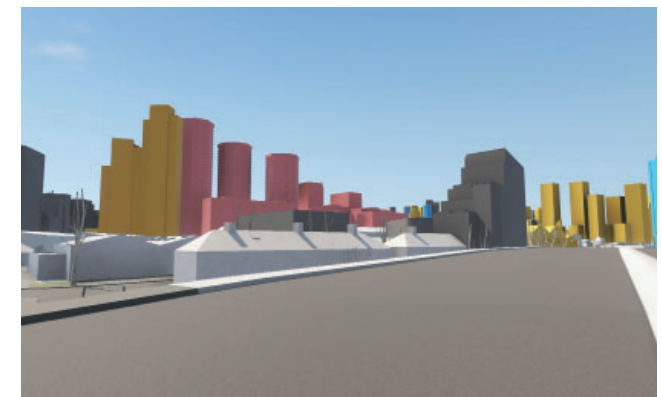
4. View south on Olympian Way



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 approximately 200 sqm of commercial / community floorspace at ground floor.
- The site to deliver approximately 1,140 homes with a mix of sizes and tenures; student accommodation and co-living.
- 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 adjacent Boord Street development.
- A primary pedestrian route to be connecting Millennium Way

Residential

Under construction

Non residential

Approved



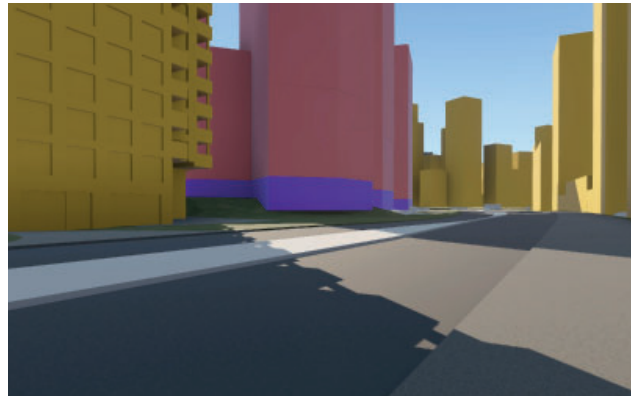
Aerial view from the south-west

Plot	Range of heights in storeys	No of C3 Homes	No. Of Co-Living Homes/Beds	No. Of PBSA Rooms/ Beds	Total C3 equivalent
A	9 to 29	72	420 Co-Living (equivalent of 234 C3 homes)	826 PBSA rooms (equivalent of 331 C3 homes)	637
B	23 to 26		400 Co-Living (equivalent of 223 C3 homes)	700 PBSA rooms (equivalent of 280 C3 homes)	503

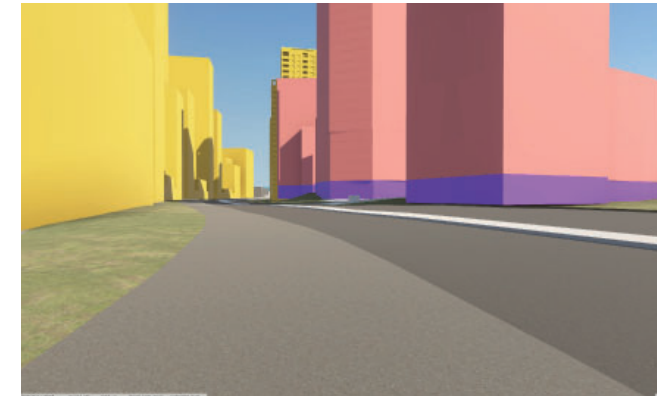
Indicative site capacity
1,140 residential units
Indicative housing density: 600 units/ha
Non residential uses: GEA 200 sqm

to the crescent, passing through the preserved screen 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 of around 29 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 including a green buffer with trees and other mitigation measures to be designed toward the A102 and Studio 338 Night Club.
- 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.
- Residential types suitable for fixed windows and mechanical ventilation to be located near 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



5. 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 approximately 274 sqm of commercial / community floorspace and approximately 258 homes.
- 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 3 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.
- 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.

Residential-led



Aerial view from the south-west

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

Block id	Number of storeys
A	6 to 20
B	6 to 9

Indicative site capacity
258 residential units: GEA 30,714 sqm
Indicative housing density: 258 units/ha
Non residential uses: GEA 379 sqm

- Integrate SuDS, 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 around 20 storeys where appropriate.
- Use high-quality architecture and materials that reflect the evolving character of the Peninsula.



1. Eastern approach on Bugsby's Way



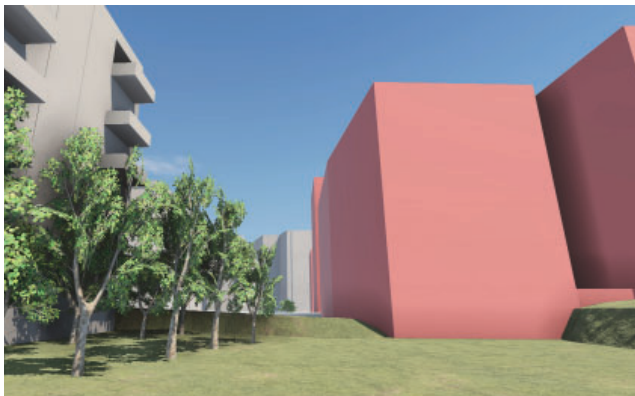
2. Southern approach on Peartree Way



3. Western approach on Bugsby's Way



4. View to the site from Horn Link Way



5. View east from end of Trathen Square



6. View south on Peartree Way



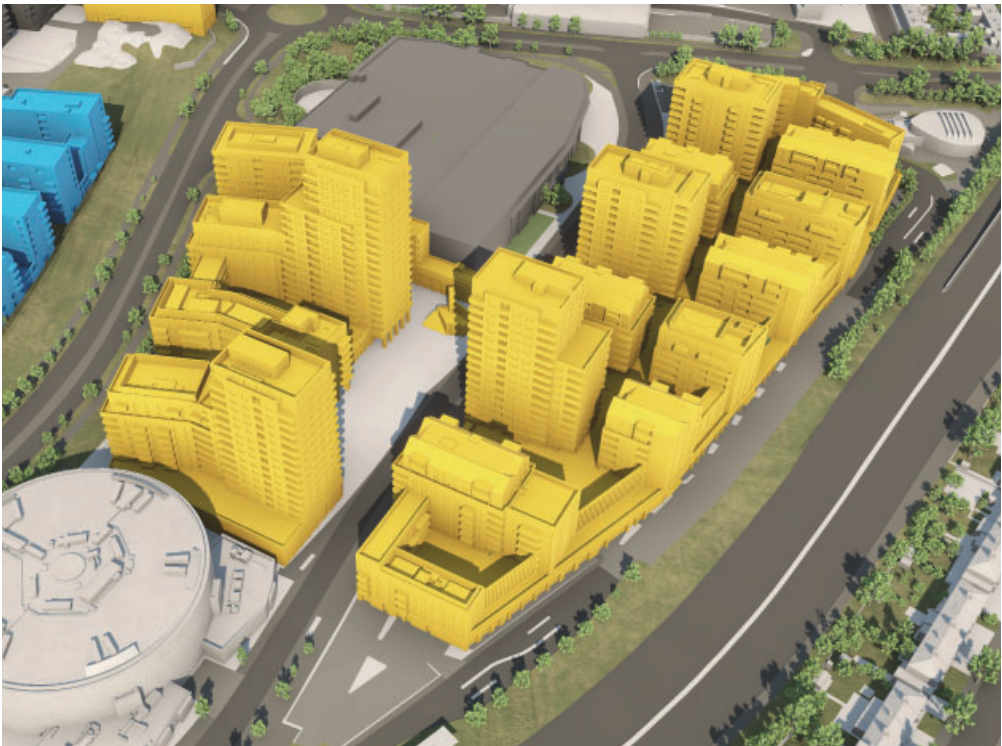
7. View into site from Trathen Square

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 Southern 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



Aerial view from the west

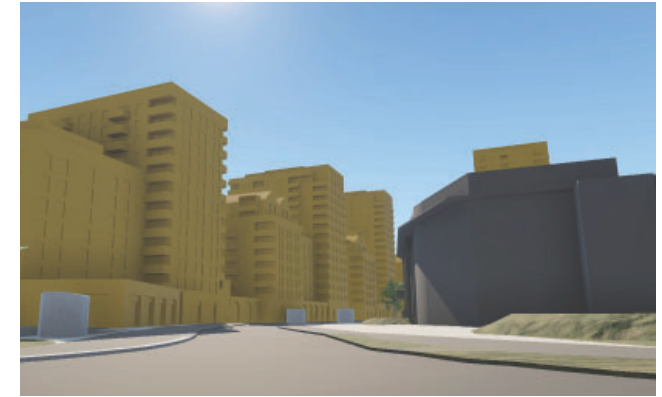
TYPE	Indicative units count
Studio	40
1 Bed	413
2 Bed	660
3 bed	133
4 bed	5

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 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 of around 20 storeys where appropriate.
- Provide approximately 1,251 homes and approximately 1,848 sqm of commercial/community floorspace.



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

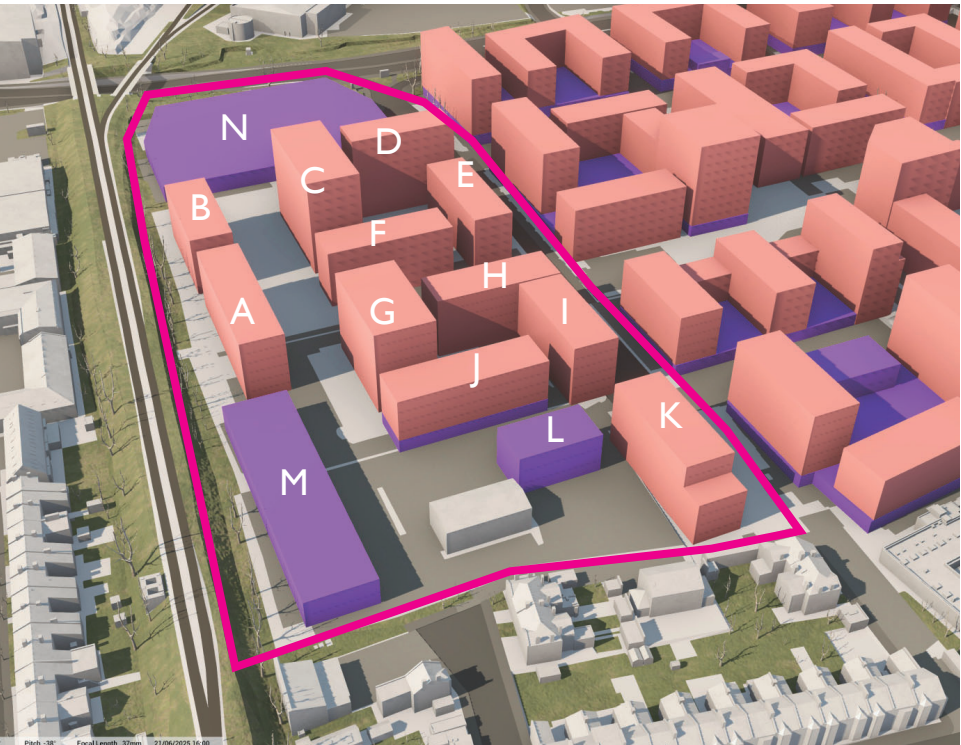
- A mix of residential, commercial, and industrial units to be provided across the site.
- Commercial units to be located at the north of the site, with frontage and access onto Bugsby’s Way, with any parking required provided above.
- Industrial space to be located in the southern part of the site and adjacent to the railway line, with yard space for servicing.
- The remainder of the site to deliver residential development, providing 370 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.
- 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.

Residential

Under construction

Non residential

Approved



Aerial view from the south

B l o c k i d s	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non 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	5	2188	555
K	6	3067	
L,M,N	1 to 3		9083

TYPE	Indicative units count
1 Bed	151
2 Bed	150
3 Bed	61
4 bed	11

Indicative site capacity
373 residential units: GEA 37,847 sqm
Indicative housing density: 110 units/ha
Non residential uses: GEA 9638 sqm

- 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 in undercrofts 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.
- Development to ensure that the 24-hour operation of adjacent Strategic Industrial Land and Safeguarded Wharves is not prejudiced.
- Prevailing roof parapets to be mid-rise, generally not exceeding six storeys, although taller marker buildings may be appropriate of around nine storeys in height on the site.
- Any residential development in proximity to the railway line and existing industrial uses to incorporate mitigation measures in accordance with the Agent of Change principle.
- 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 and opportunities to enhance the adjacent SINC should be explored.
- A green buffer to be incorporated along the Bugsby's Way frontage of the site to help mitigate noise and dust from traffic and the nearby safeguarded wharves.



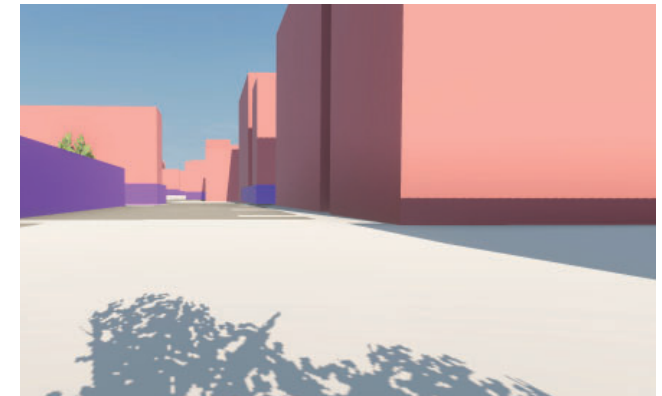
1. View from southern Felltram Way



2. View from southern Holmwood Villas



3. Approach from Bugsby's Way



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



5. 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

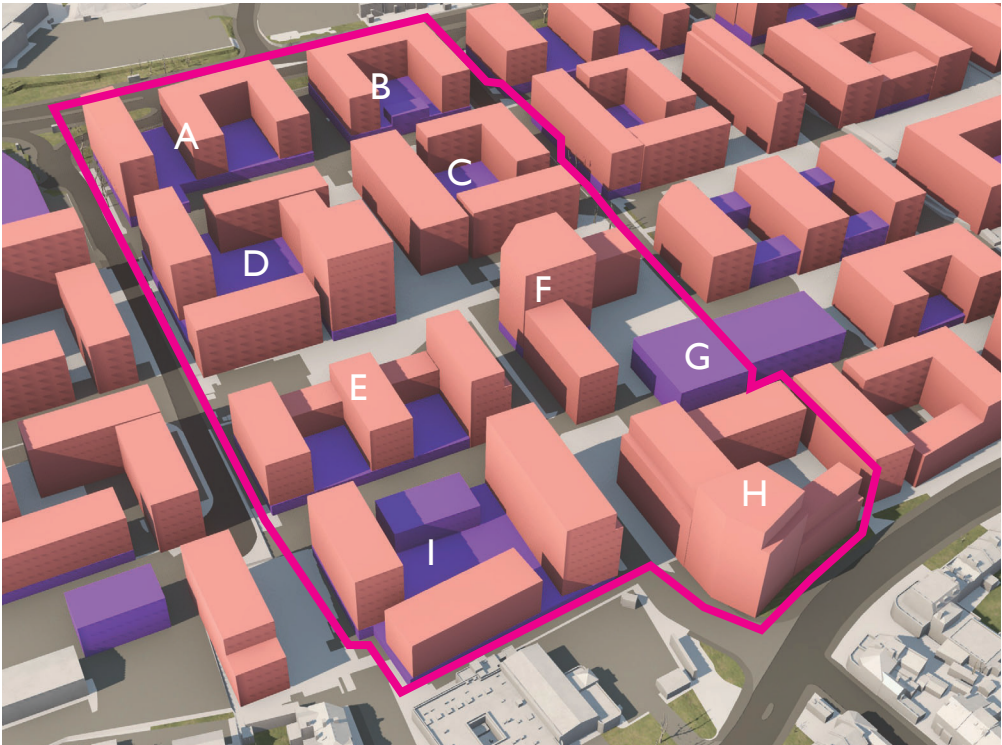
- The site to be developed to create a mixed-use, residential-led neighbourhood including the reprovision of the existing ASDA superstore with residential accommodation above and parking within the envelope of the building.
- Local-level community and complementary town centre uses to be provided around a centrally positioned public square, with active frontages onto the square to create a focal point for the neighbourhood.
- Small-scale industrial workshop/studio units suitable for co-location with residential development to be provided.
- Existing industrial uses to be retained in the southern part of the site, with residential development located above.
- Residential development to be appropriately designed in relation to nearby industrial activities across Bugsby’s Way and safeguarded wharves, incorporating mitigation measures in accordance with the Agent of Change principle to ensure that 24-hour operation is not prejudiced.

Residential

Under construction

Non residential

Approved



Aerial view from the south-west

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
A	6 to 8	11022	3389
B	6 to 8	6925	2225
C	5 to 6	11962	1984
D	6 to 10	16979	3246
E	4 to 8	8446	1980
F	6 to 10	10402	500
G	1	13339	2023
H	6 to 10	11341	
I	5 to 8	11341	1066

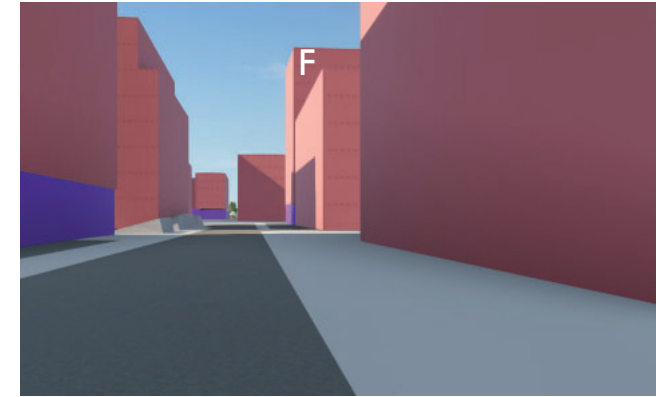
TYPE	Indicative units count
1 Bed	369
2 Bed	365
3 Bed	148
4 bed	30

Indicative site capacity
912 residential units: GEA 90,416 sqm
Indicative housing density: 204 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 align 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.
- 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 the nearby safeguarded wharves.
- Prevailing roof parapets to be mid-rise, generally not exceeding six storeys.
- Taller shoulders and point elements may be appropriate of around ten storeys when located at the main access from Woolwich Road and at the primary junction on Ramac Way.



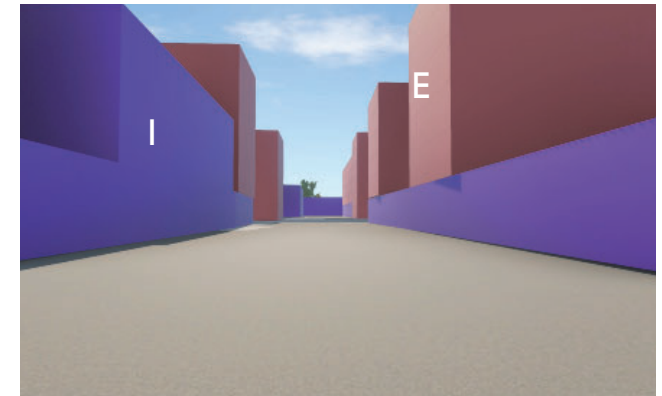
1. Approach to the main junction from the west



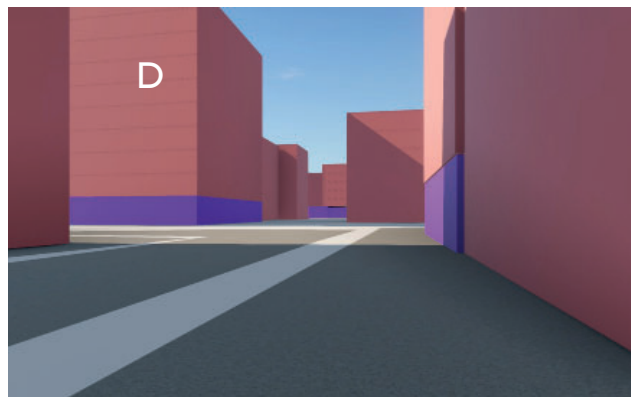
2. View from southern Ramac Way



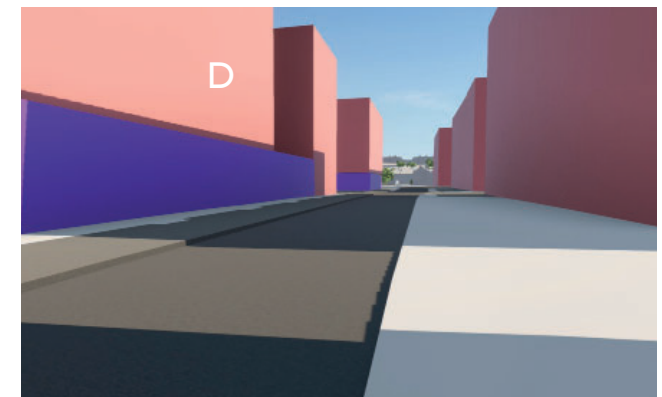
3. View towards the northern end of Greenwich Shopping Park Way



4. View of internal, mixed-use street



5. 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

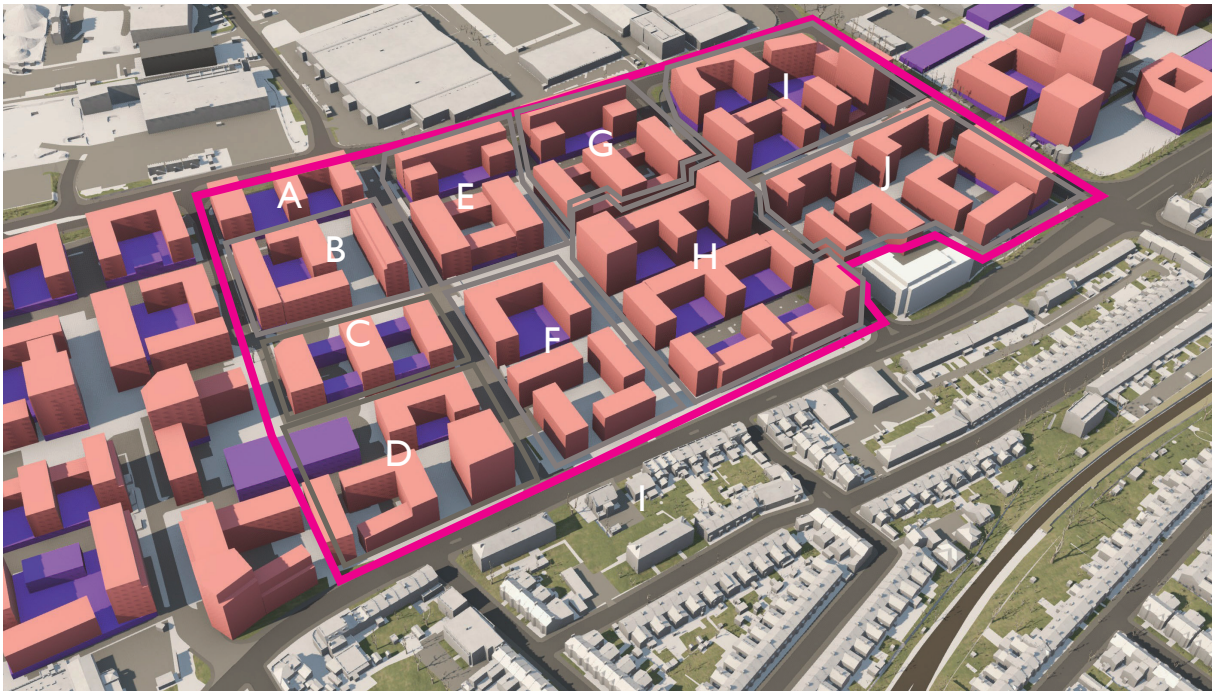
- Development to be residential-led, with commercial uses at ground floor level along Bugsby’s Way with residential above.
- Retail uses to be concentrated within the new local centre at Anchor and Hope Lane, partially within the Charlton Riverside Central Site Allocation.
- The remainder of the allocation to deliver predominantly residential development, with some mixed-use light industrial buildings and a neighbourhood centre in the central area.
- Commercial uses to be provided at ground floor level along Bugsby’s Way with residential above, with appropriate mitigation to address impacts from nearby safeguarded wharves and industrial uses in accordance with the Agent of Change principle.

Residential

Under construction

Non residential

Approved



Aerial view from the south-west

	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non Residential - Indicative Gross External Area (GEA sqm)
A	6	17947	2821
B	6 to 8	16411	2017
C	3 to 6	11503	1524
D	3 to 10	25503	2475
E	4 to 8	21308	1399
F	6	19235	590
G	3 to 9	25109	1493
H	5 to 10	42056	2946
I	6 to 12	32876	5268
J	6 to 8	40251	0

TYPE	Indicative units count
1 Bed	1022
2 Bed	1012
3 Bed	414
4 bed	82

Indicative site capacity
2530 residential units: GEA 252,199 sqm
Indicative housing density: 216 units/ha
Non residential uses: GEA 20533 sqm

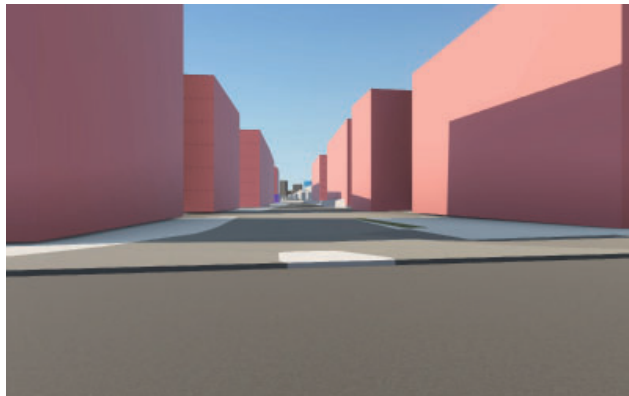
- Commercial and light industrial uses suitable for vertical co-location with residential uses to be integrated into the central and southern residential areas of the site, supporting the development of mixed-use creative yards and secondary routes prioritising pedestrian and cycle access.
- The local 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 align 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 feature a variety of typologies and amenities.
- The predominant roof parapet height to be mid-rise, with taller elements generally of around ten to twelve storeys at key junctions to increase legibility.
- Proposals should respond sensitively to the established low-rise residential context south of Woolwich Road.



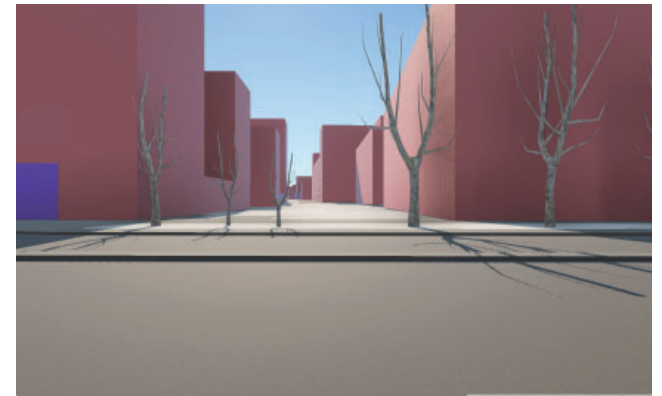
1. View of the local centre approaching from the west



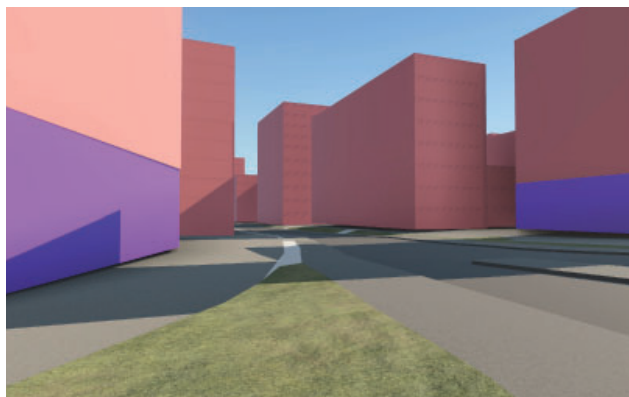
2. Access to Gallions Road from Woolwich Road



3. Access to new residential street from Woolwich Road



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



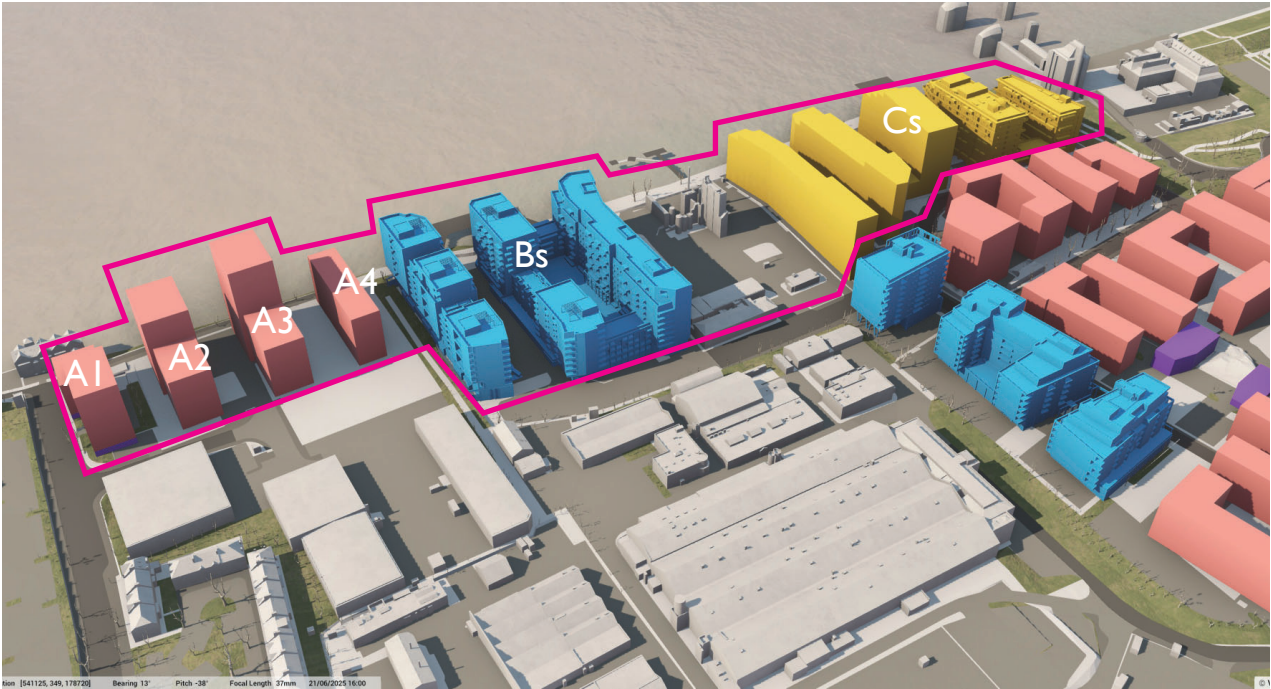
5. Access to Gallions Road from Bugsby's Way



6. View towards west from Gallions Road

CHARLTON RIVERSIDE - HERRINGHAM ROAD AND RIVERSIDE

Blocks As



Aerial view from the south-west

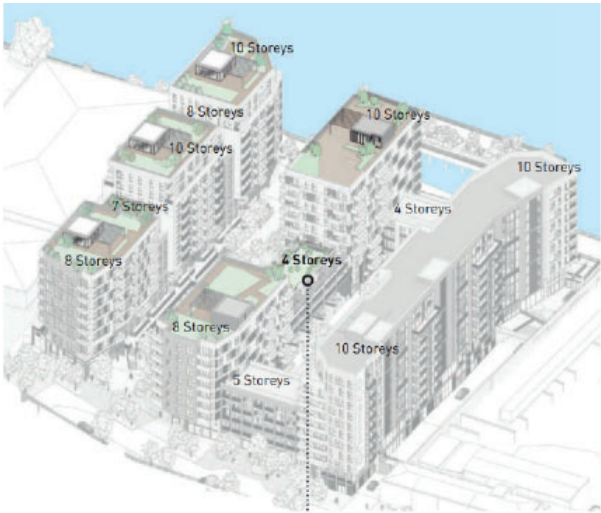
- Residential
- Under construction
- Non residential
- Approved

	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	131
2 Bed	130
3 Bed	52
4 bed	10

Indicative site capacity
323 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	258
2 Bed	173
3 Bed	64
4 Bed	5

Indicative site capacity
500 residential units
Indicative housing density: 352 units/ha
Non residential uses (employment, commercial, community uses: GEA 2224 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 500 residential units and 2,224 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, should deliver 323 residential units and 780 sqm of commercial floor space at ground floor level, comprising a neighbourhood centre facing Anchor and Hope Lane.
- The Council will 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.
- If Riverside Wharf is retained, development should not prejudice its operation and should incorporate mitigation measures in accordance with the Agent of Change principle to support its continued use, including for waterborne transport.
- 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.



Aerial view from the south-west

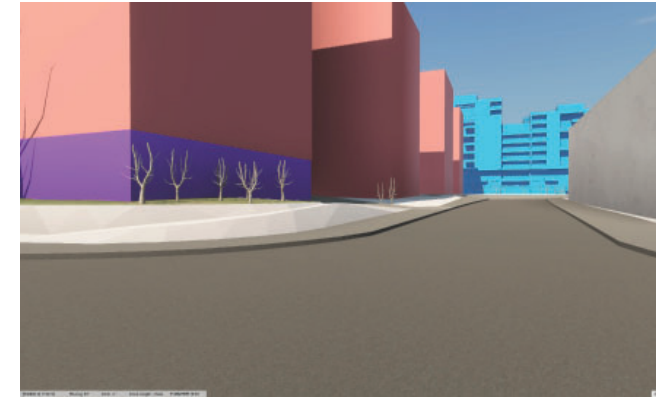
TYPE	Indicative units count
1 Bed	557
2 Bed	487
3 Bed	248
4 bed	31

OVERALL SITE indicative capacity
1 323 residential units
Indicative housing density: 258 units/ha
Non residential uses: GEA 4782 sqm

- To the south, development should create an appealing streetscape along Herringham Road, the main Riverside Link bus route, integrating with development opposite the street.
- 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 be made in accordance with the Thames Estuary 2100 Plan, including the construction of 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.
- Taller buildings on the riverfront may be appropriate of around 15 storeys, with heights stepping down towards the Thames Barrier to respect its visual prominence and operational requirements.
- Development should be designed to respond to the security, access and operational requirements of the Thames Barrier.



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



5. Approach from Eastmoor Street / Moore Park



6. Approach from the eastern Thames pathway

CHARLTON RIVERSIDE - CENTRAL

- 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 between the new neighbourhood, Charlton Station and Charlton Village. 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.

Residential

Under construction

Non residential

Approved



Aerial view from the 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	23324	507
F7	Up to 10	64710	3303
F8	Up to 16	45525	18943

TYPE	Indicative units count
1 Bed	1033
2 Bed	1021
3 Bed	519
4 bed	128

Indicative site capacity
2701 residential units: GEA 269,645 sqm
Indicative housing density: 159 units/ha
Non residential uses: GEA 30,305 sqm

- A new linear park should be created just east of the Stone Foundries, extending down to Woolwich Road above existing underground utilities, with development supporting biodiversity enhancement and natural play opportunities.
- 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 Street, 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 mid-rise, with a prevailing six-storey parapet. Taller point elements of around 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 of around 16 storeys may be appropriate at the main local centre.
- Residential development in proximity to safeguarded wharves and existing industrial uses to incorporate mitigation measures in accordance with the Agent of Change principle, ensuring that 24-hour operation is not prejudiced.
- Development should take into account the requirements of the Thames Estuary 2100 Plan and respond to the security, access and operational requirements of the Thames Barrier.
- 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 1317.5 sqm

CHARLTON RIVERSIDE - CENTRAL

WHOLE SITE - GRAND TOTAL

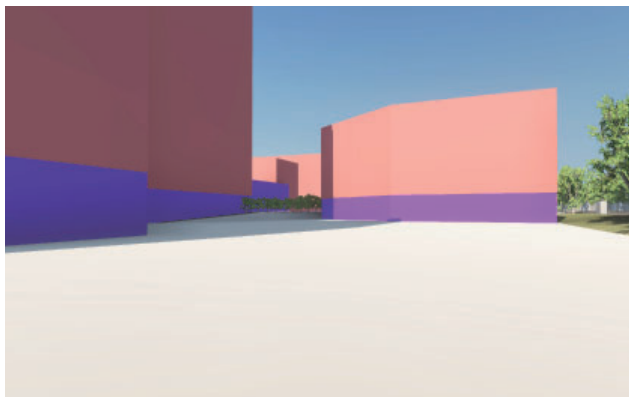


Aerial view from the south

- Residential
- Under construction
- Non residential
- Approved

TYPE	Indicative units count
1 Bed	1081
2 Bed	1100
3 Bed	610
4 bed	128

Indicative site capacity
2919 residential units
Indicative housing density: 171 units/ha
Non residential uses: GEA 31622.5 sqm



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



5. Approach from New Lydenburg Street



6. View of eastern segment of New Lydenburg Street

CHARLTON RIVERSIDE - EASTMOOR STREET AND WESTMOOR STREET

GRAND TOTAL

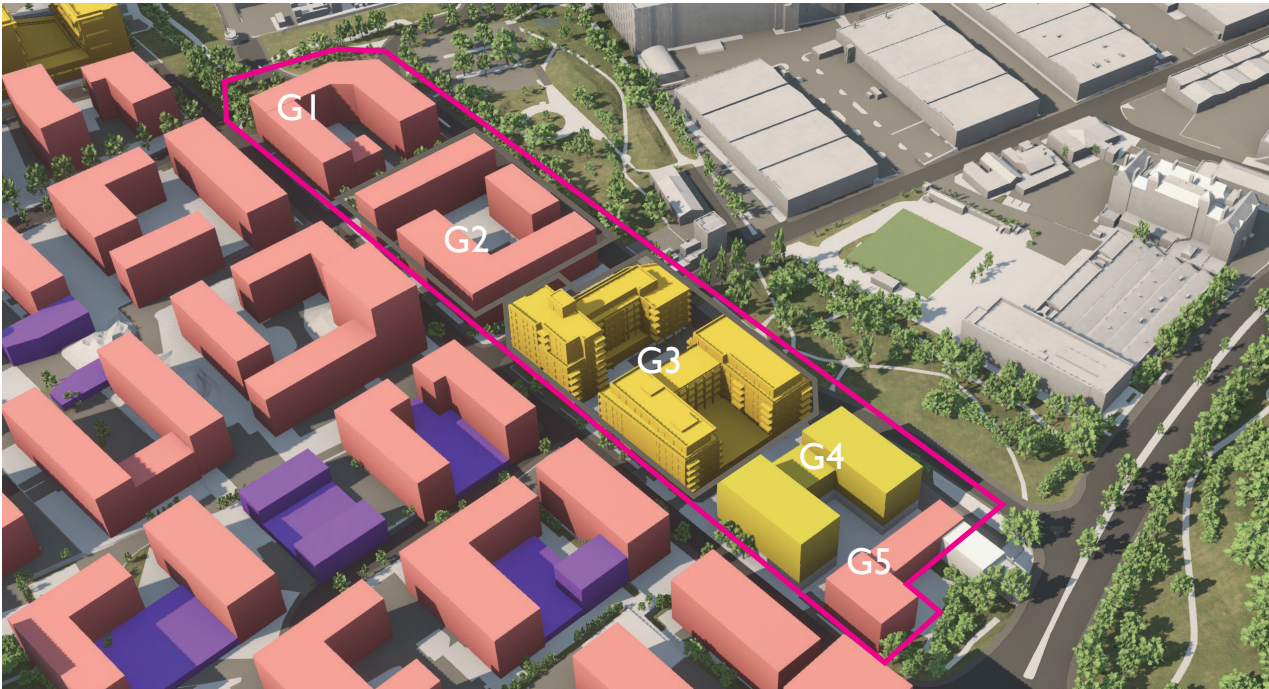
- Development at 61–81 Eastmoor Street to deliver 182 residential units and 1,140 sqm of commercial, retail, and community uses at ground floor level.
- Evelyn House, under construction in the south, to deliver 67 residential units and 524 sqm of commercial space at ground floor level.
- Remaining site allocation suitable for mixed-use development; to accommodate approximately 290 homes and 4,000 sqm of non-residential floorspace, suitable for commercial and light industrial 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 ‘Riverside Link’ bus route through Charlton Riverside, linking to Herringham Road and Anchor and Hope Lane.

Residential

Under construction

Non residential

Approved



Aerial view from the south-west

TYPE	Indicative units count
1 Bed	222
2 Bed	222
3 Bed	82
4 bed	11

Indicative site capacity
537 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 additional storey set back.
- Similar heights to be explored along Westmoor Street, with slightly taller elements at key junctions connecting pedestrian and cycle routes.
- Development to take into account the requirements of the Thames Estuary 2100 Plan and to accord with the security, access and operational requirements of the Thames Barrier.
- Residential development in proximity to safeguarded wharves to incorporate appropriate mitigation measures in line with the Agent of Change principle to ensure their continued 24-hour operation is not prejudiced.
- 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



5. 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 routed 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



Aerial view from the south-west

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 of around 10 storeys, ensuring they do not dominate the setting of heritage assets.
- Development to take into account the requirements of the Thames Estuary 2100 Plan and to accord with the security, access and operational requirements of the Thames Barrier and Thames Barrier Navigation Centre communication tower.



1. Birdseye view of the site



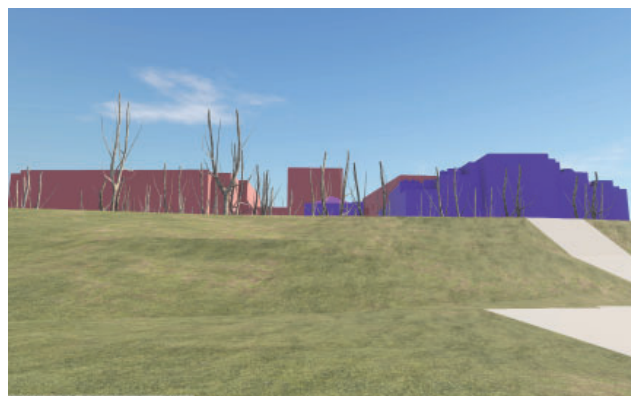
2. The site from south Eastmoor Street



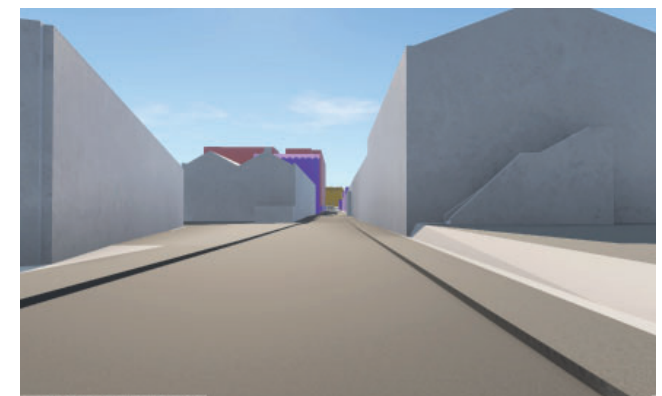
3. The site from outside the Thames Barrier (south side)



4. The site from Bowater Road



5. View from the Thames pathway



6. Access from Warspite Road

WOOLWICH DOCKYARD AND St. MARY'S

- The site will be masterplan-led in collaboration with the residents of the existing estates within the site, including fully engaging residents in the design process.
- 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 Path, 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.
- 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.



Aerial view from the south-west

- Residential
- Non residential
- Under construction
- Approved

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

- 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.
- Development must be set back from the River Thames tidal flood defences.
- Part of the site is situated within Flood Zone 3 and falls partially within an area at risk of flooding from a breach of the River Thames tidal flood defences.
- Finished floor levels should be situated appropriately above modelled flood levels, with all residential uses above the modelled breach flood level.
- 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.
- Development should be designed to incorporate opportunities for flood resilience, climate adaptation and riverside enhancements. It should consider the use of bioswales, rain gardens, and multi-functional green spaces to manage surface water effectively and contribute to a more resilient and ecologically rich urban environment.
- 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



3. View of one of the two statutory listed dock



4. View of Lord Warwick Street



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



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

WOOLWICH FERRY AND AMBULANCE STATION

- Development will deliver a mixed use scheme which incorporates and enables the continued operation of the Woolwich Ferry with its associated operational facilities and associated plant yard.
- Development should optimise the capacity of the site for the delivery of new homes, with a mix of sizes and tenures.
- The Ambulance Station will need to be re-provided at a suitable alternative location. The existing EV charging station should be relocated on a principal road elsewhere.
- Commercial and community uses to be provided. Commercial uses should reflect the site’s location within the 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.
- Development must be set back from the River Thames tidal flood defences.



Aerial view from the south

Residential

Under construction

Non residential

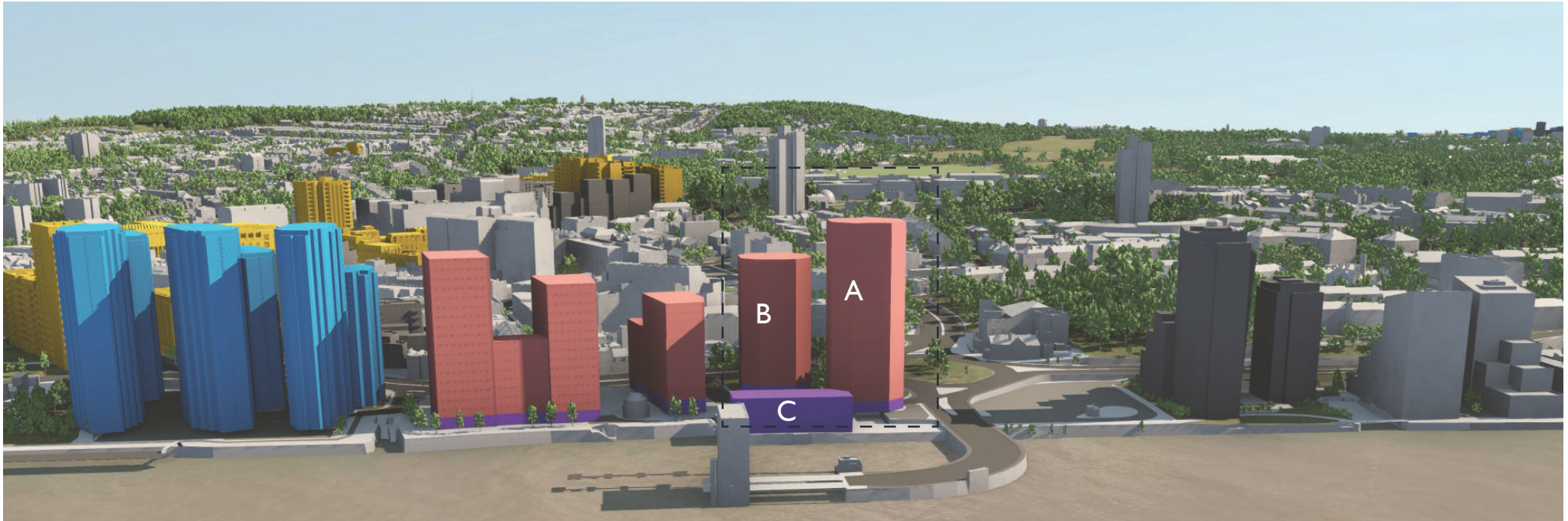
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	21	12449	420
B	16	9289	420
C	3		1700

TYPE	Indicative units count
1 Bed	82
2 Bed	80
3 Bed	41
4 Bed	10

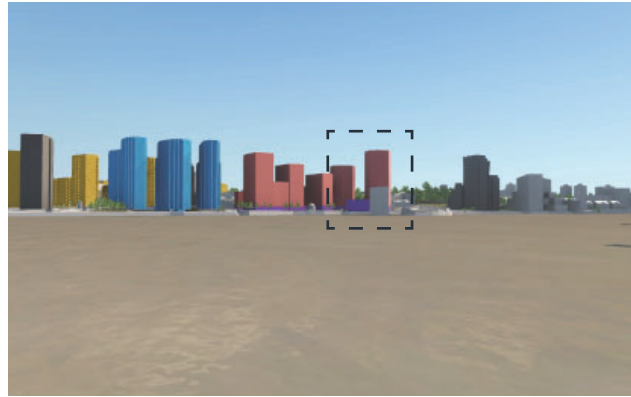
Indicative site capacity
213 residential units: GEA 21,738sqm
Indicative housing density: 355 units/ha
Non residential uses for Ferry infrastructure: GEA 1700sqm
Car parking of Ferry station: GEA 4400 sqm
Non residential (Commercial, Community uses): GEA 840sqm

- Part of the site is situated within Flood Zone 3 and falls partially within an area at risk of flooding from a breach of the River Thames tidal flood defences.
- Finished floor levels should be situated appropriately above modelled flood levels, with all residential uses above the modelled breach flood level.
- Redevelopment of the site will need to be phased to enable the continued operation of and access to the Woolwich Ferry and London Ambulance Service.
- Pedestrian and cycle permeability to be enhanced in alignment with TfL's Woolwich plans (Cycleway 4).
- 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 21 storeys may be appropriate.
- Buildings to step down in scale toward A206 roundabout, statutory listed Odeon Cinema, former Granada Cinema, and Woolwich Conservation Area.
- Distances from neighbouring developments to be designed to prevent excessive overshadowing of adjacent amenities.



Aerial view from the north

- Development should be designed to incorporate opportunities for flood resilience, climate adaptation and riverside enhancements. Flood plain and flood risk mitigation measures must be explored on the site in collaboration with the 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 A205 - John Wilson Street



3. Approach from Woolwich Curch Street - A206



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



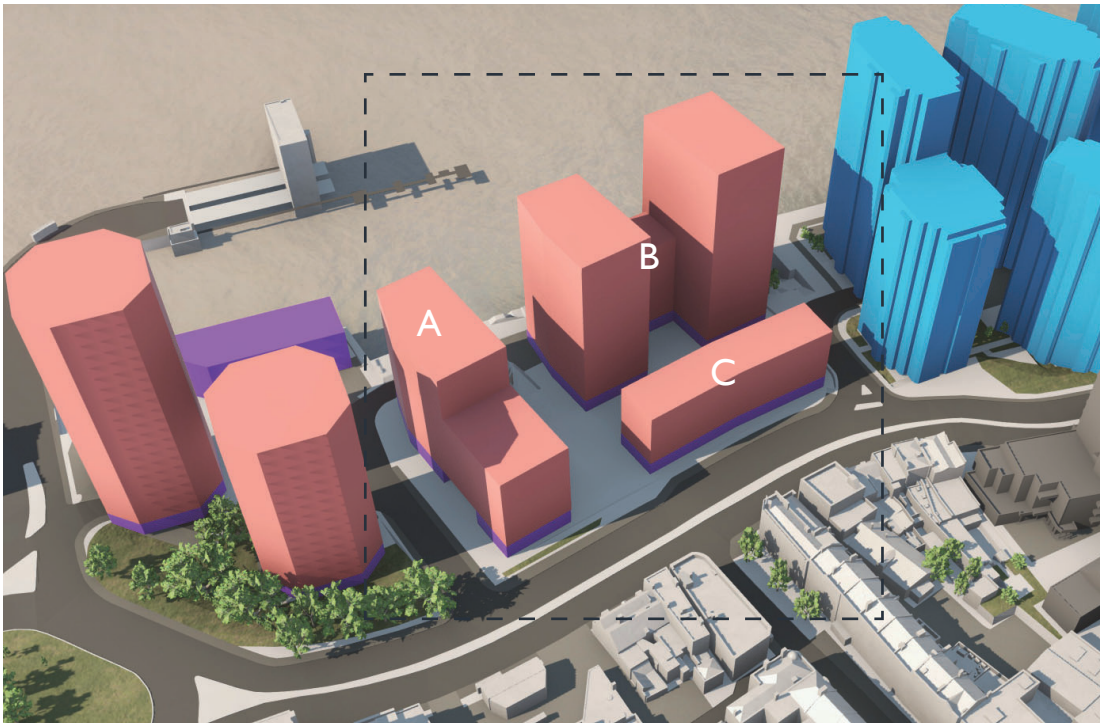
5. Approach from the western Thames pathway



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.



Aerial view from the south-west

- Residential

Under construction
- Non residential

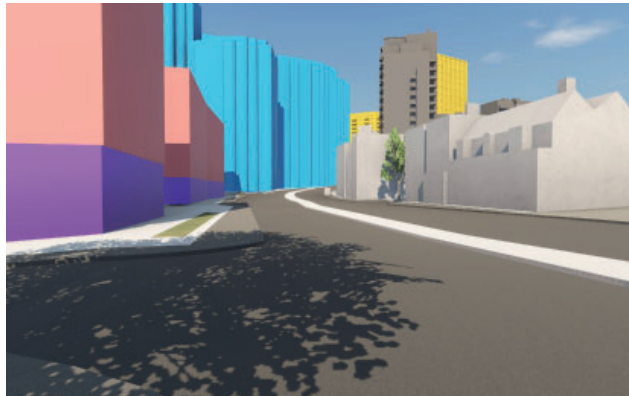
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	12	9229	520
B	Up to 18	19007	1130
C	6	3248	449

TYPE	Indicative units count
1 Bed	119
2 Bed	118
3 Bed	60
4 Bed	15

Indicative site capacity
312 residential units: GEA 32,587sqm
Indicative residential density: 380 units/he
Non residential uses: GEA 2099 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.
- Development should be designed to incorporate opportunities for flood resilience, climate adaptation and riverside enhancements. Urban greening should be maximised in the public realm with sustainable drainage systems incorporated.
- Allow tall buildings up to 18 storeys where appropriate.
- Development must be set back from the River Thames tidal flood defences.
- Part of the site is situated within Flood Zone 3 and falls partially within an area at risk of flooding from a breach of the River Thames tidal flood defences.
- Finished floor levels should be situated appropriately above modelled flood levels, with all residential uses above the modelled breach flood level.



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



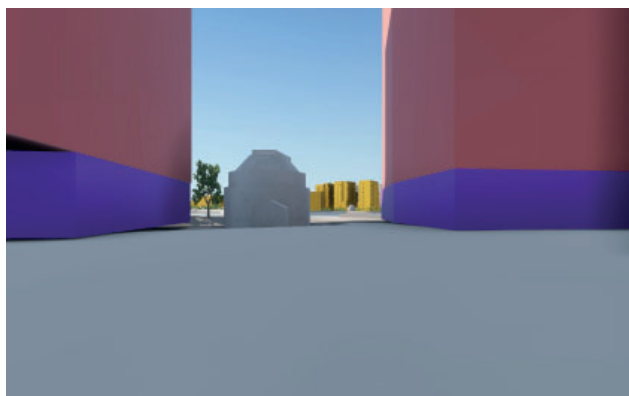
2. View from western Woolwich High Street - A206



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 community 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 Doctor’s House.
- Development and layout of the site should provide opportunities to enhance the connectivity of Woolwich Town Centre through linking development sites along Woolwich High Street to other parts of the town centre.

Residential

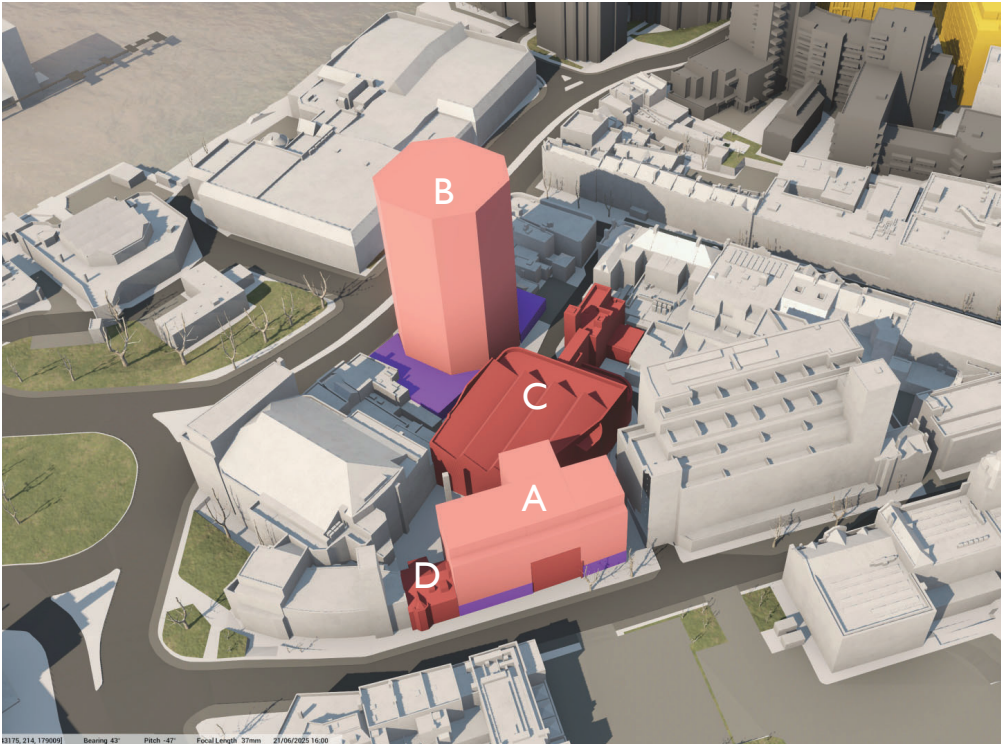
Under construction

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

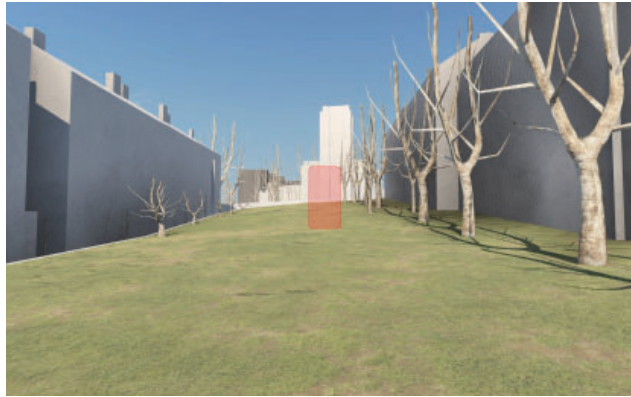


Aerial view from the south-west

TYPE	Indicative units count
1 Bed	57
2 Bed	57
3 Bed	23
4 bed	3

Indicative site capacity
140 residential units: GEA 14,081 sqm
Indicative housing density: 279 units/ha
Non residential uses: GEA 3191 sqm

- New buildings should integrate sensitively with the historic structures of the garage and the surrounding conservation area and contribute positively to the surrounding streetscape and internal pedestrian yard.
- A mid-rise block may be considered on Powis Street. The locally listed Doctor's House should be retained, providing a meaningful gap between the Grade II Former Granada Cinema and other landmark buildings including the tower of the RACS building and the new mid-rise block.
- Height of the mid-rise block should remain subservient to the cinema tower and avoid dominating or diminishing the significance of this important heritage asset from all approaches.
- A tall building of around 16 storeys may be explored on the part of the site facing Woolwich High Street, but this must mitigate potential visual impacts on views of the Grade II St. Mary Magdalene Church.
- 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.
- New development should seek to reduce the amount of embodied carbon associated with demolition of existing buildings.
- Any proposals for demolition should be fully justified and should demonstrate that a new building would be the most sustainable outcome.



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



5. View from Woolwich High Street



6. Approach from eastern Powis Street

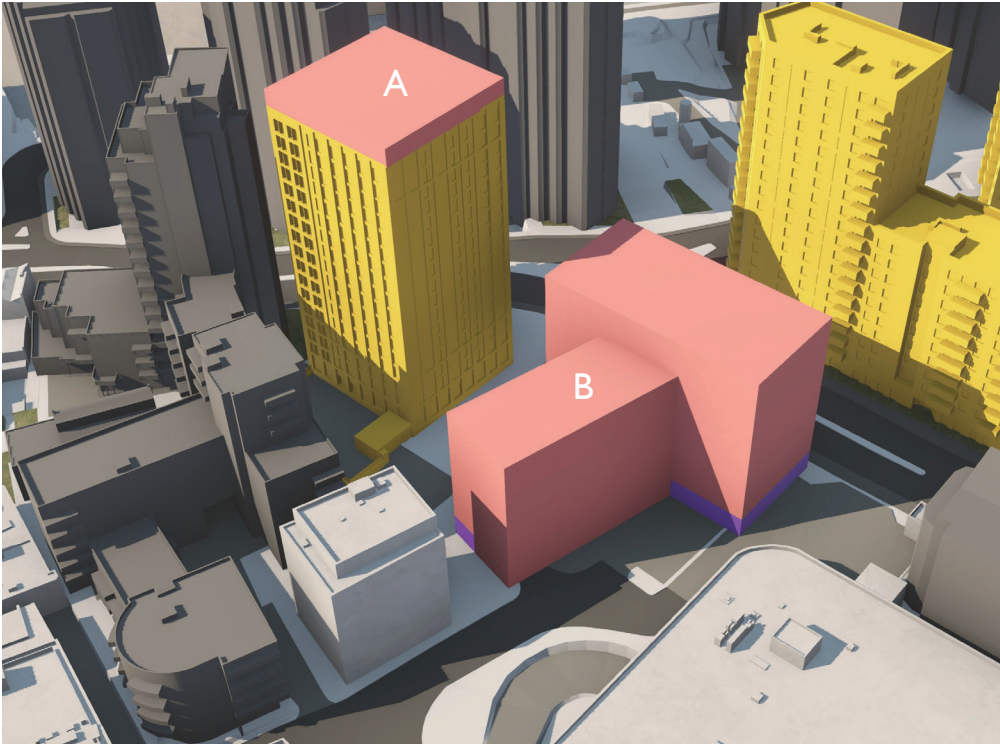
RIVERSIDE HOUSE

- 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 housing (as per the existing planning permission) 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.
- 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.

Approved massing

Residential

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non-residential - Indicative Gross External Area (GEA sqm)
A	18	13020.3	100
B	8 to 10	10737	972

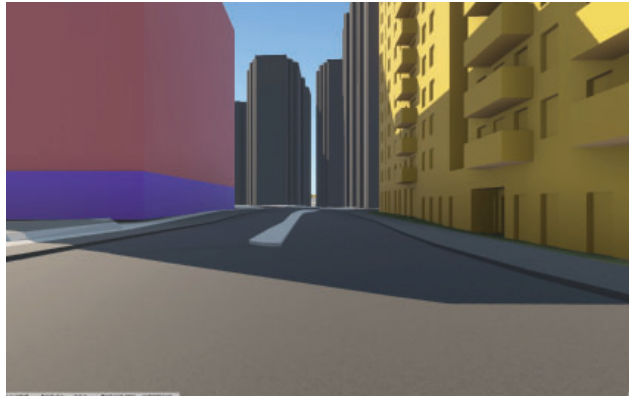


Aerial view from the south

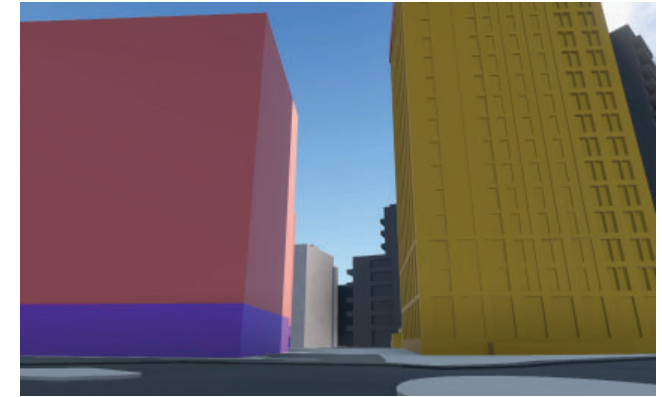
TYPE	Indicative units count
1 Bed	94
2 Bed	92
3 Bed	37
4 Bed	7

Indicative site capacity
230 residential units: GEA 23,757 sqm
Indicative housing density: 541 units/ha
Non residential uses: GEA 1072 sqm

- Enhance the existing public realm along Woolwich High Street, delivering a pedestrian-focused environment which is green, safe and accessible to all.
- 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.
- Block A to the north of the site along Woolwich High Street could accommodate around 10 storeys stepping down in height to 8 storeys for Block B to the south. Tall buildings may be appropriate on the site of around 18 storeys.



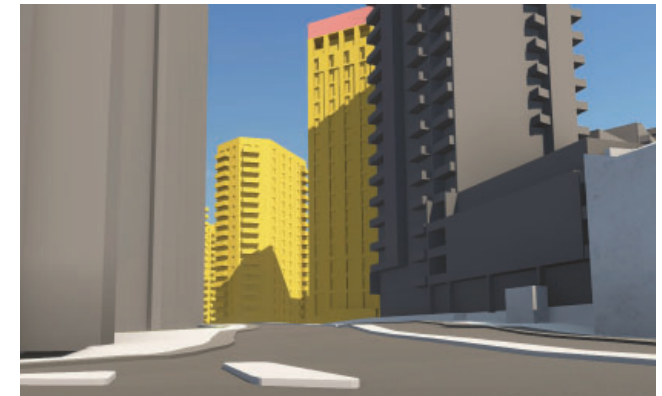
1. View from southern approach on Beresford Street



2. View from roundabout on Beresford Street



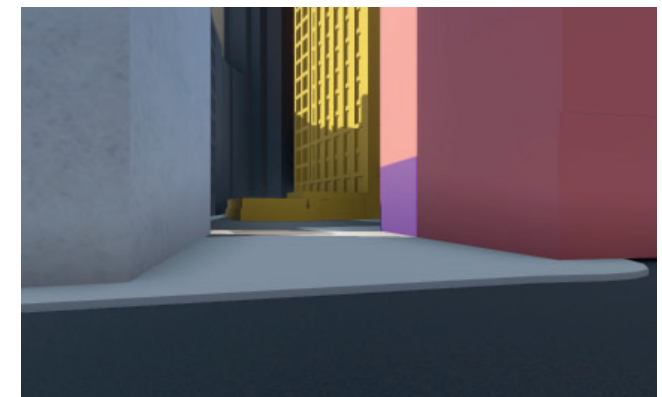
3. View opposite the site on Woolwich High Street



4. View from northern approach on Woolwich High Street



5. Approach from Bunton Street

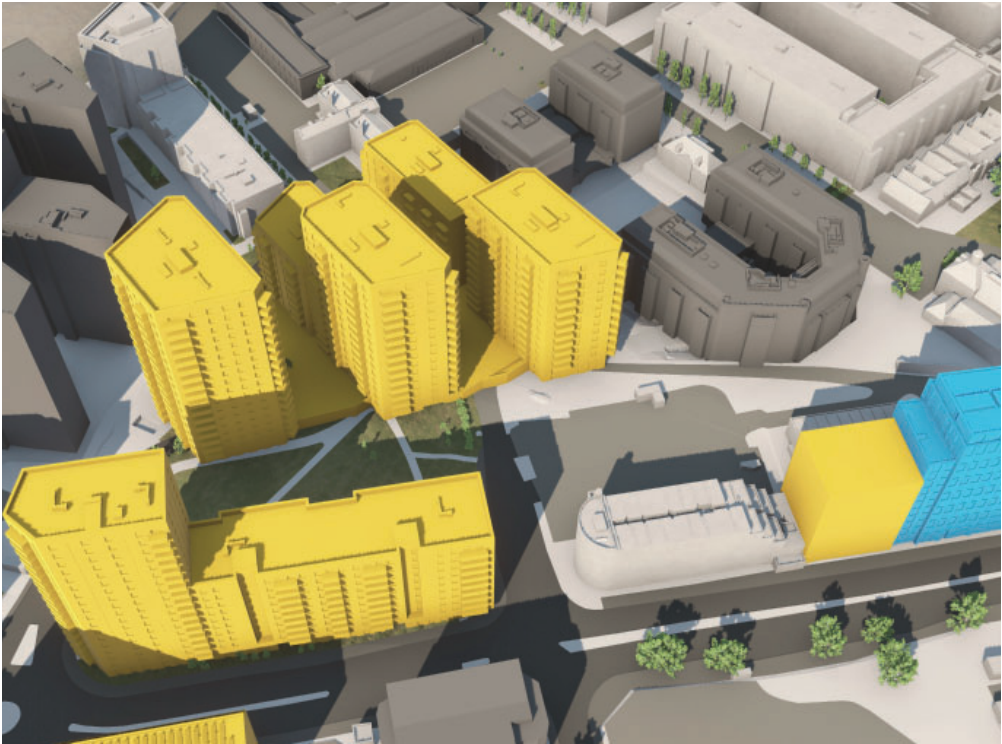


6. View from end of Bunton Street

ROYAL ARSENAL RIVERSIDE BLOCKS D&K

- Deliver a residential-led mixed-use development with ground floor commercial floorspace.
- 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 within the conservation area.
- 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.
- 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.

- Approved
- Under construction



Aerial view from the south-west

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

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

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

- 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 of around 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



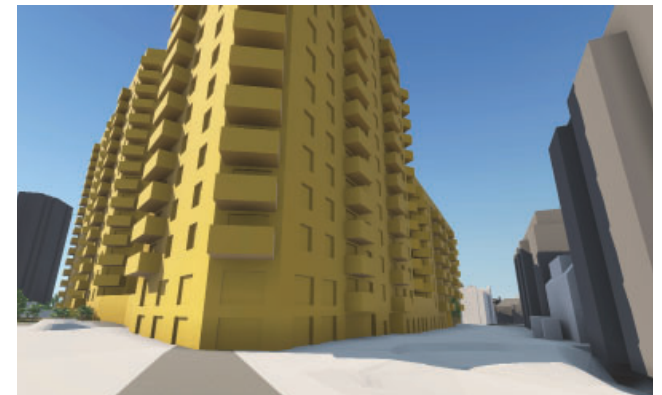
4. View from car park on New Warren Lane



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, community uses and residential uses on upper floors.
- Development to incorporate the existing market pound storage function.
- 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.
- Public realm to be improved along Beresford Street, Macbean Street, and Murray’s Yard.



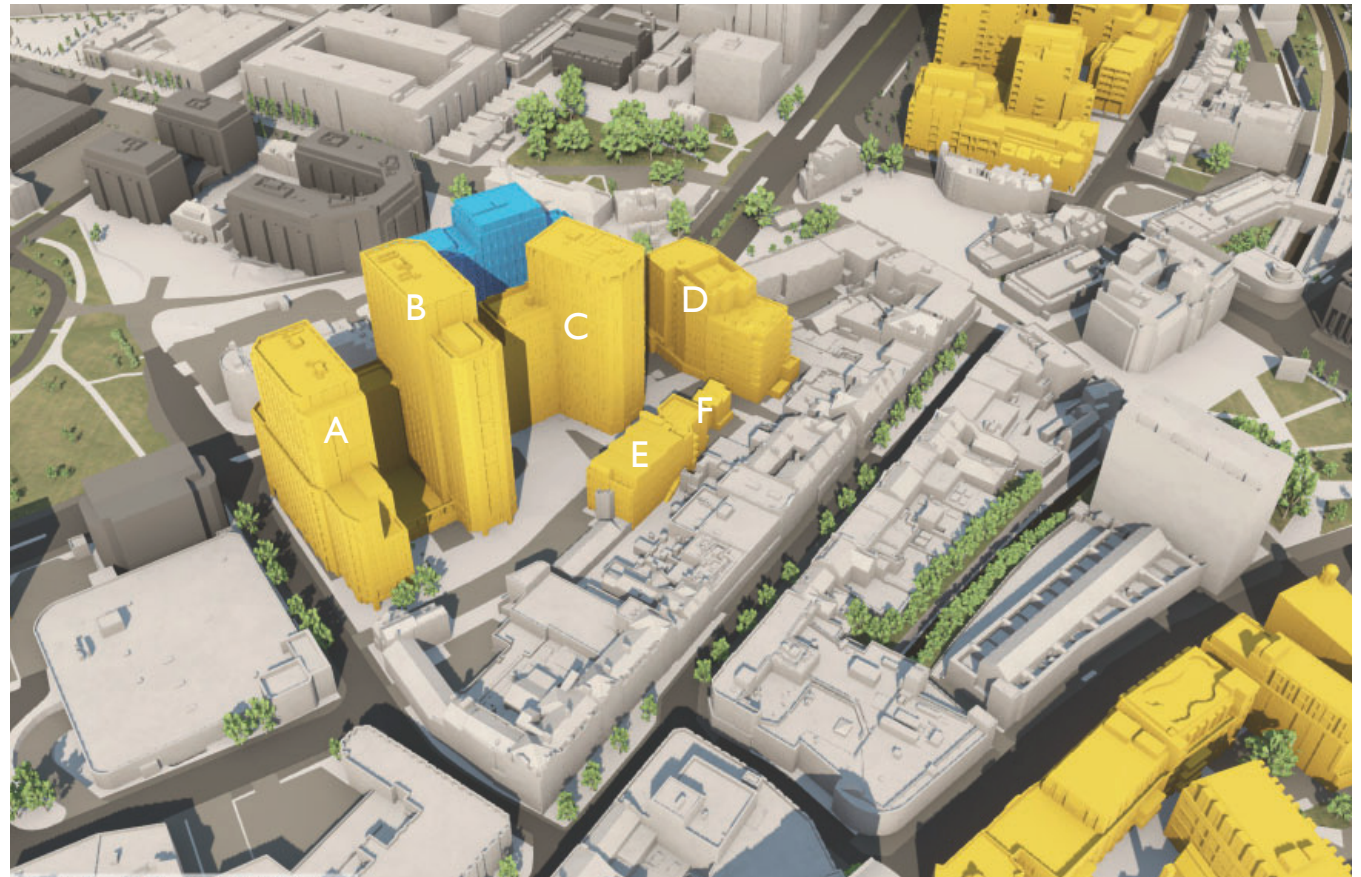
Aerial view from the north

- Under construction
- Approved

Block id	Number of storeys	Main Uses	Number of beds/rooms/units
A&B	10 to 19 and 23	PBSA	930 beds
C	11 to 19	Co-Living	425 rooms
D	8 to 10	Residential C3	62 homes
E&F	3 to 5	Residential C3	31 homes

Indicative site capacity
Equivalent number of homes: 701
Commercial/community: 498 sqm
Children nursery: 198 sqm
Market Pound: 858 sqm

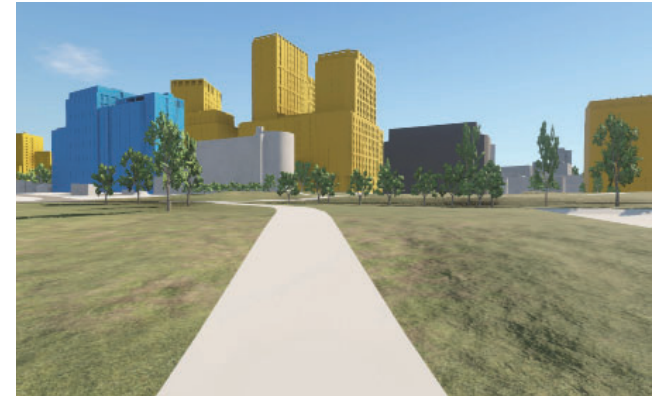
- A new public open space to be provided at Murray's Yard, with pedestrian routes connecting Powis Street and Beresford Street, and linking from Macbean Street.
- New development to be designed so that massing and architecture integrate comfortably within the surrounding townscape.
- Tall buildings of around 23 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 into and within Woolwich Conservation Area.
- 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.



Aerial view from the south-west



1. Approach from western Beresford Street



2. View from the open space in the Royal Arsenal



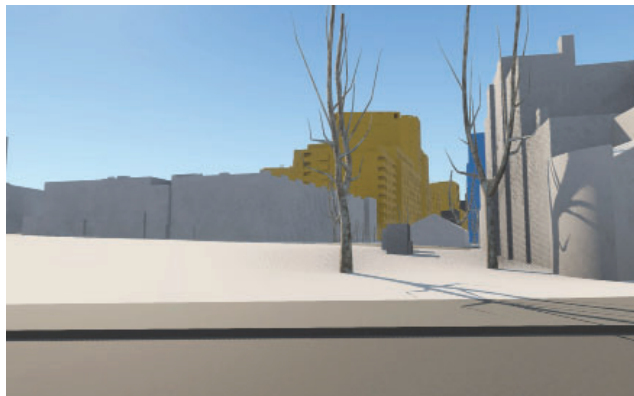
3. Approach from Powis Street



4. Approach from Macbean Street



5. View from No.1 Street, within the Royal Arsenal CA



6. View from Beresford Square



7. 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.
- 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 assets 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.
- 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.

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	607



Aerial view from the south

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 607 sqm

- Incorporate new planting and green infrastructure enhancements within the site and along street edges.
- Allow tall buildings of around 26 storeys, subject to conformity with London City Airport's Air Zone height controls.
- The Woolwich Elizabeth Line station's ventilation shaft and emergency evacuation stairs located on site must be retained due to operational requirements.



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 mixed-use scheme that includes flexible town centre uses and incorporates the Listed Woolwich Market and new public realm. Development should optimise the capacity of the site, with a mix of sizes and tenures.
- Protect or enhance heritage assets, mitigating any negative impacts.
- Positively incorporate the statutory listed 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



Aerial view from the 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 of around 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



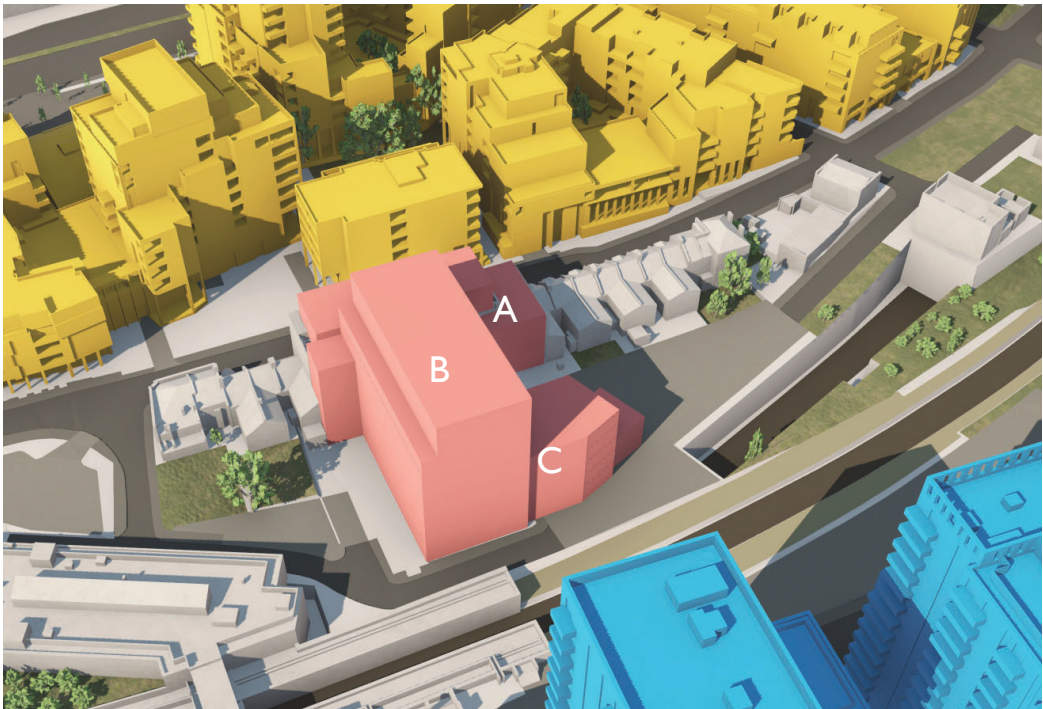
6. View from eastern end of Spray Street, west



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.
- Commercial uses should reflect the site’s location within the 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 proposed development to the rear of Woolwich Waves Leisure Centre, to avoid infilling the valley between clusters.



Aerial view from the south

Residential

Under construction

Non residential

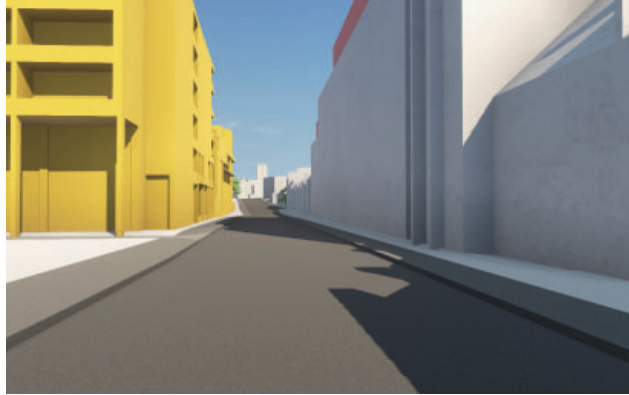
Approved

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	44
2 Bed	44
3 Bed	17
4 Bed	3

Indicative site capacity
108 residential units: GEA 10,907sqm
Indicative residential density: 318 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 of around 10 storeys may be appropriate.
- Engagement should be undertaken with Transport for London to ensure no operational impediment to the DLR.
- 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



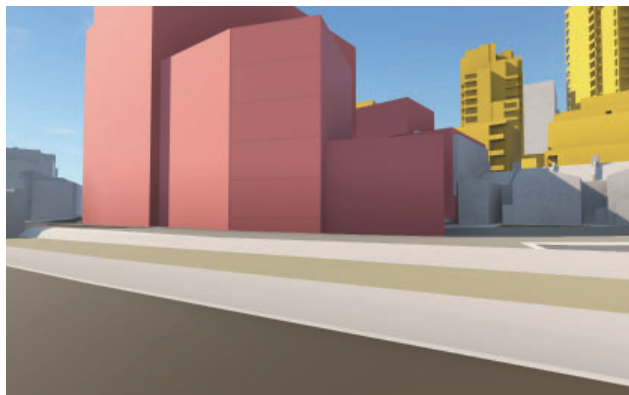
2. View from Woolwich High Road



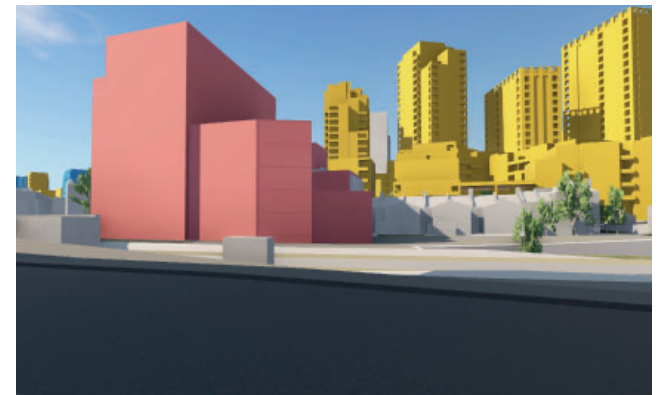
3. View from western Taylor's Works



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.
- Commercial uses should reflect the site's location within the Woolwich Town Centre, complementing existing uses within the centre. These should activate both Woolwich New Road and Greens End.
- 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.
- 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.



Aerial view from the south



Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	5	1585	343
B	6	1160	460
C	8	5505	474
D	6	3653	356
E	12	4747	430
F	9	3657	430
G	7	2955	430
H	6	8468	522

TYPE	Indicative units count
1 Bed	118
2 Bed	117
3 Bed	59
4 Bed	15

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

- 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 should avoid impacting negatively on the views of the Grade II listed Equitable House and be coherent with it in height terms.
- New development on the site should be designed to ensure that massing, heights and architecture are integrated comfortably with the surrounding townscape, including responding sensitively to the setting of the Woolwich Conservation Area. Any negative impacts on adjoining heritage assets or on the conservation area should be mitigated.
- 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 can progressively increase towards the central part of Vincent Road, the highest element of around 11–12 storeys in height, in front of the neighbouring amenity space of the Armstrong Estate.
- Gaps between blocks on Vincent Road to provide visual porosity and avoid continuous wall of development.
- A local-scale marker building by Woolwich Arsenal Station (Site B) may be appropriate where it does not cause harm to surrounding heritage assets. Development of the site should not create a wall of development, nor enable a clustering of tall buildings.
- Site B contains operational DLR and National Rail infrastructure and substations. Development will need to respond to railway safety and asset protection requirements, construction and possession constraints, and access and maintenance requirements associated with this infrastructure.
- Engagement with TfL and Network Rail is required to ensure no operational impediment upon this infrastructure.



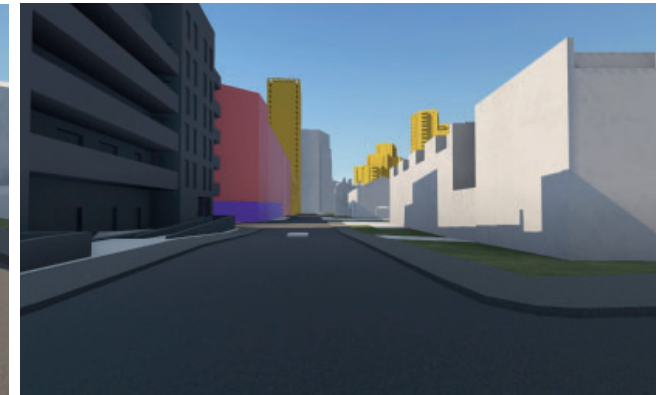
1. View of Plot A from Beresford Square



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 No1 Street / Dial Arch Square



6. Approach from General Gordon Place

WOOLWICH WAVES LEISURE CENTRE

- Deliver mixed use development including the new Woolwich Waves Leisure Centre, commercial uses and high density residential.
- Provide the new Woolwich Waves 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.

 Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	Leisure Centre 4 storeys		11,891
B	7 to 21		255

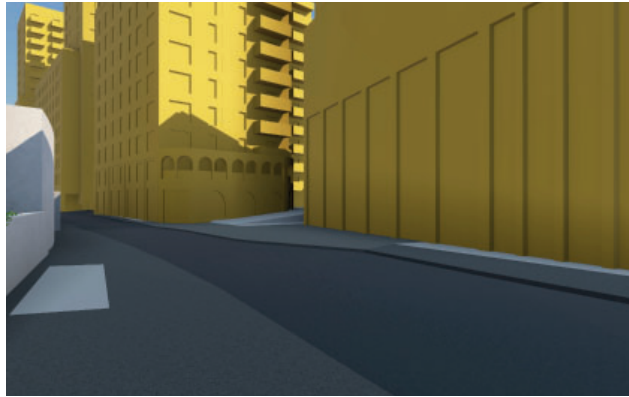


Aerial view from the south

TYPE	Indicative units count
Studio	37
1 Bed	199
2 Bed	264
3 Bed	55

Indicative site capacity
557 residential units
Indicative housing density: 355 units/ha
Non residential uses: GEA 12,144 sqm

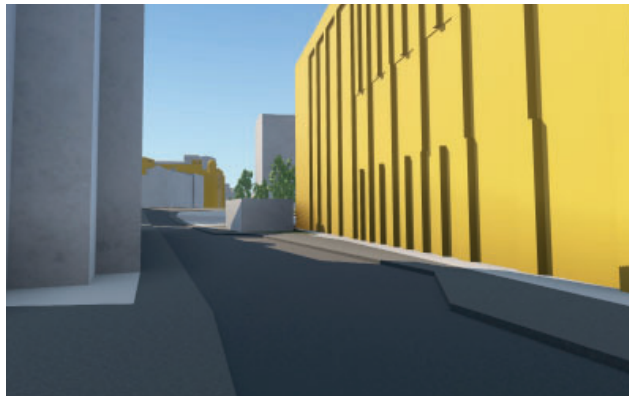
- Provide green infrastructure enhancements across the site, including new garden spaces, habitats and trees to improve biodiversity.
- Ensure environmental performance is integral to design, with microclimate mitigation built into buildings and landscapes.
- Provide a range of building heights across the site, stepping down towards General Gordon Square to ensure a transition in scale to lower rise buildings.
- Tall buildings may be appropriate on the site of around 18 storeys.



1. View east on Vincent 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 of the central open space



6. View from the Armstrong Estate



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). Buildings should balance optimising the site's capacity and mitigating visual impact on the townscape and views through appropriate materiality and scale.
- Ensure layout and legibility respond positively to the wider context and use suitable materials to harmonise with nearby heritage assets.
- Integrated into the bullet above regarding high-density residential-led development.
- Deliver a new pedestrian route linking Grand Depot Road to Love Lane.
- Development will deliver accessible routes connecting to the surrounding streets. New internal public realm will be active, vibrant, and have natural surveillance.

 Approved

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



Aerial view from the south

TYPE	Indicative units count
1 Bed	342
2 Bed	291
3 Bed	58
4 bed	9

Indicative site capacity	
700 residential units: GEA 60,144 sqm	
Indicative housing density: 384 units/ha	
Non residential uses: GEA 2,014 sqm	

- Provide an appropriate level of active frontages to generate liveliness and interest.
- Achieve significant improvements to the public realm. Public and communal amenity spaces should receive good levels of sunlight.
- Provide planting, hard surface treatments, and urban greening, contributing to a fully accessible pedestrian route to Tesco and Love Lane which provides space for activation and sizeable spill-out areas.
- Explore and implement opportunities to optimise biodiversity and sustainable design measures wherever practical.
- Allow tall buildings of around 16 storeys where appropriate.



1. Approach from South of South Circular Road



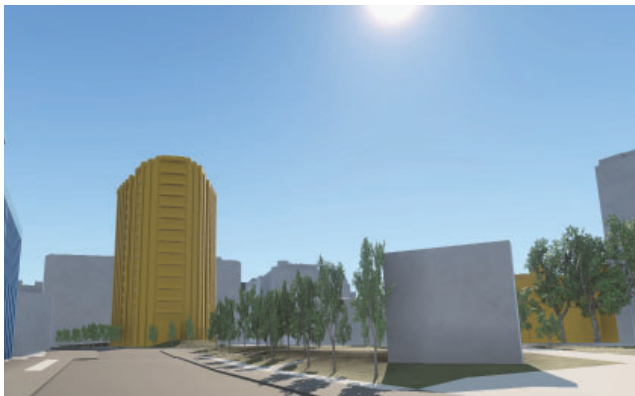
2. View from the north of South Circular Road



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

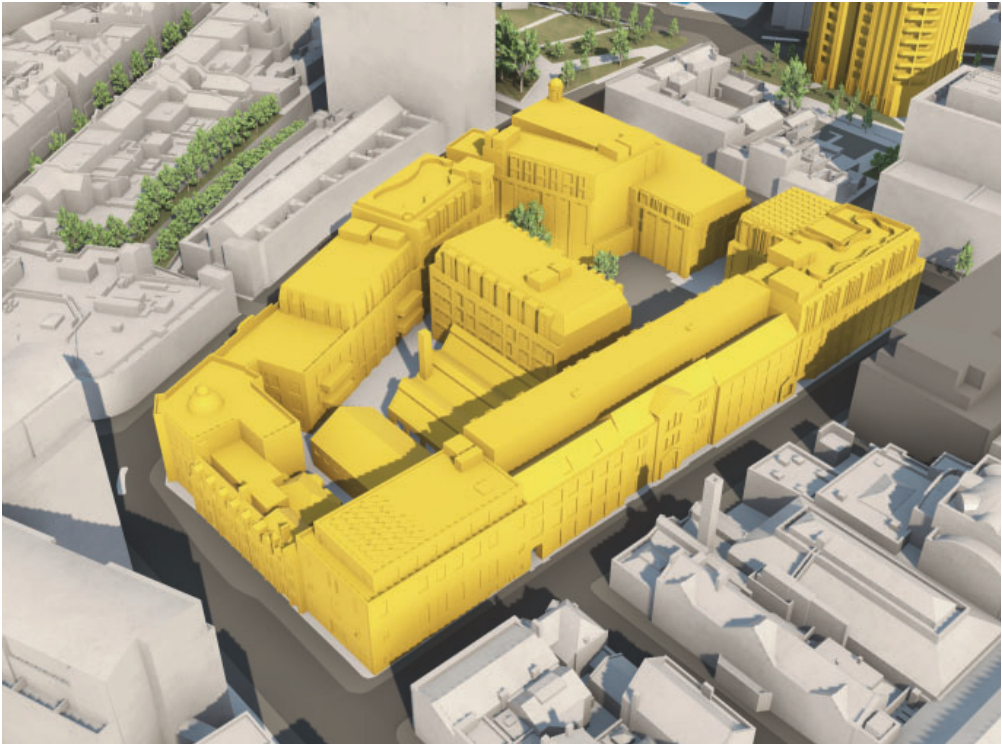


7. View from junction of Love Lane and Wellington Street

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



Aerial view from the 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. New development should seek to reduce the amount of embodied carbon associated with demolition of existing buildings.
- Fully justify any proposals for demolition and demonstrate that a new building would be the most sustainable outcome.



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



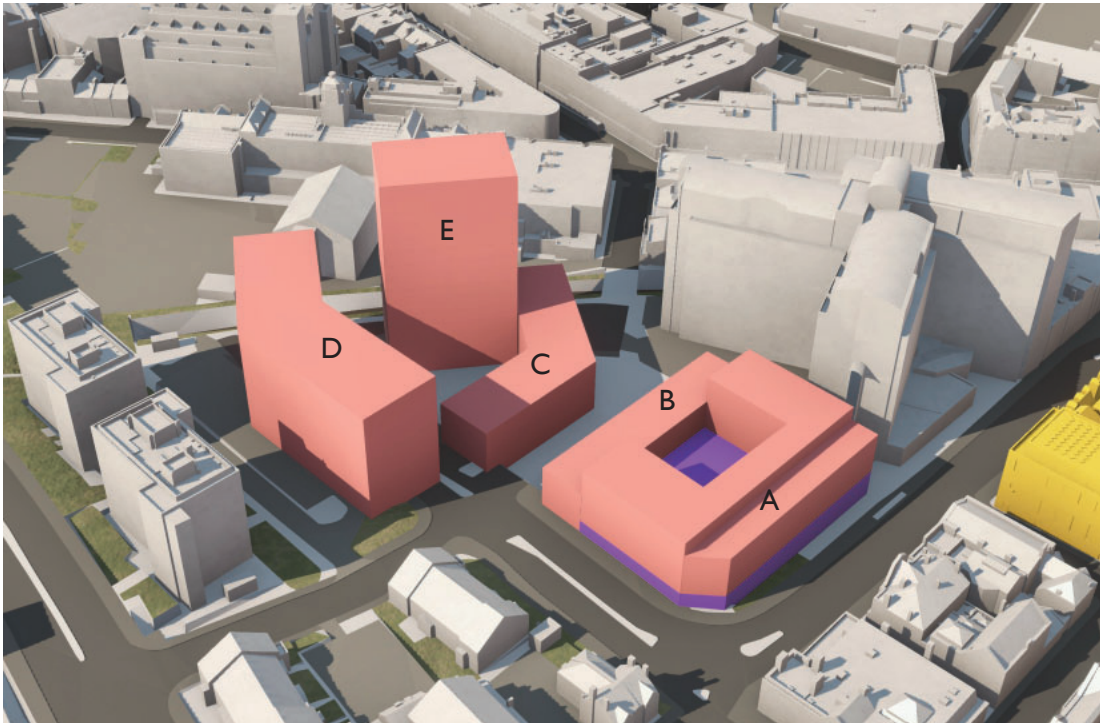
7. View into the site from Thomas Street

CALDERWOOD STREET CAR PARK

- Mixed-use, residential-led development with opportunities for commercial/retail uses on the ground floor.
- Commercial uses should reflect the site's location within Woolwich Town Centre and complement existing uses within the centre.
- The site is located close to the railway which sits within a cutting. Technical details in relation to any piling and/or other engineering operations will need to be discussed in detail with Network Rail's Asset Protection Team.
- 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 nearby heritage assets.

Residential

Non residential



Aerial view from the south

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	4 to 5	4260	1623
B	3 to 4	1859	
C	4	3228	
D	8	9107	
E	15	7522	

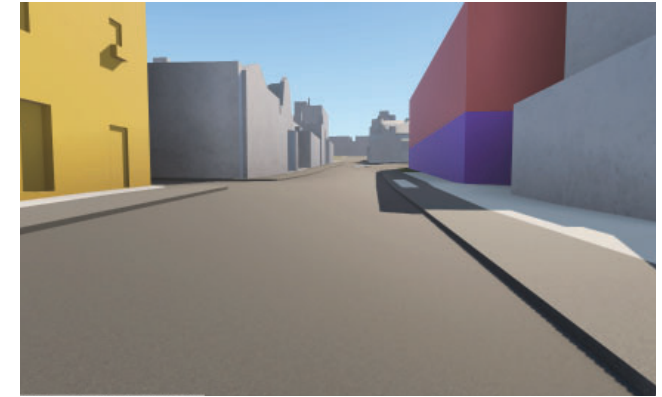
TYPE	Indicative units count
1 Bed	95
2 Bed	93
3 Bed	46
4 Bed	11

Indicative site capacity
245 residential units: GEA 25,976 sqm
Indicative housing density: 278 units/ha
Non residential uses: GEA 1623 sqm

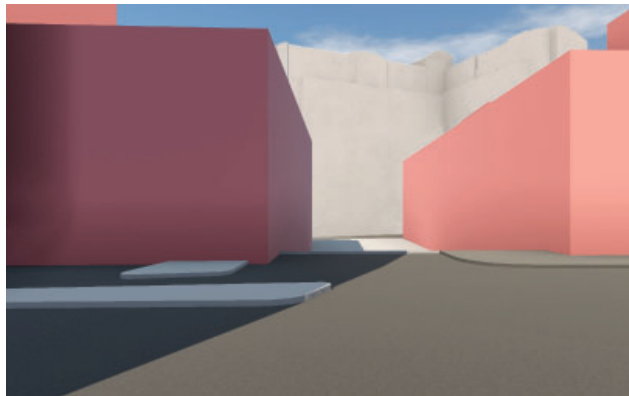
- Activate Calderwood Street, Monk Street, and internal open spaces and pathways through commercial uses and residential lobbies.
- A new access route to be provided through the site to improve connectivity and accessibility to Powis Street, prioritising pedestrians and cyclists.
- Provide a new visual 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.
- A new and improved public realm to be delivered across the site, concentrated along the designed cycle/pedestrian route and in new spaces created between buildings.
- Tall buildings of around 15 storeys may be appropriate.
- Taller elements should be set back behind the roof line when viewed from Calderwood Street to maintain a human scale on Calderwood Street.



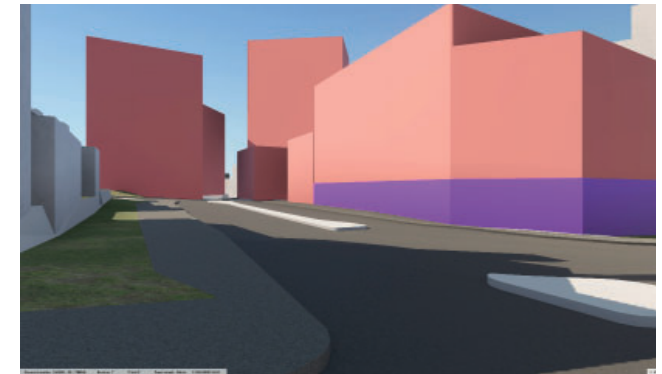
1. Approach from western Calderwood Street showing the listed buildings that face the site



2. Approach from eastern Calderwood Street showing the listed buildings that face the site



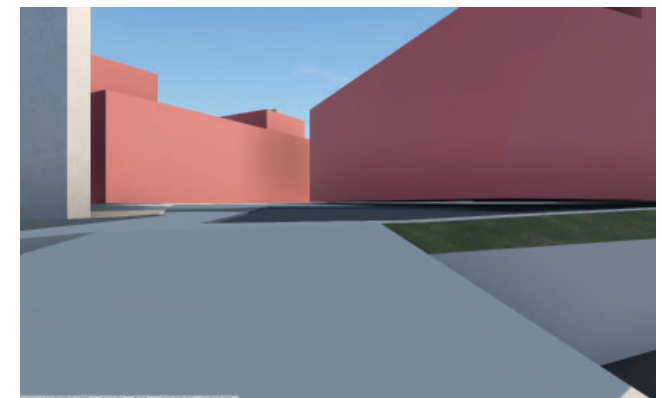
3. Approach from Castile Road



4. View from the junction of Calderwood Street and Monk Street



5. View from northern end of Monk Street



6. View from the bridge at Barnard Close

VICTORIA HOUSE

- Provide a residential care home with 70 bedspaces.
- Other residential uses may be appropriate but should be discussed further with the Council.
- Retain and conserve the primary facades and significant historic features of Victoria House so that the architectural character of the building is not lost, and the character and appearance of the Conservation Area is preserved or enhanced.
- Design and lay out to minimise harm to the locally listed 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 cycle and car parking in line with Local Plan and London Plan standards.
- Leverage existing public transport and active travel connectivity.

Care home



Aerial view from the 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

- 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. There should not be any harm to existing green spaces, habitats or SINC.
- Ensure building height aligns with the surrounding townscape, with no tall buildings permitted.
- Improvements to landscaping and sensitive re-use of the locally listed heritage asset are expected.



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

GUNNERY TERRACE

- Mixed-use redevelopment comprising residential, employment and commercial uses.
- Non-residential floorspace to maintain employment capacity consistent with the LSIS designation.
- Commercial uses reflecting the site’s location within Woolwich Town Centre.
- Active frontages and residential entrances along Plumstead Road, Arsenal Way, Cornwallis Road and internal open spaces.
- The locally listed building on-site (Gunnery House) presents an important heritage consideration, with retention of at least its front elements and roofs forming part of the redevelopment strategy.
- Massing, height and architectural approach informed by the surrounding townscape context and the setting of nearby heritage assets, including Gunnery House, the Royal Arsenal Conservation Area, the Woolwich Conservation Area and nearby listed buildings.



Aerial view from the north

Residential

Under construction

Non residential

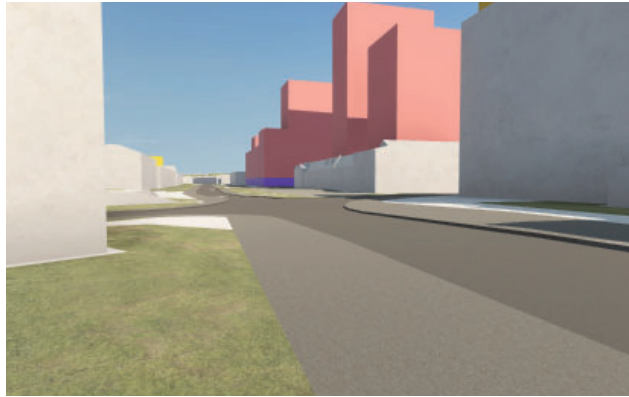
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	12	7,900	
B	19	10,098	
C	2		7800

TYPE	Indicative units count
1 Bed	73
2 Bed	72
3 Bed	28
4 Bed	5

Indicative site capacity
178 residential units: 17,998 GEA sqm
Indicative housing density: 193 units/ha
Non residential uses: 7800 GEA sqm

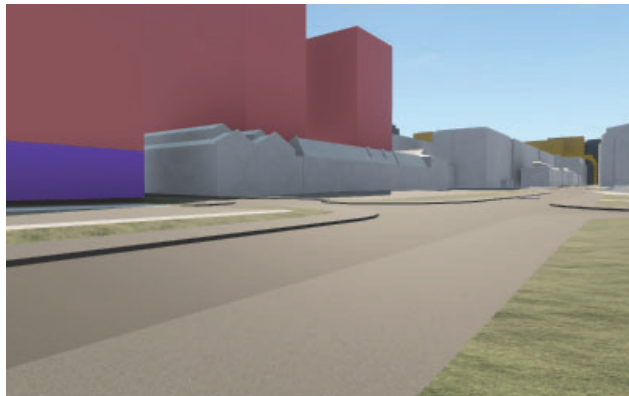
- Potential for taller buildings on the Cornwallis Road interface, with heights stepping down towards the Royal Arsenal.
- Building heights constrained by London City Airport Air Zone controls.
- Provision of private and communal amenity space for future occupants.
- Opportunities to improve pedestrian permeability and connections to Woolwich Town Centre.
- Public realm enhancements along Arsenal Way, Cornwallis Road and Plumstead Road.
- Retention of existing street trees.
- Additional planting and green infrastructure within the site and along street frontages.
- Flood mitigation measures incorporated into redevelopment proposals.



1. Approach from western Duke of Wellington Avenue



2. View from Arsenal Way



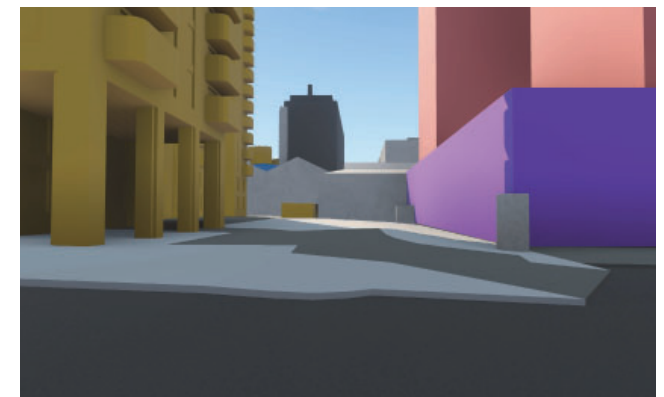
3. Approach from eastern Duke of Wellington Avenue



4. Approach from Cornwallis Road



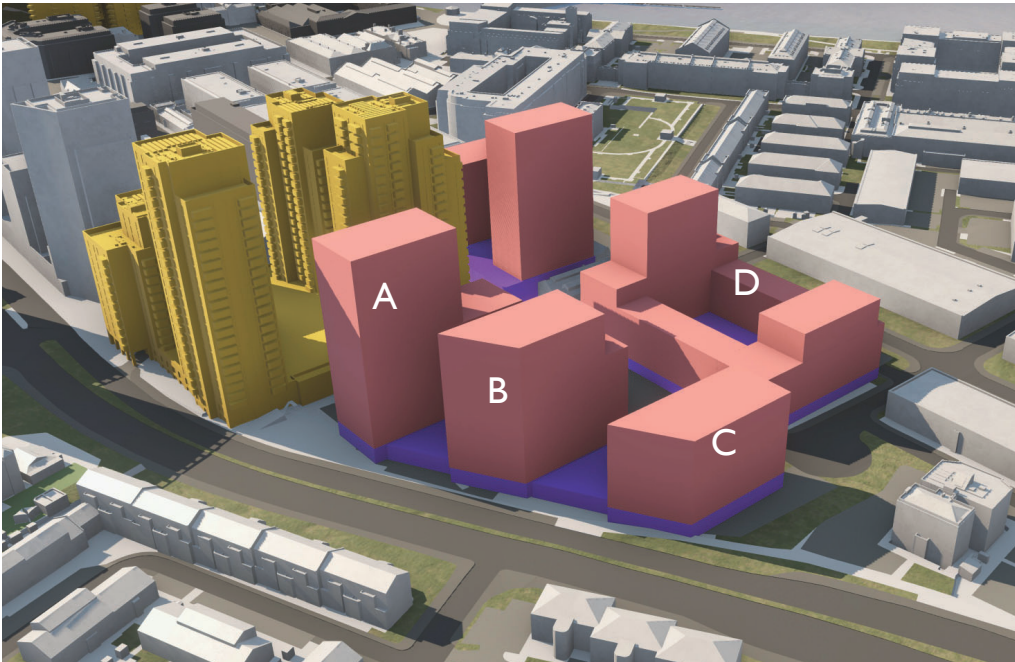
5. View from IO Centre



6. Interface with neighbouring OSD East approved scheme

IO CENTRE

- Residential-led mixed-use development.
- Flexible office, commercial, industrial, storage and logistics uses at ground and first floor level, with residential uses on upper floors.
- Non-residential uses to support the function of the designated LSIS and maintain overall employment capacity.
- Commercial uses to complement and reinforce the role of Woolwich town centre.
- Commercial uses and residential lobbies to activate Plumstead Road, Duke of Wellington Avenue, Skeffington Street, Cornwallis Road and internal open spaces.
- Development to respond sensitively to the surrounding townscape, including the Royal Arsenal Conservation Area, Woolwich Conservation Area and nearby listed buildings.
- Development to preserve or enhance the significance and setting of heritage assets and mitigate any potential harm.



Aerial view from the south-east

Residential

Under construction

Non residential

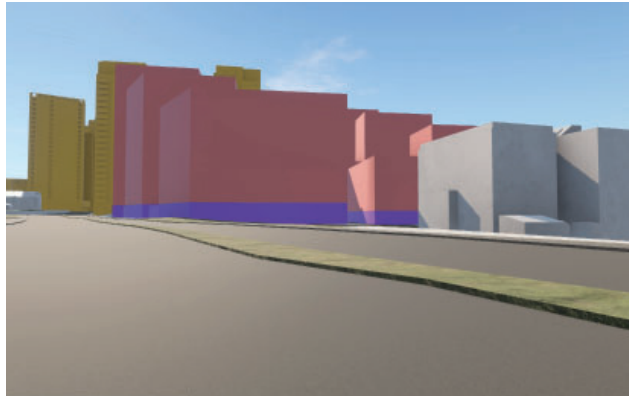
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	19	15,644	1080
B	15	10364	849
C	10	6568	820
D	5 to 15	24061	4559

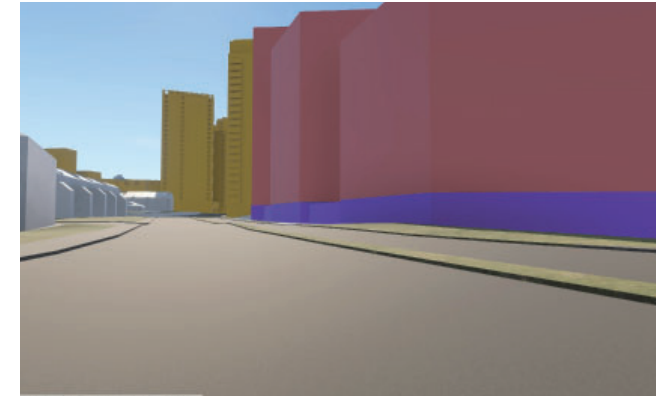
TYPE	Indicative units count
1 Bed	233
2 Bed	230
3 Bed	93
4 Bed	18

Indicative site capacity
574 residential units: 56,637 GEA sqm
Indicative housing density: 334 units/ha
Non residential uses:7868 GEA sqm

- Building heights to vary across the site, with potential for taller elements of up to around 19 storeys (subject to London City Airport Air Zone constraints), stepping down towards the eastern part of the site.
- Provision of sufficient private and communal amenity space to support a range of users.
- Development to make effective use of public transport and active travel connections.
- Servicing and delivery arrangements to be clearly defined and appropriately integrated.
- Communal spaces to be active, well-overlooked and designed to achieve good levels of sunlight, with acceptable noise and air quality.
- Public realm to incorporate planting, hard surface treatments and urban greening.
- Existing street trees to be retained, with additional planting and green infrastructure provided across the site and along street frontages.
- Development to incorporate flood mitigation measures.



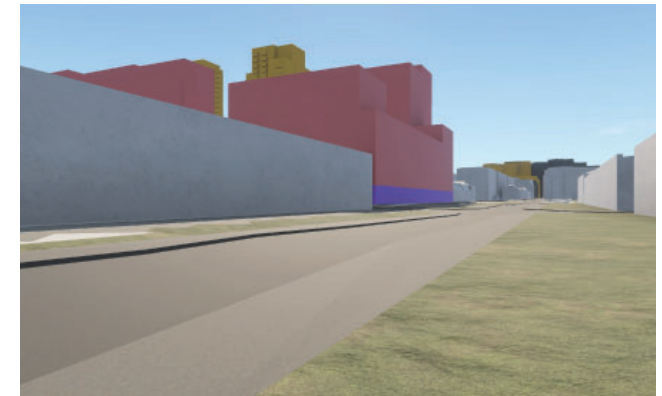
1. Approach from eastern Plumstead Road



2. View from Plumstead Road



3. Approach from western Duke of Wellington Avenue



4. Approach from eastern Duke of Wellington Avenue



5. View of the central open space on the site

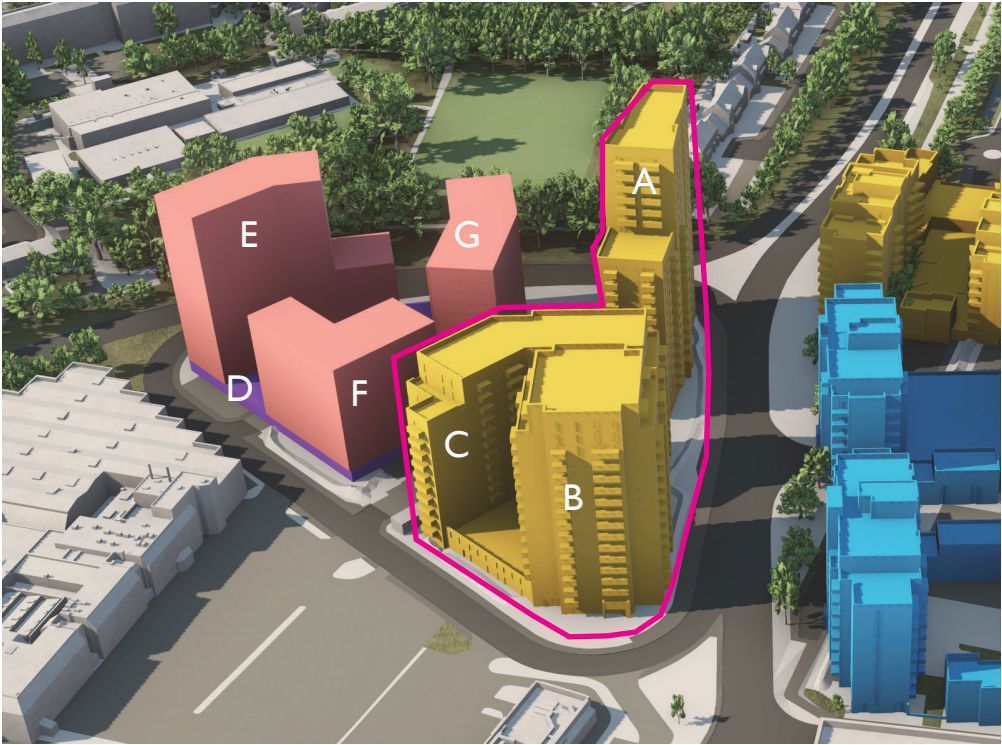


6. Rooftop view

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: 24/1565/R



Aerial view from the south

- Residential
- Under construction
- Non residential
- Approved

TYPE	Approved units count
1 Bed	167
2 Bed	204
3 Bed	8
TOTAL A, B and C	379 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)

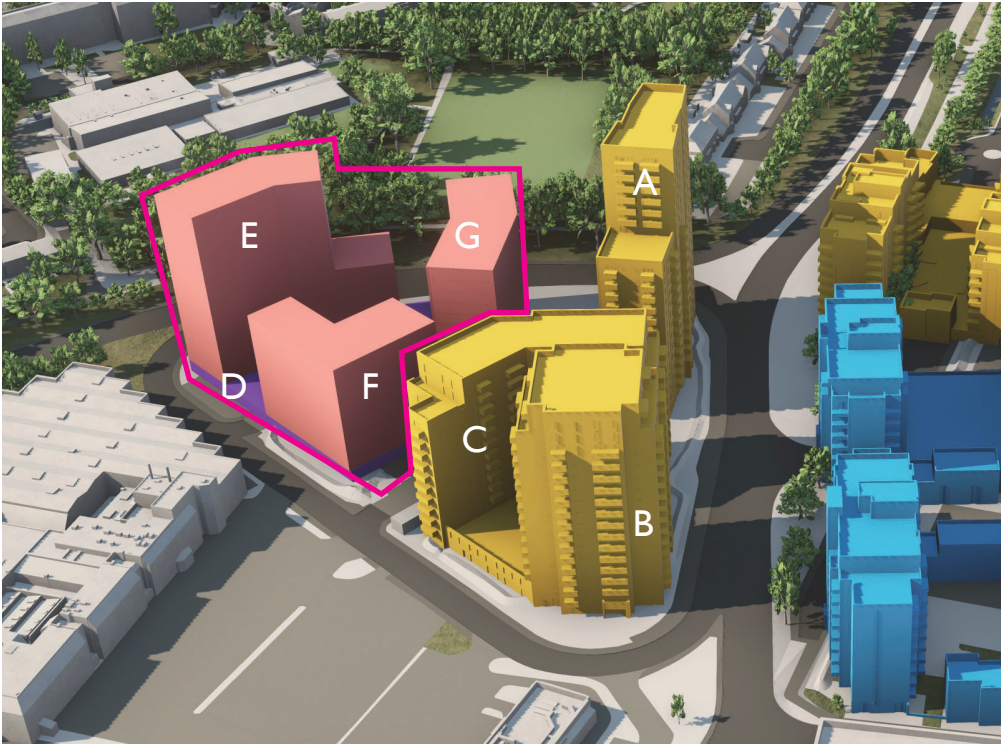
Residential

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	2400
E	15 (above podium)	11933	0
F	9 (above podium)	6540	0
G	11 (above podium)	8877	0

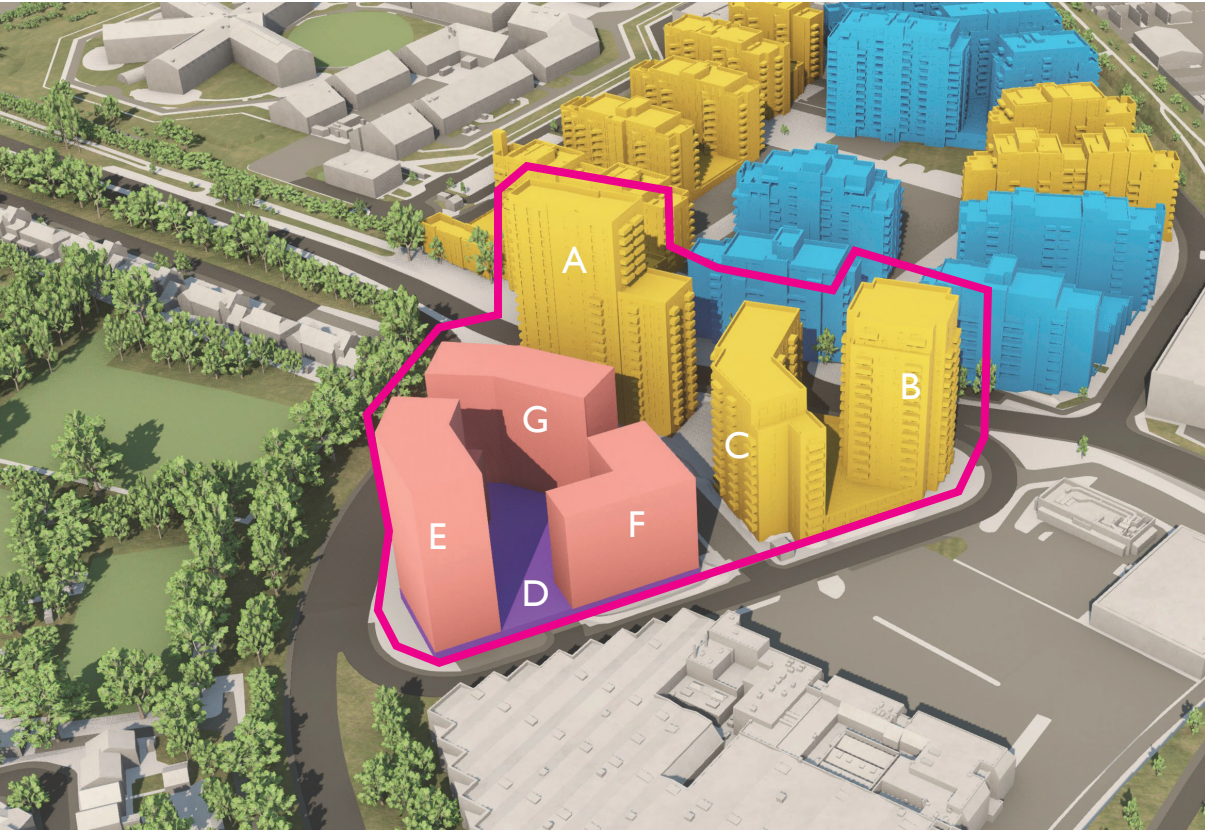


Aerial view from the south

TYPE	Indicative units count
1 Bed	112
2 Bed	110
3 Bed	44
4 bed	8

Indicative sub-site capacity (D, E, F and G)
274 residential units: GEA 27350 sqm
Indicative housing density: 360 units/ha
Non residential uses: GEA 2400 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 Bus Transit proposals connecting Woolwich, Thamesmead and Abbey Wood.
- 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.
- A taller element, of around 16 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.



Aerial view from the south-west

Pettman Crescent North

Overall site capacity

- Residential
- Under construction
- Non residential
- Approved

TYPE	Indicative units count
1 Bed	279
2 Bed	314
3 Bed	52
4 bed	8

Overall site indicative capacity
653 residential units
Non residential uses: GEA 2400 sqm



1. Approach from Plumstead station



2. View from the southern Plumstead Road



3. View from western Pettman Crescent



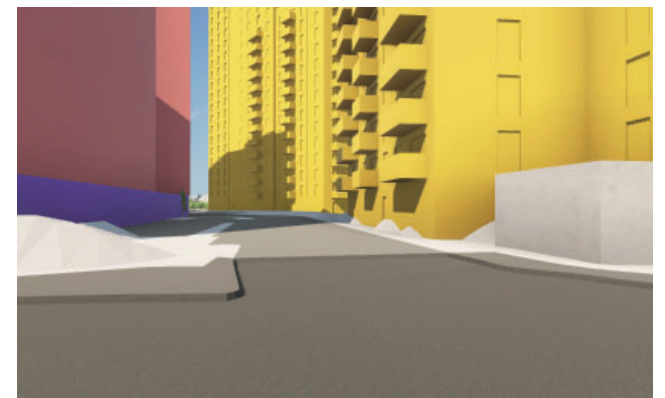
4. View from the north side of the crescent



5. View from Tom Cribb Road



6. Approach from northern Western Way



7. 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 the site, connecting with neighbouring communities and providing an attractive green route to Gallions Park, including reactivation of the Thames Path and potential reactivation of the statutory listed Lock and Swing bridge to enhance permeability and integrate its role within 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.



Aerial view from the south

Residential

Under construction

Non residential

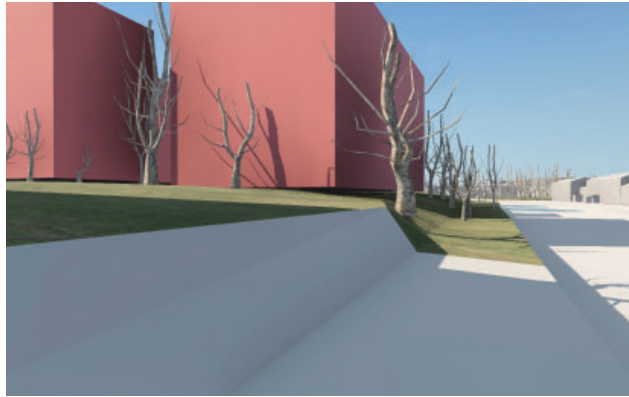
Approved

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	3 to 5	6912	
B	6	12109	
C	6	12126	
D	6	14448	
E	10	6669	250
F	5 to13 and 18	18052	

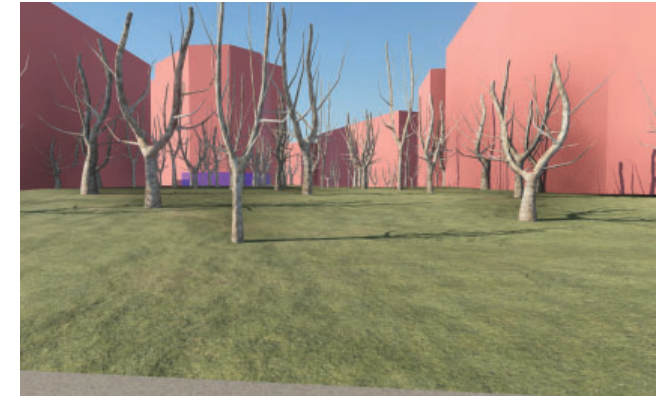
TYPE	Indicative units count
1 Bed	288
2 Bed	284
3 Bed	115
4 Bed	23

Indicative site capacity
710 residential units: 70,316 GEA sqm
Indicative housing density: 124 units/ha
Non residential uses: 250 GEA sqm

- 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 around 18 storeys may be appropriate on the waterfront.
- Highest-quality trees on the site to be preserved and integrated with new groupings and alignments where possible. 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.
- Development to respond to existing natural and environmental assets on site.
- Development to recognise the site's relationship with the tidal flood defences according to TE2100 requirements.



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



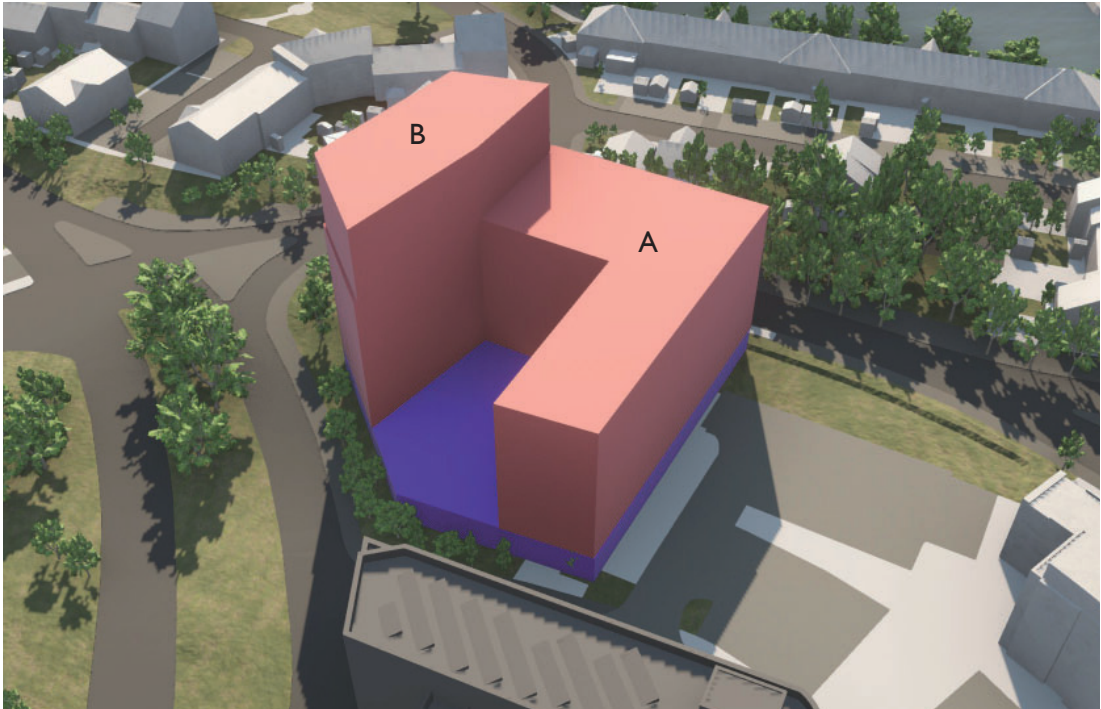
6. View from the eastern Thames Path

FORMER 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.

Residential

Non residential



Aerial view from the south-west

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	7	7393	1715
B	3 above shoulder	1180	

TYPE	Indicative units count
1 Bed	32
2 Bed	32
3 Bed	12
4 Bed	2

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

- Deliver a vibrant mix and clear hierarchy of communal and public amenity spaces. Building heights up to around 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.



1. Approach from south western side of Western Way



2. View from Western Way



3. View from car park on Thames Road



4. View from junction on Merbury Road and Battery Road



5. View from the west of the site on Battery Road



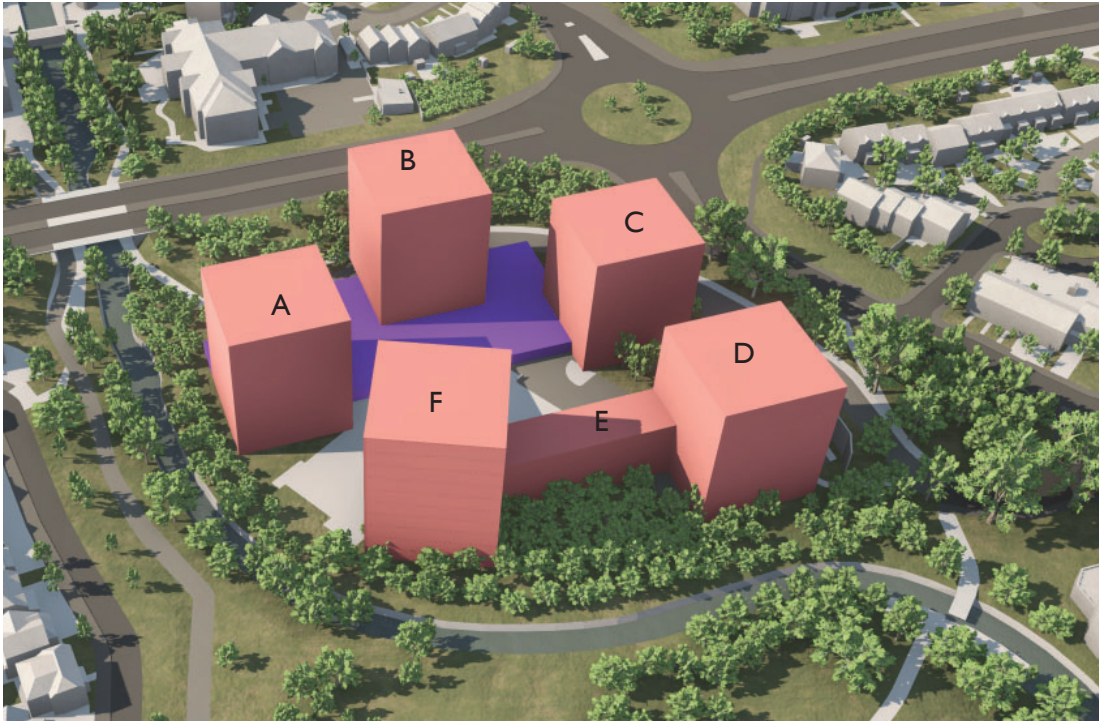
6. View from junction of Battery Road and Western Way

GALLIONS REACH HEALTH CENTRE

- Development to provide a residential-led scheme with 50% affordable housing.
- Existing health facility to be re-provided on site with provision required to maintain continuity of care during redevelopment.
- 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



Aerial view from the south

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	10	5756	0

TYPE	Indicative units count
1 Bed	99
2 Bed	98
3 Bed	49
4 Bed	12

Indicative site capacity
258 residential units: GEA 26,709 sqm
Indicative housing density: 184 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.
- Development should be set back appropriately from the canal to support biodiversity and access.
- 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 green and blue network.
- Allow tall buildings up to around 10 storeys, subject to scrutiny of potential harm to the neighbouring area.



1. View from the bridge on Central Way



2. View from south east entrance



3. View from Hawksmoor Park to the south



4. View from Clock Tower Mews



5. View from Hutchins Road



6. 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 and delivering approximately 820 homes supported by 3,000 sqm of non-residential floorspace.
- 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 and to maintain overall employment capacity in line with the LSIS designation.
- 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.

Residential

Under constructionNon residential

Aerial view from the south

Block id	Number of storeys	Residential Gross External Area (GEA sqm)	Non- Residential Indicative Gross External Area (GEA sqm)
Lynde Estate	from 4 to 20	35330	1800 approx.
Crossquarter	from 5 to 18	44529	1200 approx.

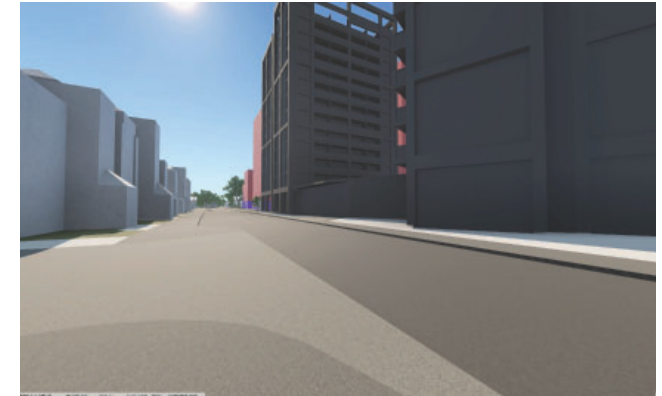
TYPE	Indicative units count
1 Bed	330
2 Bed	326
3 Bed	133
4 bed	26

Indicative site capacity
815 residential units: GEA 79,859 sqm
Indicative residential density: 271 units/ha
Non residential uses: GEA 3000 sqm approx.

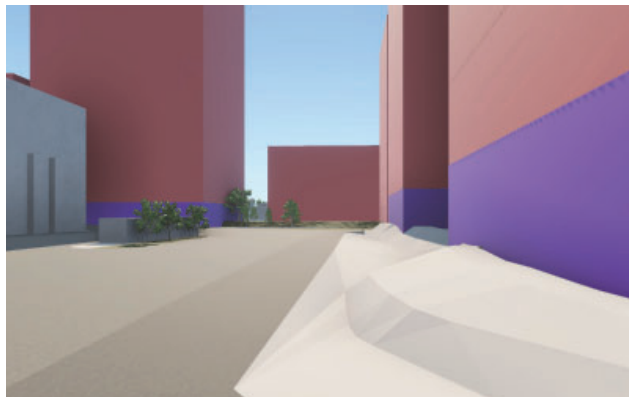
- Sufficient yard space to be provided to meet operational requirements of industrial operators.
- Well-designed green buffers to be incorporated along western and northern boundaries to create a functional and attractive interface with surrounding uses while protecting the culverted Butts Canal and 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 around 20 storeys may be appropriate on the site.



1. Approach from western Felixstowe Road



2. Approach from eastern Felixstowe Road and Abbey Wood Station



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



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



5. Approach from northern Harrow Manorway



6. 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 at ground floor level . to retain an active frontage within the designated Neighbourhood Centre.
- Commercial / community floorspace to be provided at ground floor level to serve local needs and to maintain an active frontage. Ground floor provision or re-provision of retail and community uses should serve local residents.
- Delivery and services to be preferably from Bostall Lane, with a secondary access explored on Dahlia Road if necessary.
- Existing commemorative stones to be retained on the site , currently located on Bostall Lane.
- Functional access for delivery and waste collection for commercial units to be provided without impacting on the residential amenity of the site.



Aerial view from the 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	5	3445	750
B	4 to 5	2033	0

TYPE	Indicative units count
1 Bed	22
2 Bed	22
3 Bed	8
4 Bed	1

Indicative site capacity
53 residential units: GEA 5478 sqm
Indicative housing density: 230 units/ha
Non residential uses: GEA 750 sqm

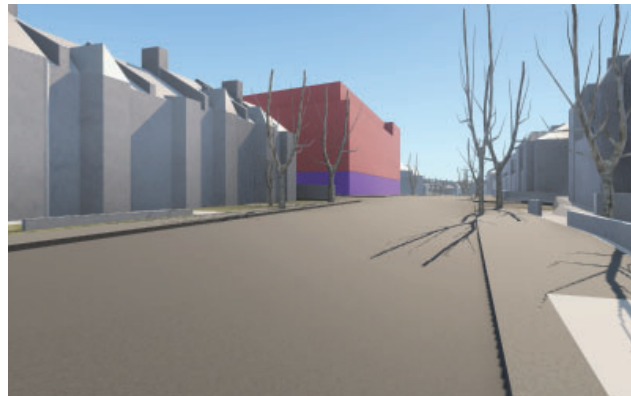
- Urban planting and balcony space to create sufficient levels of amenity for new residents.



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



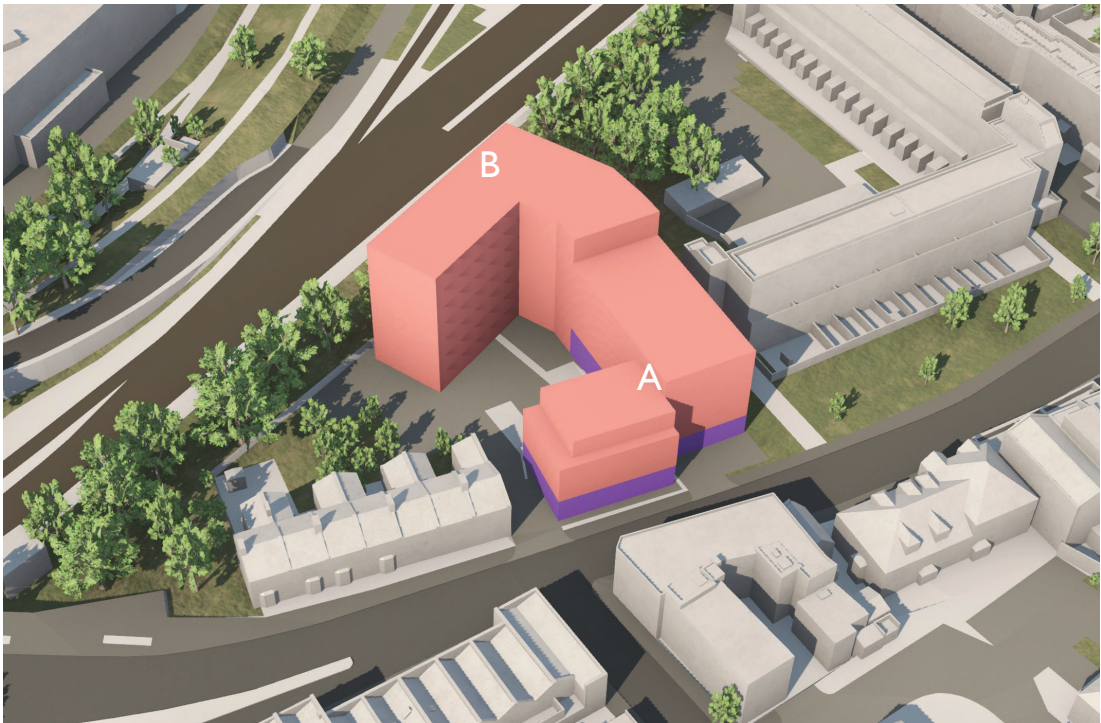
5. View from the northern Bostall Lane



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 Plumstead District Centre and complement existing uses within the centre.
- Development must not prejudice the operation of the nearby Safeguarded Rail Freight Site, with early engagement required with Network Rail, its Asset Protection Team, and the relevant Rail Freight Operator.
- 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.



Aerial view from the south-west

- 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	24
2 Bed	24
3 Bed	9
4 Bed	1

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

- 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.



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. The site is expected to deliver 160 homes and approximately 200sqm of non-residential floorspace.
- 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. The layout should 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 and 95A Eltham High Street.

Residential

Under construction

Non residential

Approved



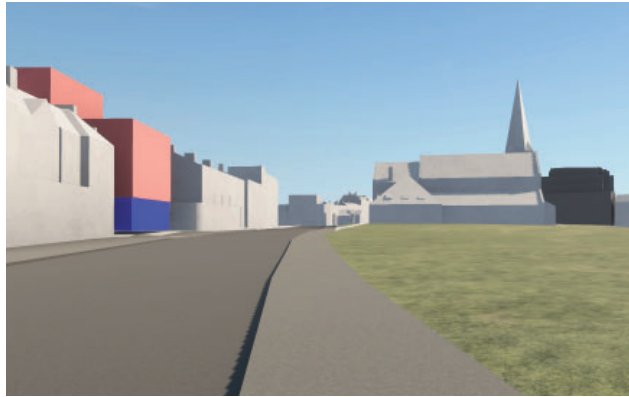
Aerial view from the south-west

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	4 to 6	2323	200
B	7	2929	
C	4 to 6	3984	
D	7	3363	
E	8	4025	

TYPE	Indicative units count
1 Bed	65
2 Bed	65
3 Bed	26
4 Bed	5

Indicative site capacity
161 residential units: GEA 16,624 sqm
Indicative housing density: 230 units/ha
Non residential uses: GEA 200 sqm

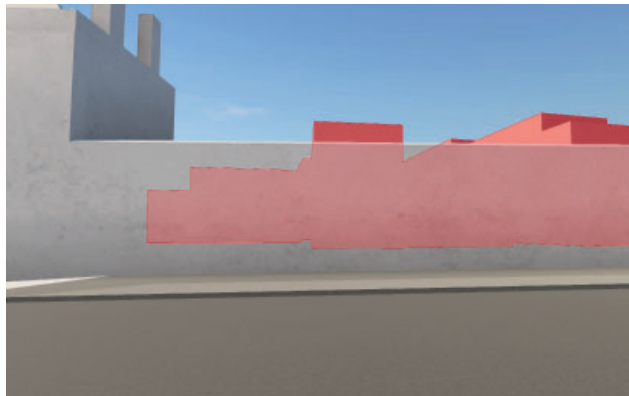
- Buildings on Well Hall Road to align with the established parapet; any additional storey above the parapet to be set back and avoid unacceptable impact on neighbouring amenities.
- Tall buildings of around eight storeys may be appropriate, subject to scrutiny of potential harm to heritage assets.
- 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



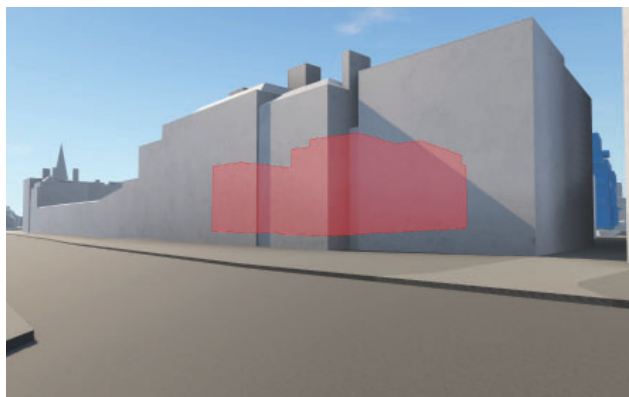
2. View from junction of Well Hall Road and High Street



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, including delivery of 80 homes.
- 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.

Residential

Non residential

Block id	Number of storeys	Residential - Indicative Gross External Area (GEA sqm)	Non- Residential - Indicative Gross External Area (GEA sqm)
A	4 (above podium)	3332	1100
B	5	5352	0



Aerial view from the south-east

TYPE	Indicative units count
1 Bed	33
2 Bed	32
3 Bed	12
4 Bed	2

Indicative site capacity
79 residential units: GEA 8,684 sqm
Indicative housing density: 180 units/ha
Non residential uses: GEA 1100 sqm

- Create gaps between blocks on Kingsground for visual porosity and to avoid a continuous wall of development.
- Vehicle access, servicing, and deliveries to be from Kingsground.
- Include private and communal amenity space sufficient for the proposed number of occupants.
- Ensure building heights are mid-rise, generally around five 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 delivering 526 homes alongside a new public park and community nature pavilion.
- Deliver Phase 6 as a residential-led mixed-use development delivering 846 homes and supported by 250 sqm of commercial floorspace and 2,970 sqm of 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.



Aerial view from the 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

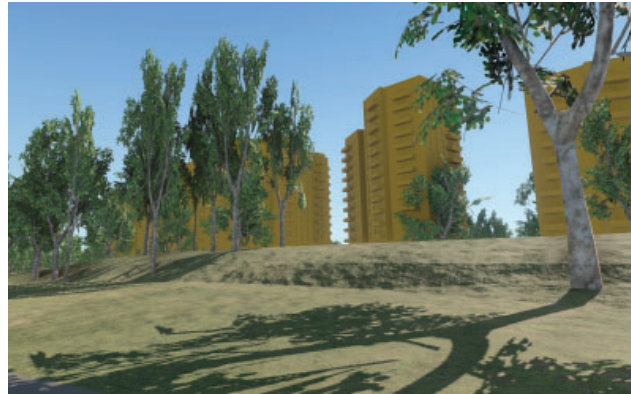
- Maximise visual and physical linkages with Cator Park and Sutcliffe Park.
- Ensure Phase 5 development addresses Flood Zone 2 requirements, complies with flood risk policy, accounts for climate change, and does not reduce floodplain storage or conveyance.
- Create well-defined, human-scaled streets where tall buildings form part of the streetscape without dominating the environment. (minor wording change only)
- 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 of around 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



6. View west from Tudway Road



7. View from Astell Road



Aerial view from the north-west

■ 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

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

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

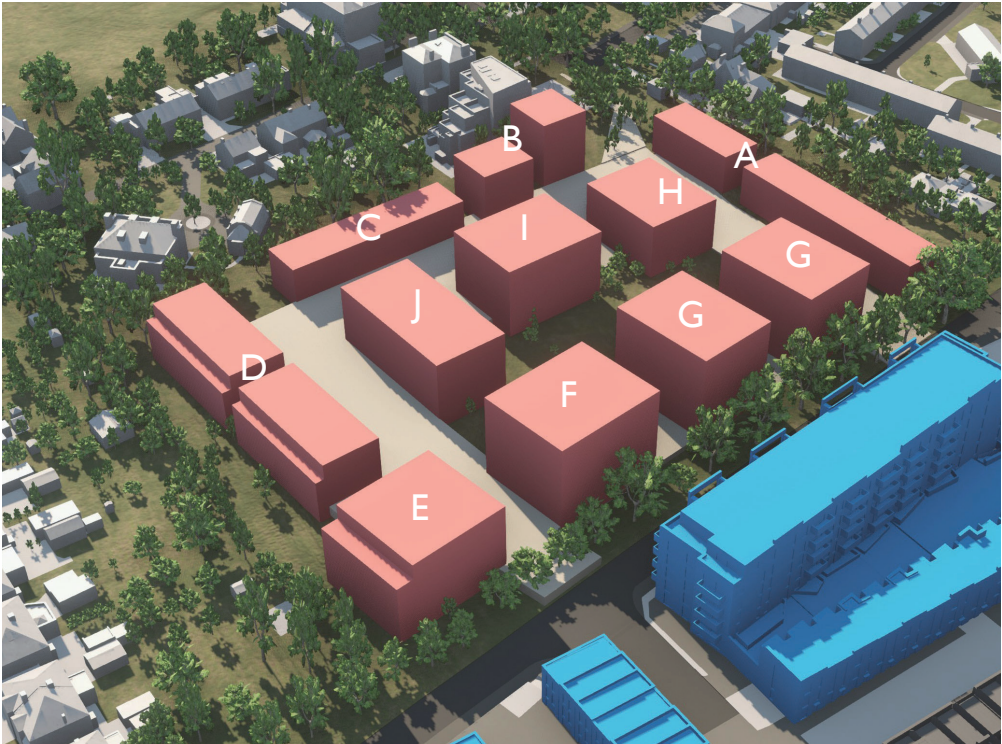
- Residential uses with associated communal amenity space to be provided on the site, incorporating a variety of building typologies to ensure a mix of unit types and delivering approximately 260 homes.
- Buildings to mediate between the mid-rise frontage of Kidbrooke Village (opposite Moorehead Way) 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, with taller blocks potentially located toward the rear of the site, remaining mid-rise in character (approximately 5–6 storeys).
- A generous communal amenity space to be located centrally within the site, accessible from all adjacent buildings and spaces.

Residential

Under construction

Non residential

Approved



Aerial view from the 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	106
2 Bed	103
3 Bed	41
4 bed	8

Indicative site capacity
258 residential units: GEA 25,787 sqm
Indicative housing density: 132 units/ha

- All built frontages to include appropriate setbacks from neighbouring amenities.
- Street frontages to be effectively activated.
- 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 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.
- 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 Way



2. Approach from northern Moorehead Way



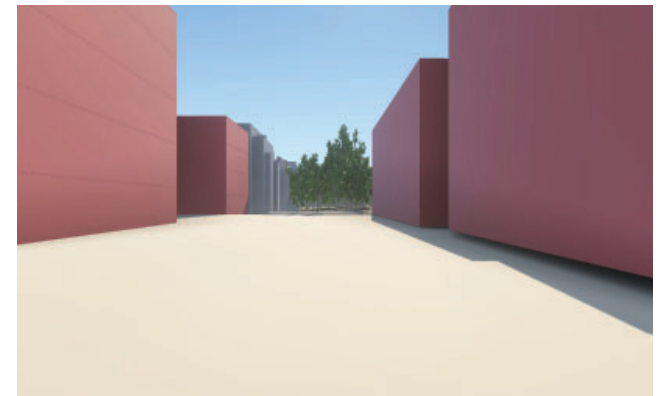
3. Approach from Ensign Street



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

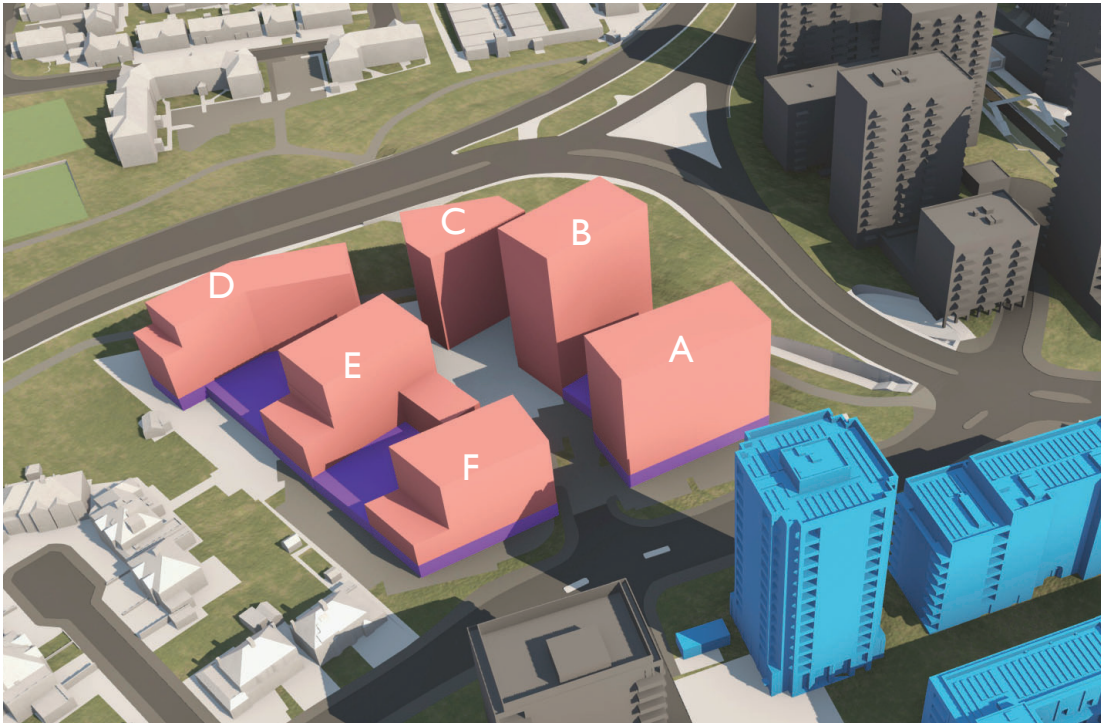
- Deliver a residential-led scheme with ground floor commercial space to meet local residents’ needs.
- Reduce surface-level car parking.
- Optimise housing density while meeting high standards of quality and sustainability.
- Integrate design with the established character of the new local centre forming 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



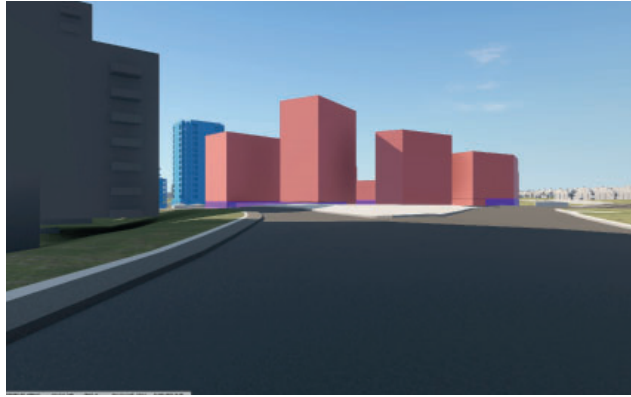
Aerial view from the north-west

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	111
2 Bed	110
3 Bed	44
4 bed	8

Indicative site capacity
273 residential units: GEA 27,471 sqm
Indicative residential density: 228 units/he
Non residential uses: GEA 4859 sqm

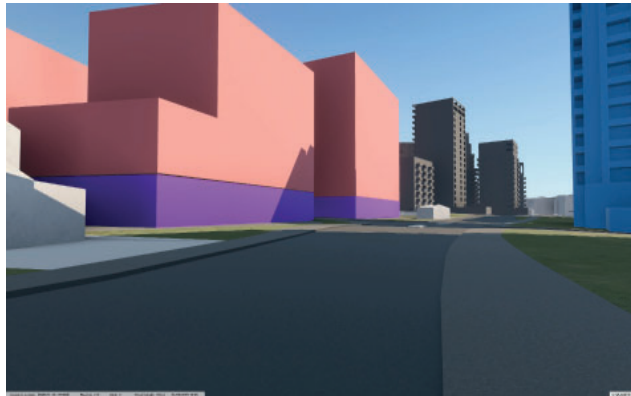
- Buildings heights up to 12 storeys where appropriate.
- Taller buildings should not undermine the cluster adjacent to Kidbrooke railway station, but create a mid-point between these towers and nearby low-rise residential neighbourhoods.



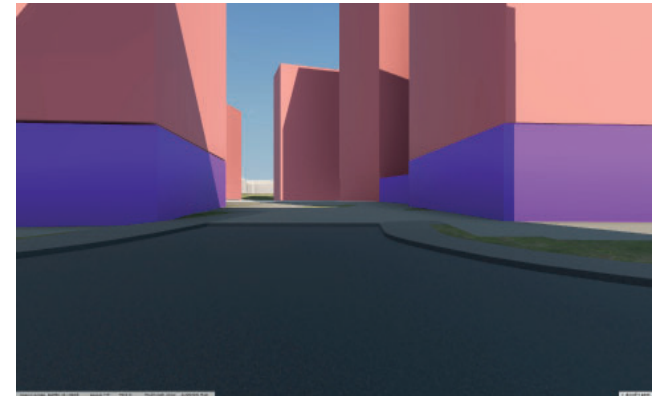
1. Approach from southern A2



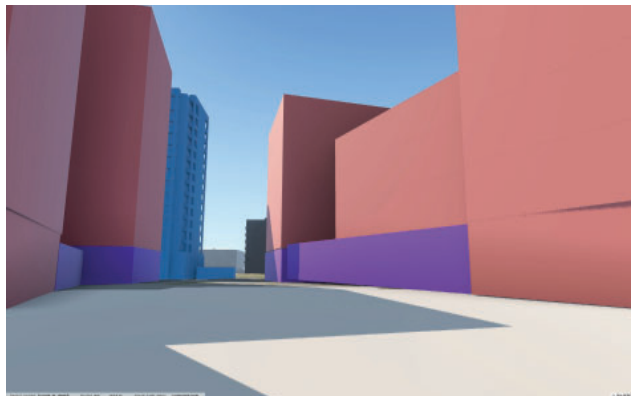
2. Approach from southern Kidbrooke Park Road



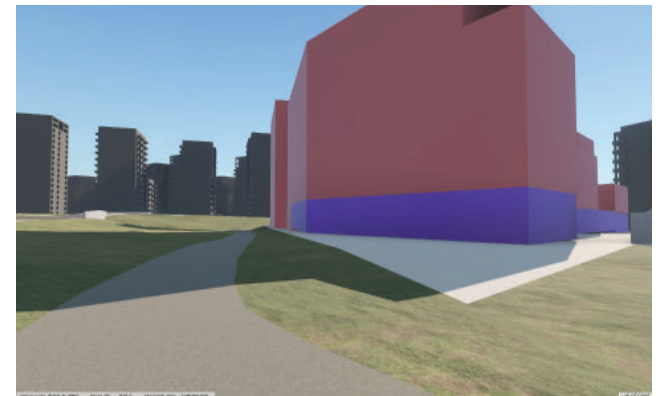
3. Approach from northern Kidbrooke Park Road



4. Access to the site from Kidbrooke Park Road



5. View of the outlined, central public space



6. Approach from the northern cycle pathway