

Future Abbey Wood

Urban Regeneration Framework

GORT SCOTT

The Royal Borough of Greenwich & The London Borough of Bexley, November 2026

LONDON BOROUGH OF BEXLEY

ROYAL borough of GREENWICH

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Introduction

The purpose of the Future Abbey Wood Urban Regeneration Framework (URF)

The Future Abbey Wood URF is a shared Royal Borough of Greenwich (RBG) and London Borough of Bexley (LBB) long-term plan to guide change in the next 10 years turning the opportunities created by the Elizabeth line, emerging growth in Thamesmead and Abbey Wood's valued green assets into lasting benefits for local people. It sets a spatial structure for routes, public spaces and strategic sites and links these key moves to practical decisions about uses, partnerships, phasing and delivery.

The Future Abbey Wood URF is:

A place-based strategy: It sets a direction for Abbey Wood over the next 10 to 15 years grounded in its economy, daily use patterns, community ambitions, and landscape.

- A spatial framework: It coordinates movement, public realm, economic life, growth and development across strategic areas of change.
- A practical delivery tool: It identifies priorities and public benefits that can shape briefs, projects, partnerships, funding and phasing.
- A basis for coordination: It gives the Councils and their partners a shared basis as sites. funding and delivery opportunities change over time.

The Future Abbey Wood URF is not:

- A fixed masterplan or a detailed design for every street and site.
- A framework setting final development capacity, building height, form and access arrangements. These require further design, technical testing, engagement and planning for each site.
- A planning application and does not replace the Local Plan or statutory planning requirements.
- A fixed delivery plan: It sets the principles and relationships that more detailed work must resolve.

Relationship RBG and LBB Planning and other policies

- The Future Abbey Wood URF is a non-statutory regeneration document that supports both boroughs' adopted and emerging Local Plans and wider strategies including those on Tall Buildings, inclusive economy, health and wellbeing, children and young peoples and carbon neutrality. It develops a place-based direction for Abbey Wood that can inform the spatial area policy, site allocations and wider policies. Planning decisions will continue to be made through the statutory development plan and other material considerations.
- Where the Future Abbey Wood URF identifies recommendations for movement, public realm and development, these should be treated as a direction for further studies which will determine if and how they are taken forward.

How the Framework was prepared

The Future Abbey Wood URF combines spatial analysis, economic and demographic data, movement studies, policy review, site testing and engagement. This has been used to understand how different areas of Abbey Wood work to identify where coordinated intervention can deliver the greatest public benefit.

Two rounds of extensive public engagement has informed the understanding of the area and has directly shaped the Abbey Wood vision, priorities and proposals.

How will the Future Abbey Wood URF be used?

- **Partnerships:** Provide a shared basis for work between RBG and LBB, landowners, developers, Transport for London, Greater London Authority, Network Rail, health partners, cultural, businesses and community groups.
- **RBG and LBB Council investment:** Guide capital priorities, asset decisions and public-realm projects, with services coordinated to support growth.
- **Planning and development:** Support the adopted and emerging Local Plans, inform site briefs and planning discussions, and set expectations for routes, ground floors, public space, community infrastructure and town-centre benefit.
- **Funding:** Support funding bids and align developer contributions, Council resources and partner investment around coherent aims and actions.
- **Projects and pilots:** Define and shape public-realm, meanwhile use, cultural use and business support trials or pilots and further delivery commissions.
- **Monitoring:** Provide a basis for monitoring and understanding progress to a better Abbey Wood.

Introduction

Scope

The Future Abbey Wood URF focuses on Abbey Wood including the area around Abbey Wood Station. Abbey Wood functions beyond a defined boundary, therefore the Framework considers connections east towards Thamesmead and Lesnes Abbey Woods, north and west along the Ridgeway to Plumstead Urban Regeneration Framework and residential areas to the south.

The Future Abbey Wood URF has a wide scope covering movement, public realm, economy, high streets, workspace, culture, health, landscape, climate resilience, housing and development. The Framework brings these together in strategic and local, specific proposals under 4 Key Moves for four areas.



Abbey Wood Area of Study

Reading the Future Abbey Wood URF Document

- For the overall direction: Read the 1.0 Executive Summary and if greater detail is required move to 3.0 Place Vision sections.
- For a particular part of Abbey Wood: Start with the relevant key move within 3.0 Place Vision.
- For investment and implementation: Use the 4.0 Delivery chapter alongside the relevant key move section.

1.0 Executive Summary

Summary of Role and Vision 4 Aims and 4 Key Moves

2.0 Abbey Wood: Evidence and Engagement

2.1 Abbey Wood Context

Understanding Abbey Wood and what the framework must address

2.2.Abbey Wood Analysis

Understanding Abbey Wood and what the framework must address

2.3 Engagement

Setting out public engagement and how this as informed the framework

3.0 Place Vision

4 Aims and 4 Key Moves

1 - Revitalise Abbey Wood Village

2 - Transform Eynsham Drive

3 - Improve Harrow Manorway

4 - Create Safe Green Links & Parks

Each key move sets out specific principles, public realm, landscape and development proposals, transport and movement strategies, council management actions and priorities for each place

4.0 Delivery

Brings priorities, responsibilities, dependencies and next decisions together so each action can move towards delivery

1.0 Executive Summary

Executive Summary

The Future Abbey Wood Urban Regeneration Framework (URF) is a shared Royal Borough of Greenwich and London Borough of Bexley plan to turn the opportunities created by the Elizabeth line, emerging growth in Thamesmead and Abbey Wood's valued green assets into lasting benefits for local people.

For the first time since the Abbey Wood Estate was constructed in the late 1950s Future Abbey Wood URF provides a coordinated vision for the area, guiding investment in homes, streets, public spaces, local services and employment opportunities across the Greenwich–Bexley boundary for the next ten years.

It sets out a practical, community-informed route to make Abbey Wood a safer, greener and more welcoming place where established communities benefit from change, local businesses thrive, and new development contributes positively to everyday life.

The Future Abbey Wood URF document sits alongside urban regeneration frameworks for Plumstead and Woolwich. While non-statutory, Future Abbey Wood URF is aligned with adopted and emerging planning policy. It provides an integrated, deliverable roadmap for unlocking Abbey Wood's long-term potential.



Enhancing new and existing sectors

Abbey Wood is well connected to central London and surrounded by significant change, yet many residents continue to experience poorer health outcomes, limited access to local amenities, skills gaps, constrained employment opportunities and fragmented connections across the borough boundary.

The Future Abbey Wood URF identifies opportunities to provide genuinely affordable and family housing alongside healthcare, community facilities, culture and learning. It supports a stronger everyday retail, food and drink offer around the station, Wilton Road and Felixstowe Road; affordable, flexible workspace for local businesses and social enterprises; productive space for SMEs, makers and trades; and community-led cultural activity. Together, these sectors can create a more resilient local economy, increase local spending and provide more reasons to live, work and spend time in Abbey Wood.



4 Community-led Aims

The Future Abbey Wood URF has been shaped through extensive public engagement. During 2025 / 2026 both boroughs reached out to the whole community of Abbey Wood, through structured workshops, pop-ups and exhibitions as well as drop ins with schools, youth groups, local businesses and community organisations. This work confirmed strong support for investment, while making clear that regeneration must address everyday concerns around safety, antisocial behaviour, cleanliness, accessibility, traffic, parking and the pressure on local services.

Four clear aims for Abbey Wood emerged from this process, responding directly to what people value most about Abbey Wood: Its parks, communities and local character, while ensuring future growth is accompanied by the infrastructure, amenities and public realm needed to support it.



Vision: 4 Key Moves

The four community-led aims are delivered through four coordinated moves for the whole of Abbey Wood. **Revitalise Abbey Wood Village** will improve the station arrival, high streets and public spaces, supporting a more diverse retail, food, culture and evening offer. **Transform Eynsham Drive** will create a greener, more active neighbourhood centre, with improved routes, play, community and health facilities, and opportunities for better homes. **Improve Harrow Manorway** will make this cross-borough route safer and greener, with better crossings, transport interchange, active frontages and employment space. **Create Safe Green Links and Parks** will connect these places through enhanced Green Walks, school streets, Abbey Wood Park and the Ridgeway. Together, the moves provide a long-term programme for a more connected, inclusive and resilient Abbey Wood.

4 Aims: Abbey Wood will have....

Safe, Well-Connected Green Spaces



The area benefits from generous parks and green routes, yet many remain underused due to safety concerns. The relatively young and growing population will benefit from targeted investment in existing green spaces that can be used for recreation, sports and play.

A safe, well-maintained network of green walking and cycling routes, to connect people to green spaces, will strengthen local connections and encourage healthier, more active lifestyles.

Enhanced Local Centres & High Streets



The Elizabeth line has brought new opportunities to Abbey Wood's high streets and local centres. However, dated buildings and poor quality public realm do not support successful, thriving places to visit and use.

Improved transport connections, coherent public realm upgrades, and a mix of uses will strengthen what is already working well.

Supporting the independent retail offer and enhancing key public spaces will enable Abbey Wood's neighbourhood centres to thrive.

High-Quality Housing



Dated housing stock and a shortage of affordable homes contribute to health inequalities in Abbey Wood. Existing estates will be assessed to identify practical opportunities for improvement.

New development sites will aim to deliver high-quality, affordable homes with varied ownership options, with priority given to local residents.

Well-designed, inclusive housing will help forge stronger connections between established and new communities across Greenwich and Bexley.

Healthy Places to Learn & Work



Abbey Wood is a family-oriented neighbourhood with four local schools at its heart. Safer school streets where appropriate will make it easier and more enjoyable for children to walk and cycle to school, while new play spaces will give them room to thrive outside the classroom. Stronger connections between schools, colleges, and local employers will open up skills and opportunities for residents of all ages. New affordable workspace, retail, and health facilities will support a vibrant, skills-based local economy that works for the whole community.

Vision: 4 Key Moves

1 - Revitalise Abbey Wood Village

Revitalise the high streets and public spaces around Abbey Wood Station to create a vibrant and welcoming village centre.

2 - Transform Eynsham Drive

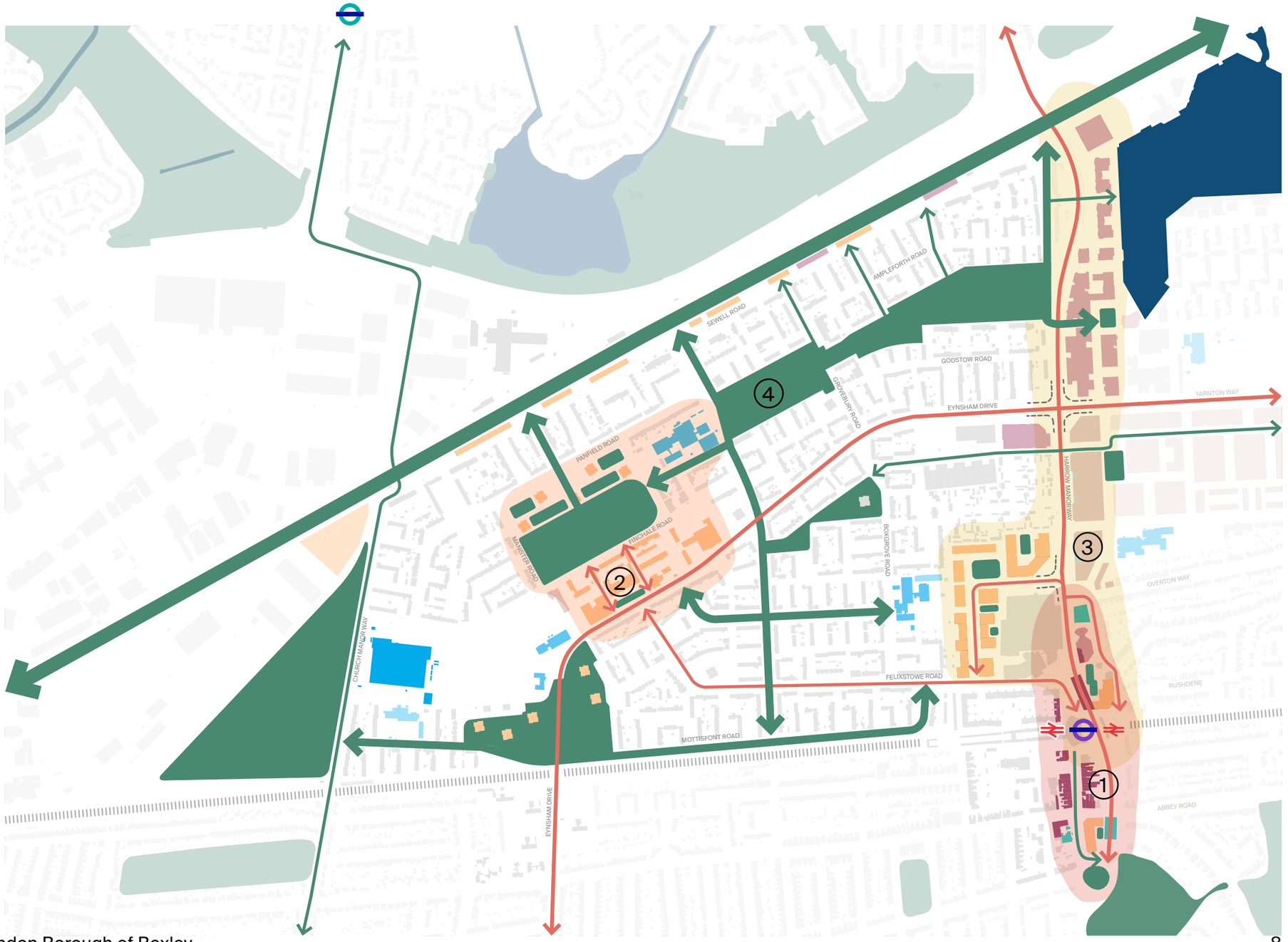
Transform this key local centre to deliver retail, civic, and community facilities that serve the needs of local residents, stakeholders and businesses. As part of improvements, explore the opportunity to retrofit or build new homes where most needed.

3 - Improve Harrow Manorway

Improve this major road that marks the boundary between Greenwich and Bexley by improving transport connections, supporting active travel, making the street safer for pedestrians and other users and creating a sense of place.

4 - Create Safe Green Links & Parks

Enhance parks, green links, streets, and play spaces to better meet the current and future needs of Abbey Wood's residents.



- Key Connections
- Green Routes
- Rivers, Ponds and Lakes
- Parks and Green Spaces

Summary: What the vision will deliver

Revitalise Abbey Wood Village

- **Transform Abbey Wood Village into an vibrant and active high street**, with improved crossings, greening, retail, food and beverage and a renewed public realm at Felixstowe Road.
- **Create a safer, clearer station arrival** by redistributing drop-off, parking and pedestrian movement between Wilton Road, Felixstowe Road and Gayton Road.
- **Unlock key gateway sites at Felixstowe Road and Knee Hill** for homes, flexible town centre uses and public realm that strengthen links to Lesnes Abbey Wood.

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Transform Eynsham Drive

- **Re-establish Eynsham Drive as a neighbourhood centre** by improving its parade, public realm, community spaces and the potential for integrated health and care provision.
- **Invest in the heart of the estate** through retrofit, affordable housing opportunities, improved play and sport, and safer, less car-dominated streets.
- **Reconnect the estate** through safe, accessible active travel corridors linking Eynsham Drive with Abbey Wood Station, Abbey Wood Park and the Ridgeway.

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Improve Harrow Manorway

- **Rebalance Harrow Manorway** as a green, people-friendly boulevard, with safer crossings and re-designed junctions at Eynsham Drive, Sainsbury's and Knee Hill.
- **Improve the station interchange** by relocating bus stops south of the station and reducing pedestrian congestion while strengthening cycle connections.
- **Bring forward Lyndean and Cross Quarter** as connected mixed-use neighbourhoods, providing homes, active frontages, workspace and retained or re-provided productive employment space.

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Create Safe Green Links & Parks

- **Create a connected network of Green Walks**, combining safer, more accessible, walking and cycling routes with rain gardens, informal play and spaces to stop, rest and socialise.
- **Turn Abbey Wood Park into an active green heart,** with improved entrances, paths, play, sport, biodiversity, sustainable drainage and a renewed community pavilion.
- **Make the Ridgeway a safe and accessible leisure route** through better entrances, ramps, lighting, planting, wayfinding, seating and connections to surrounding streets.

2.0 Abbey Wood: Evidence and Engagement

2.1 Abbey Wood Context

Royal Borough of Greenwich & London Borough of Bexley: Strategic context

Abbey Wood is in the Eastern part of the Royal Borough of Greenwich, with the area around the station within London Borough of Bexley. Abbey Wood neighbours Thamesmead, Plumstead and Belvedere. It is advantageously located 10km away from the Centre of London, on the boundary between Royal Borough of Greenwich and the London Borough of Bexley.

Abbey Wood is the south eastern terminus of the Elizabeth line, which can transport 1,500 people to Liverpool Street Station, from Abbey Wood in 18 minutes every 15 minutes. It is also well connected with the financial district in Canary Wharf, with commuters to reach there in 11 minutes. The station also provides valuable connections East towards Kent.



Figure 2.1: Context of the borough

URF Boundary
Elizabeth Line
DLR
Railway Stations

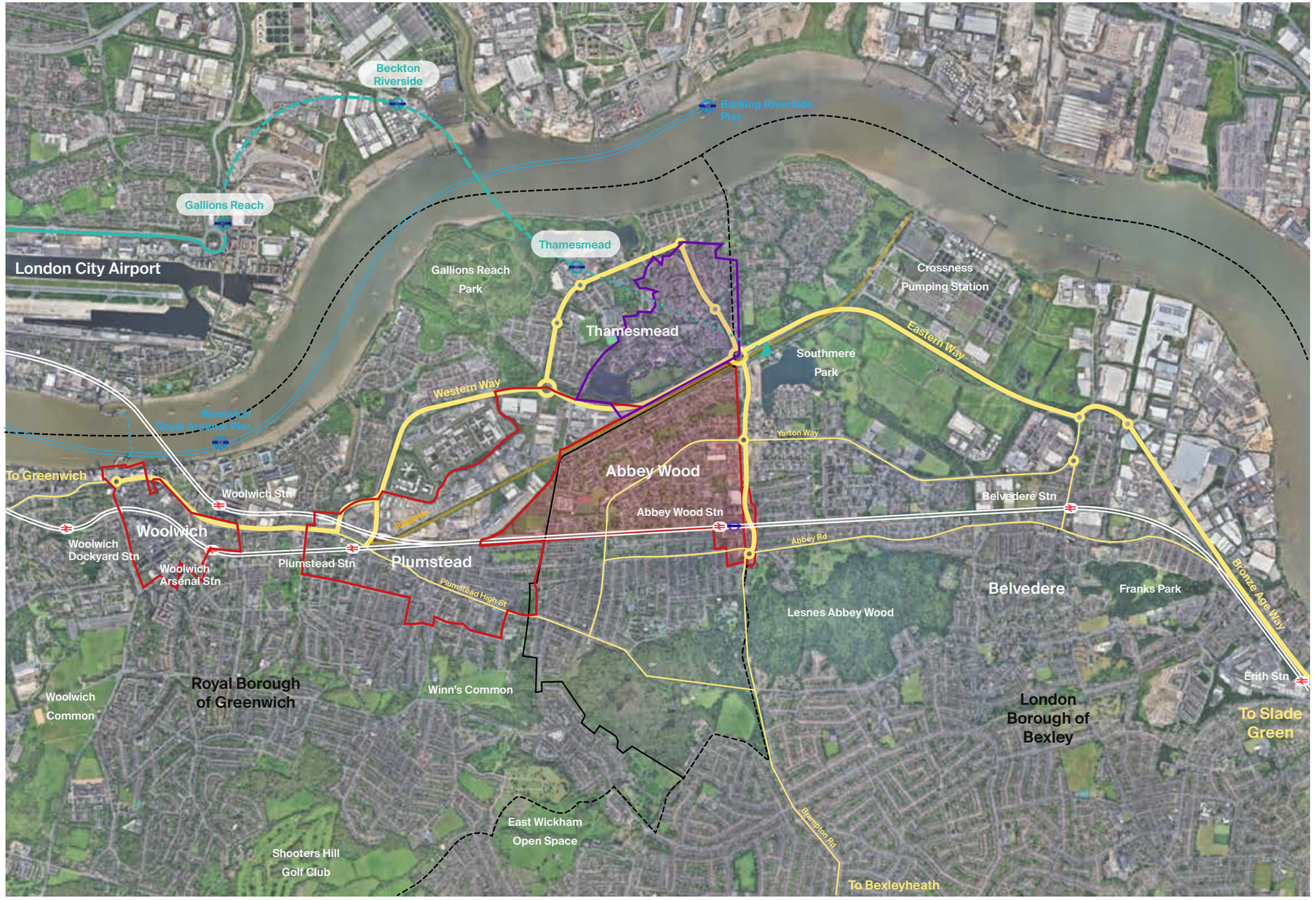
Abbey Wood Today

Abbey Wood and Thamesmead are designated as an opportunity area by the Mayor of London. The framework plan for this area includes 15,000 new homes and the creation of 8,000 jobs. Thamesmead is set for significant urban expansion, including, a new proposed DLR station and the development of a new district centre, facilitated by its recent designation as a ‘new town’.

Thamesmead Birchmere Park has recently been designated £20 million from the governments Pride in Place funding to improve high streets and community infrastructure.

Abbey Wood consists of three distinct sections. To the north within the Future Abbey Wood area, lies the Abbey Wood estate, a postwar housing development. In the centre is the older residential neighbourhood of Abbey Wood, pre-1919, along with the postwar Bostall Estate. To the south is the woodland area, a continuous stretch of forest interspersed with pockets of development and open space.

- URF Boundary
- Borough boundaries
- Abbey Wood ward area
- Main arterial routes
- Secondary routes
- Abbey Wood Masterplan boundary
- Railway lines
- Railway Stations
- Thames Clipper terminal
- Walkways
- DLR station
- Existing DLR line
- Proposed DLR extension
- Potential further DLR extension
- Pride in Place Funding

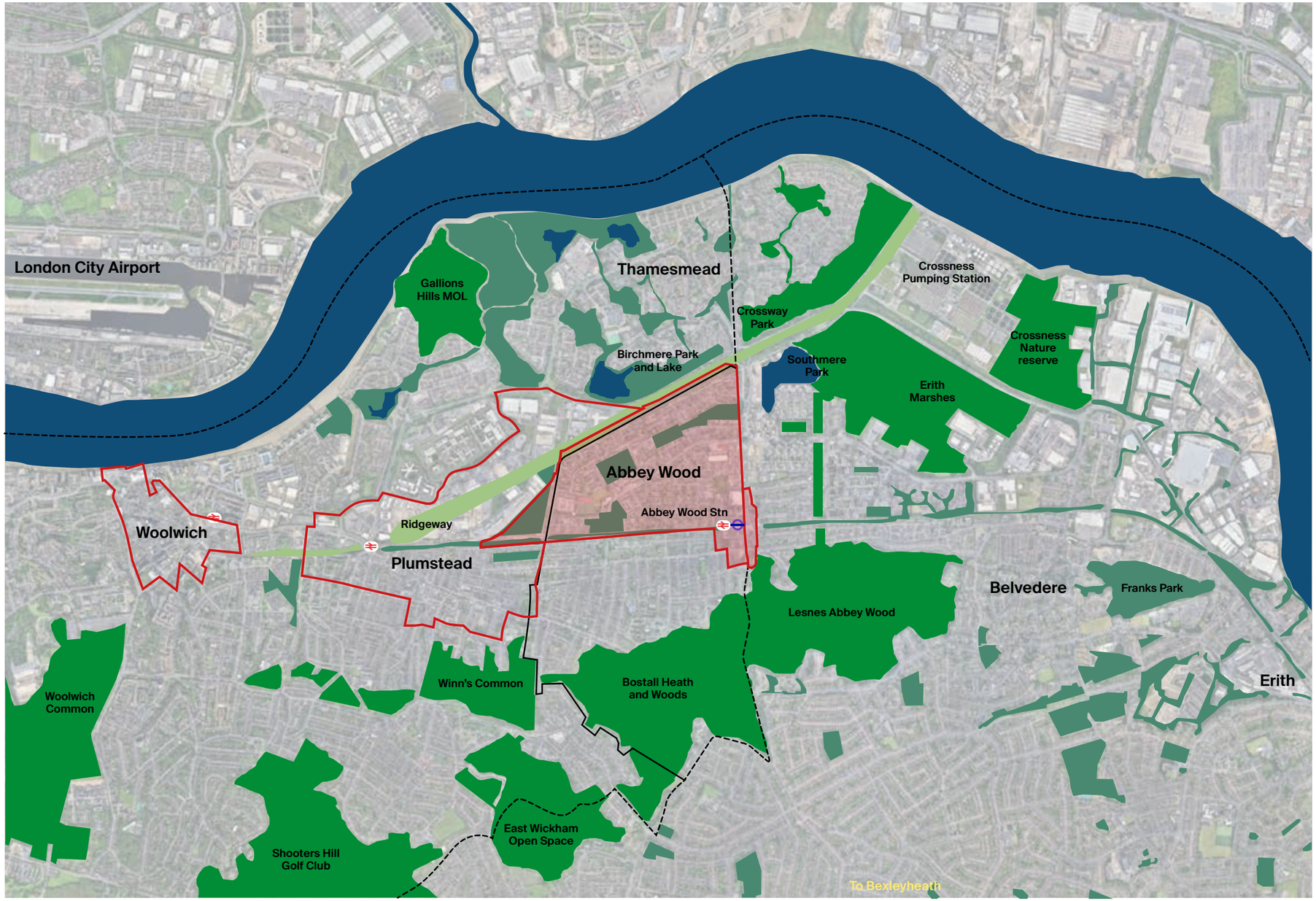


Blue and Green Infrastructure

Abbey Wood is flanked by ecological and natural assets of strategic significance within Greater London's green and blue infrastructure network. To the south, Lesnes Abbey Woods is a large ancient woodland and local nature reserve, characterised by mature trees, heathland, meadows and tranquil ponds. The adjoining Bostall Heath and Woods extends this southern green corridor, offering further ancient woodland and biodiverse habitat.

To the north, Southmere Reservoir anchors Thamesmead's blue-green landscape, while Birchmere Park and Lake offers accessible open space close to the URF boundary. The River Thames connects Abbey Wood to the Thames Estuary wetlands of Crossness Nature Reserve and Erith Marshes.

Within the neighbourhood, Abbey Wood Park provides open grassland, play areas and informal recreation. Together, these interconnected green and blue assets form a rich network of biodiversity and accessible open space, placing Abbey Wood within one of outer London's most ecologically significant settings.



- URF Boundary
- Borough boundaries
- Abbey Wood ward area
- Blue Infrastructure
- Metropolitan Open Land
- Community Open Spaces
- Transport and Utilities Green Corridors

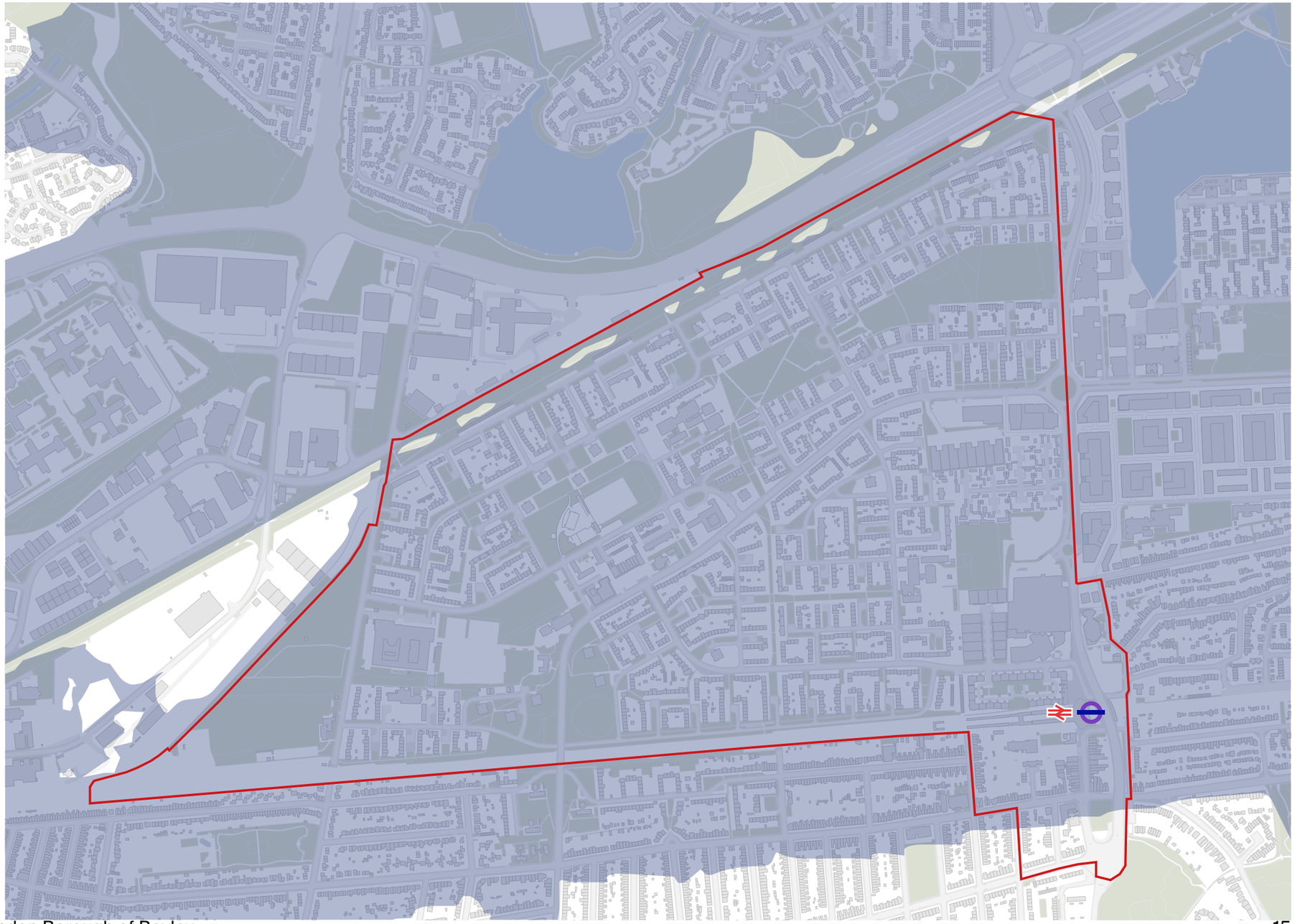
Flood risk - Fluvial

Much of Abbey Wood lies within the defended tidal floodplain of the River Thames, placing parts of the area within Flood Zone 3 (the highest risk designation) with a residual risk of tidal and fluvial flooding in the event of defence over-topping or breach. This vulnerability is reflected in the Royal Borough of Greenwich's Level 2 Strategic Flood Risk Assessment (SFRA), which focuses specifically on the defended Thames corridor.

The area also falls within the Environment Agency's flood warning coverage for the Thames reach between Thamesmead and Woolwich Arsenal, underscoring the importance of flood risk management in any future development proposals.

Both local authorities have established policy frameworks to address this. Royal Borough of Greenwich Draft Local Plan, Policy EN6 and the London Borough of Bexley's Local Plan Policy DP32 and SPD Design Guide Policy D35 set out clear principles for development within flood zones, requiring appropriate mitigation measures and encouraging new development to actively improve existing flood resilience conditions.

Our assumption for the URF is that no sleeping accommodation should be proposed at ground floor level of new residential developments.



Key

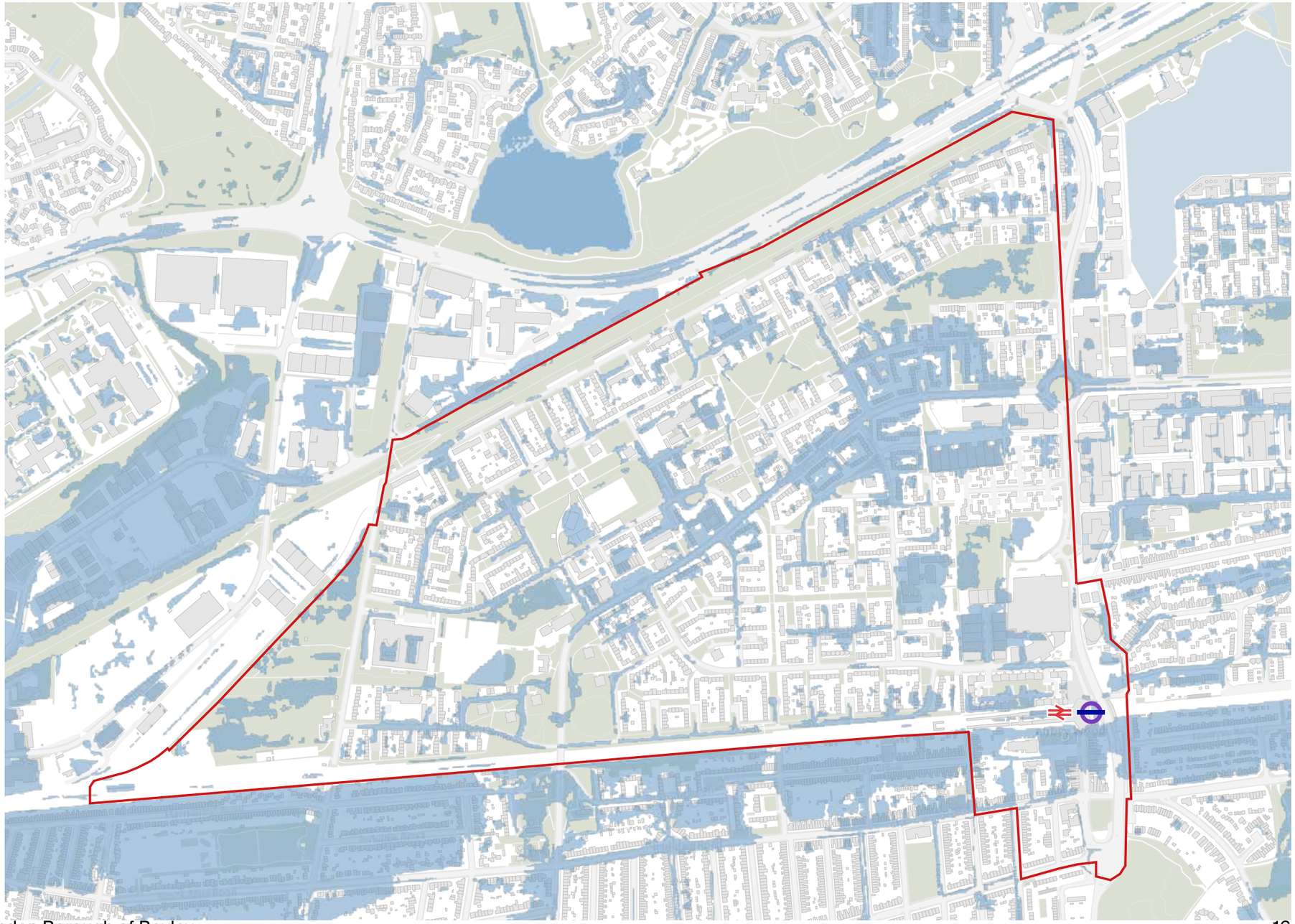
- URF Boundary
- Flood Zone 3

Flood risk - Surface Water

The Royal Borough of Greenwich's Strategic Flood Risk Assessment (SFRA) identifies Abbey Wood as an area with a documented history of surface water flooding. Modelling indicates that a significant portion of the URF area is at risk from surface water inundation in a 1 in 1,000-year rainfall event, as illustrated in the mapping opposite.

Surface water risk is highly localised, varying considerably at a street level due to the topography of the area. Low-lying points, underpasses and depressions associated with the road and rail network create concentrations of risk. The highest vulnerability is focused on the central section of the URF area, particularly along Eynsham Drive and in the vicinity of Abbey Wood Station on Wilton and Gayton Road.

This pattern of risk has clear implications for the design and layout of future development. New proposals within the URF boundary should incorporate robust surface water drainage strategies, including Sustainable Drainage Systems (SuDS), to manage runoff, reduce flood risk to existing and future occupants, and where possible contribute to improved conditions across the wider catchment.



Key

- URF Boundary
- 1 in 1000 surface water flood risk

Historic Context
Abbey Wood - 1870

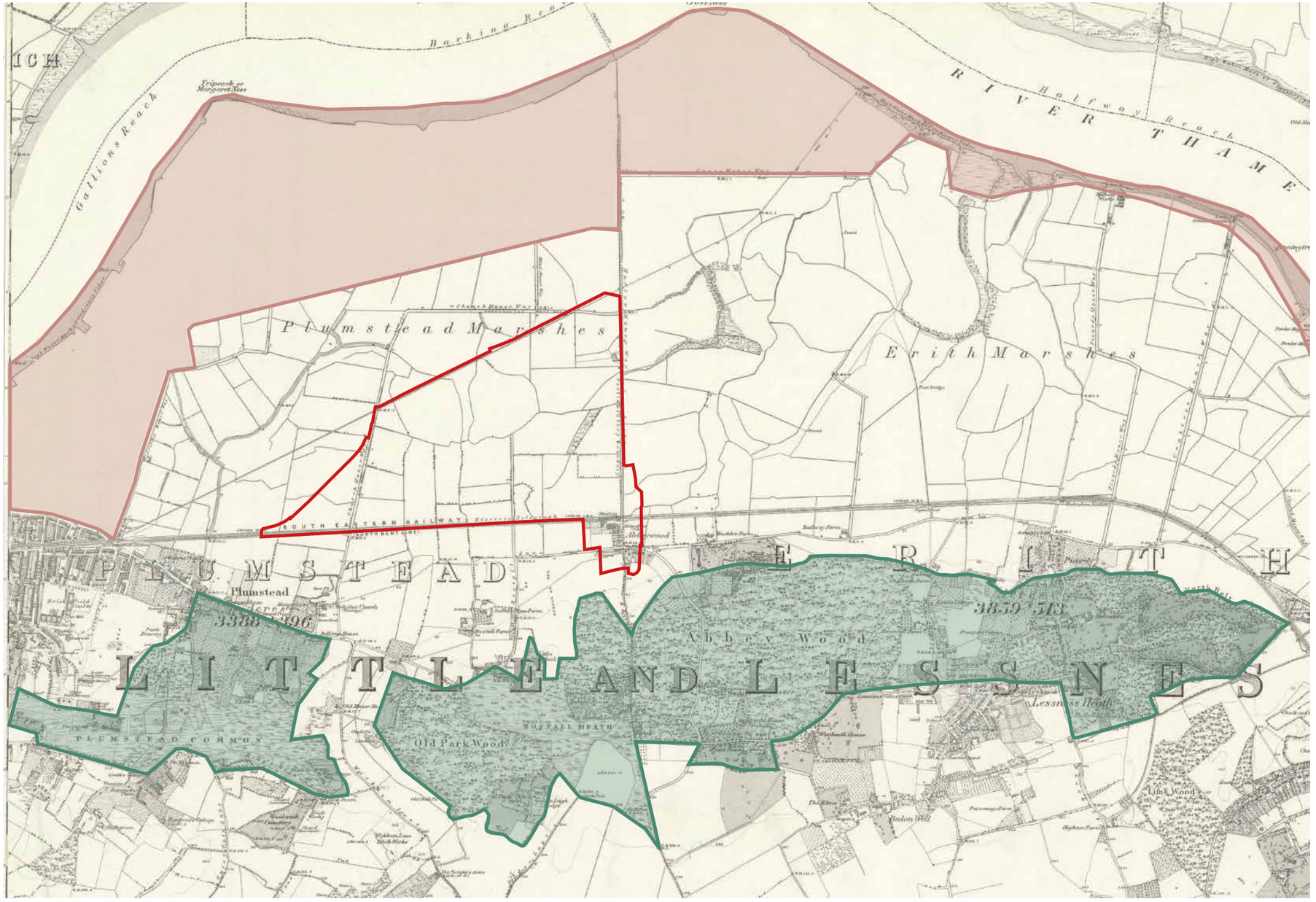
The 1870 map reveals Abbey Wood as a largely undeveloped landscape, its character shaped by the contrast between open marshland to the north and the ancient woodland of Lesnes to the south. The boundaries of the present-day URF area were already being defined by the key infrastructure routes that preceded settlement: Church Manor Way, Harrow Manorway, the South Eastern Railway and the ridgeway each traversed the open marshland long before residential development took hold.

By the 1860s, the only settlement was a modest hamlet clustered around Abbey Wood Station, which had opened in 1849 as part of the North Kent Line, the first significant catalyst for change in an otherwise pastoral landscape. To the north, the vast Thameside marshlands extended westward to Plumstead, occupying low-lying ground below the high water level of the Thames and protected from inundation only by the river wall. To the south, the ancient woodland provided a natural boundary, whilst Harrow Manorway served as the primary route connecting the settlement to the surrounding pasture lands.

This historic map illustrates how Abbey Wood's fundamental geographic constraints, its marshland topography, flood exposure and woodland edges, were formative influences on the character and pace of development that would follow.

Key

URF Boundary



Historic Map - Greenwich & Bexley 1870

Abbey Wood Estate 1956-1959

The Abbey Wood Estate was built by the London County Council (LCC) between 1956 and 1959 on former Royal Arsenal land. Delivering around 3,000 new dwellings, it represented a rapid and transformative expansion of the local population, fundamentally reshaping the character of the area.

The estate was formally laid out with repeating residential blocks arranged around a network of green pedestrian routes, an approach characteristic of post-war housing design, prioritising the separation of pedestrians from traffic and providing shared open space between dwellings.

To serve the new community, the LCC provided a neighbourhood parade of shops, a library and a striking modernist clubroom at the heart of the estate. Though no longer at its prime, the building continues in use as a community centre, a tangible reminder of the civic ambition embedded in the estate's original vision.



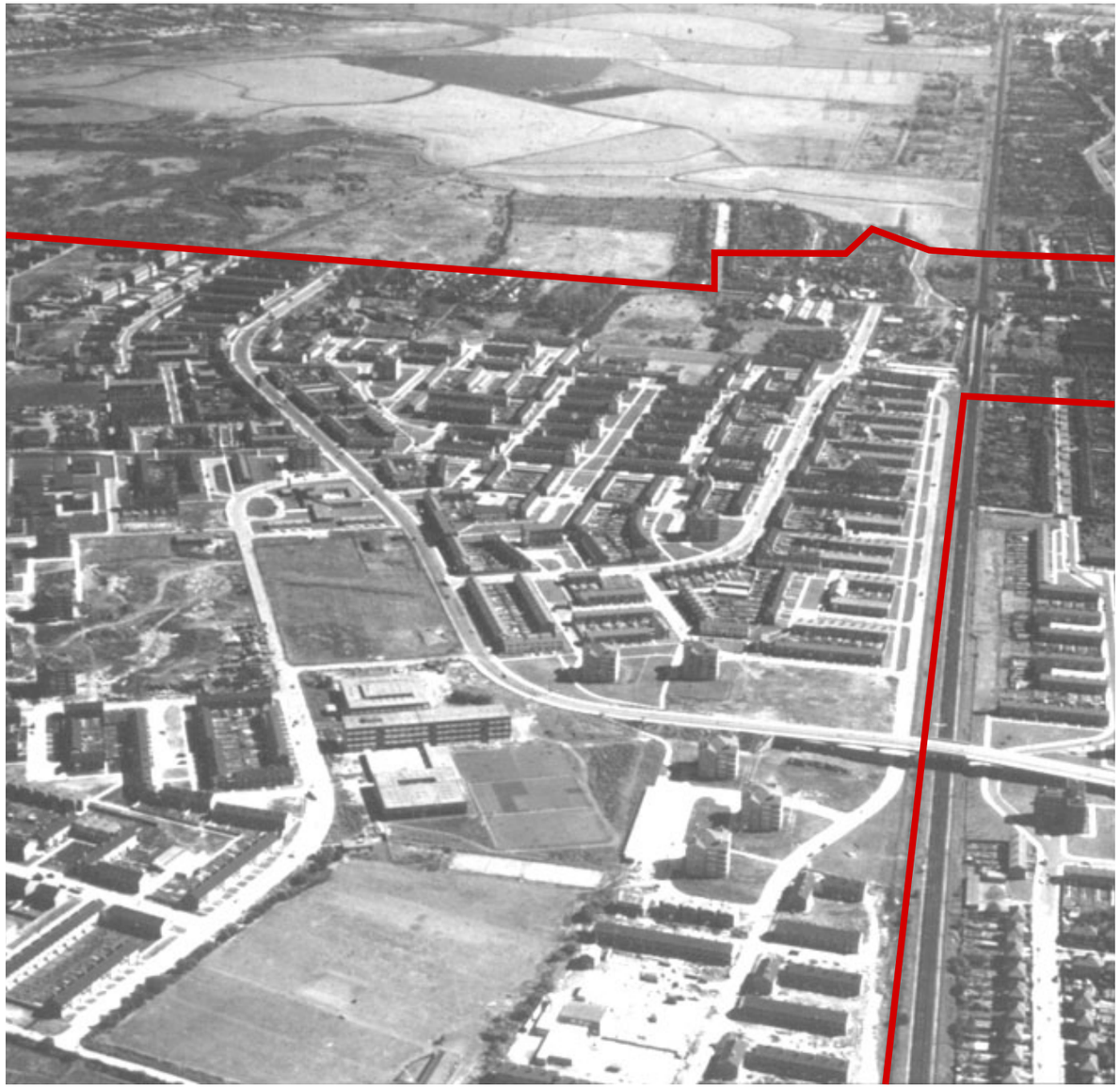
View from Eynsham Drive council housing



Grovebury Road Shopping Parade



Eynsham Drive Community Centre



The Abbey Wood Estate - Aerial View

Key

URF Boundary

Abbey Wood - 1964

Between 1900 and 1914, the Royal Arsenal Co-operative Society constructed more than 1,000 homes on land acquired at Abbey Wood, on the eastern edge of Plumstead. By 1964, the southern part of the area was well established, characterised by a network of two-storey terraced streets running north–south between Bostall Heath and Abbey Wood Road.

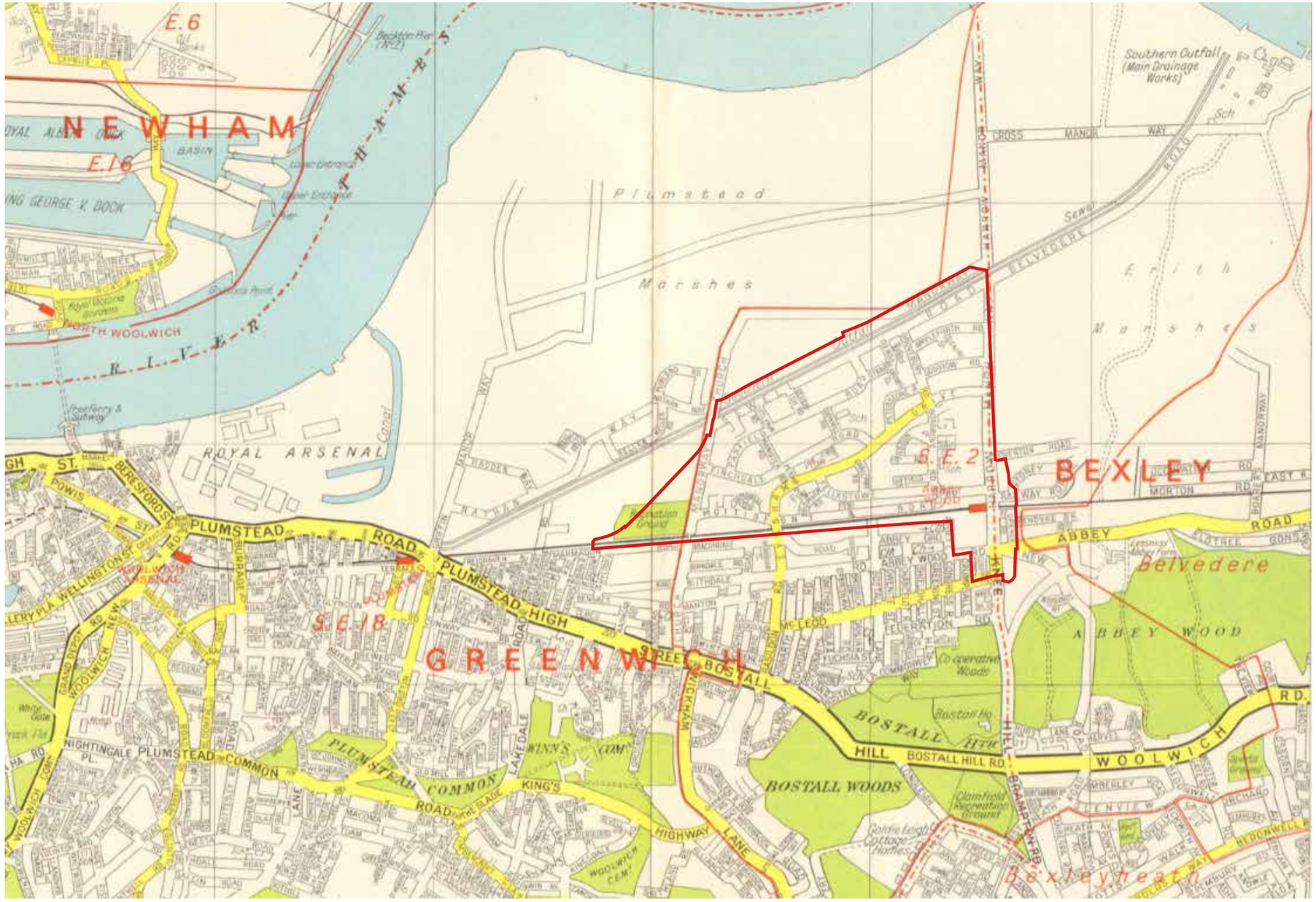
To improve access to the new LCC housing estate in Abbey Wood, a road bridge was constructed at Eynsham Drive. Prior to its completion and the introduction of the 180 bus route, the estate had been effectively severed from the wider area by the railway lines to the south.

To the north and east of the new Abbey Wood estate, land bordering the Thames remained predominantly marshland, occupied by sewage works, hazardous industrial uses and military training grounds. Its poor connectivity and low-lying topography had long rendered it unsuitable for residential development.

By the 1960s, however, advances in engineering began to change this. Improved flood defences, the capacity to raise ground levels artificially and modern concrete construction techniques collectively made previously uninhabitable land viable for development for the first time.

Key

URF Boundary



Historic Map - Greenwich & Bexley 1964

Thamesmead Masterplan - 1967

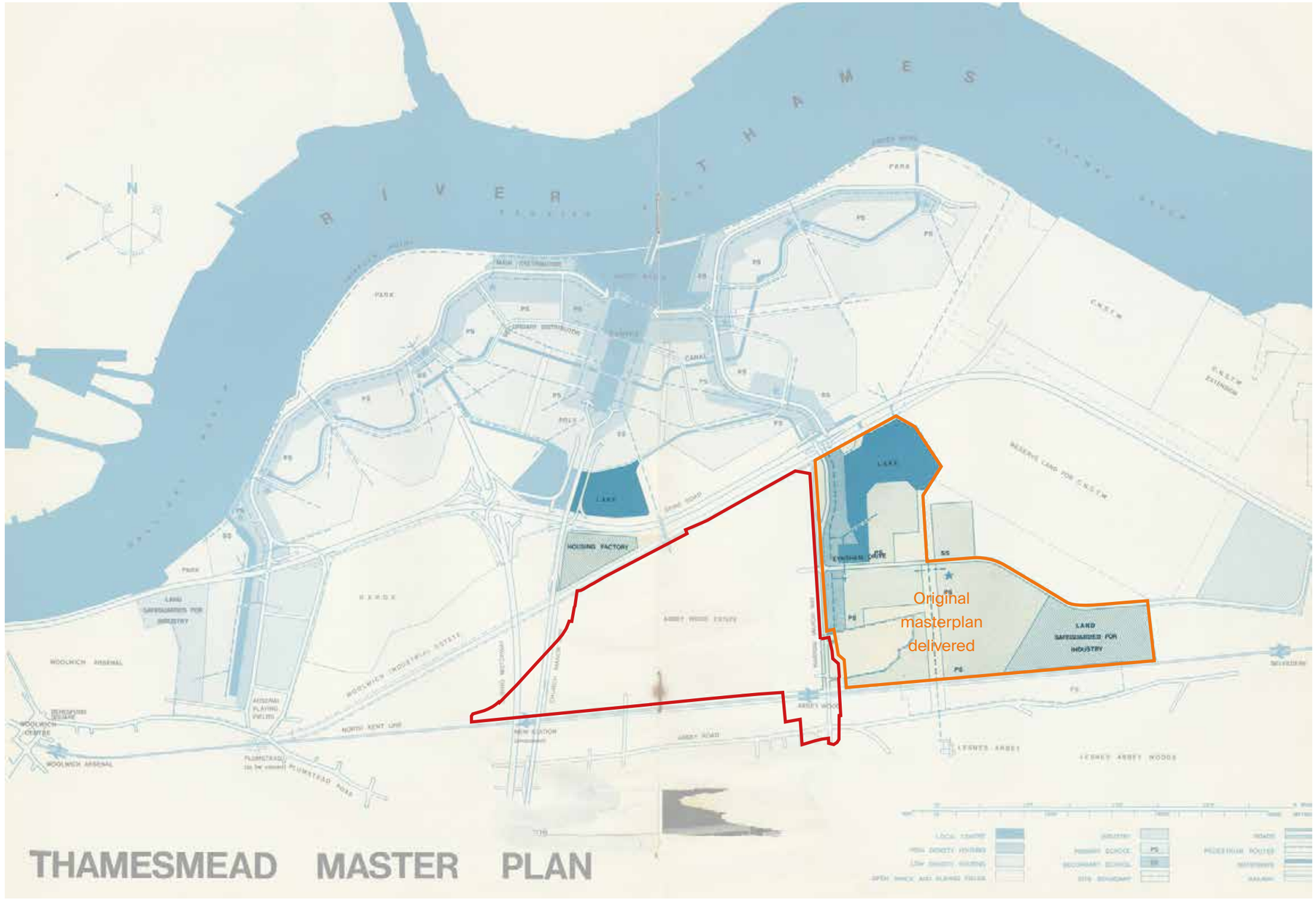
Following World War II, the Greater London Council (GLC) developed Thamesmead as a response to acute housing shortages and inner London overcrowding, an ambitious vision for a “town of the 21st century” planned for between 60,000 and 100,000 residents. Construction began in 1967, employing a distinctive Brutalist architectural language of concrete terraces, elevated walkways and integrated canals.

The GLC’s 15-year masterplan sought to transform the undeveloped marshland between Woolwich and Erith into a comprehensively planned new community, with elevated pedestrian routes linking residential, retail and landscape elements across the site. As the 1964 mapping demonstrated, engineering advances in flood defence and ground engineering had only recently made this low-lying land viable for large-scale development.

The portion of the masterplan delivered within the London Borough of Bexley, centred on the area immediately east of the URF boundary, represents the eastern most extent of what was built, and established the urban grain and infrastructure connections that today provide a foundation for further development eastward along this corridor. The Abbey Wood Estate, however, was largely excluded from the masterplan’s vision and remained only loosely connected to its wider ambitions, a disconnection that continues to characterise the area’s relationship with Thamesmead today.

Key

- URF Boundary
- Original Masterplan Delivered



Historic Map - Thamesmead Master Plan

A Changing Landscape - 1971

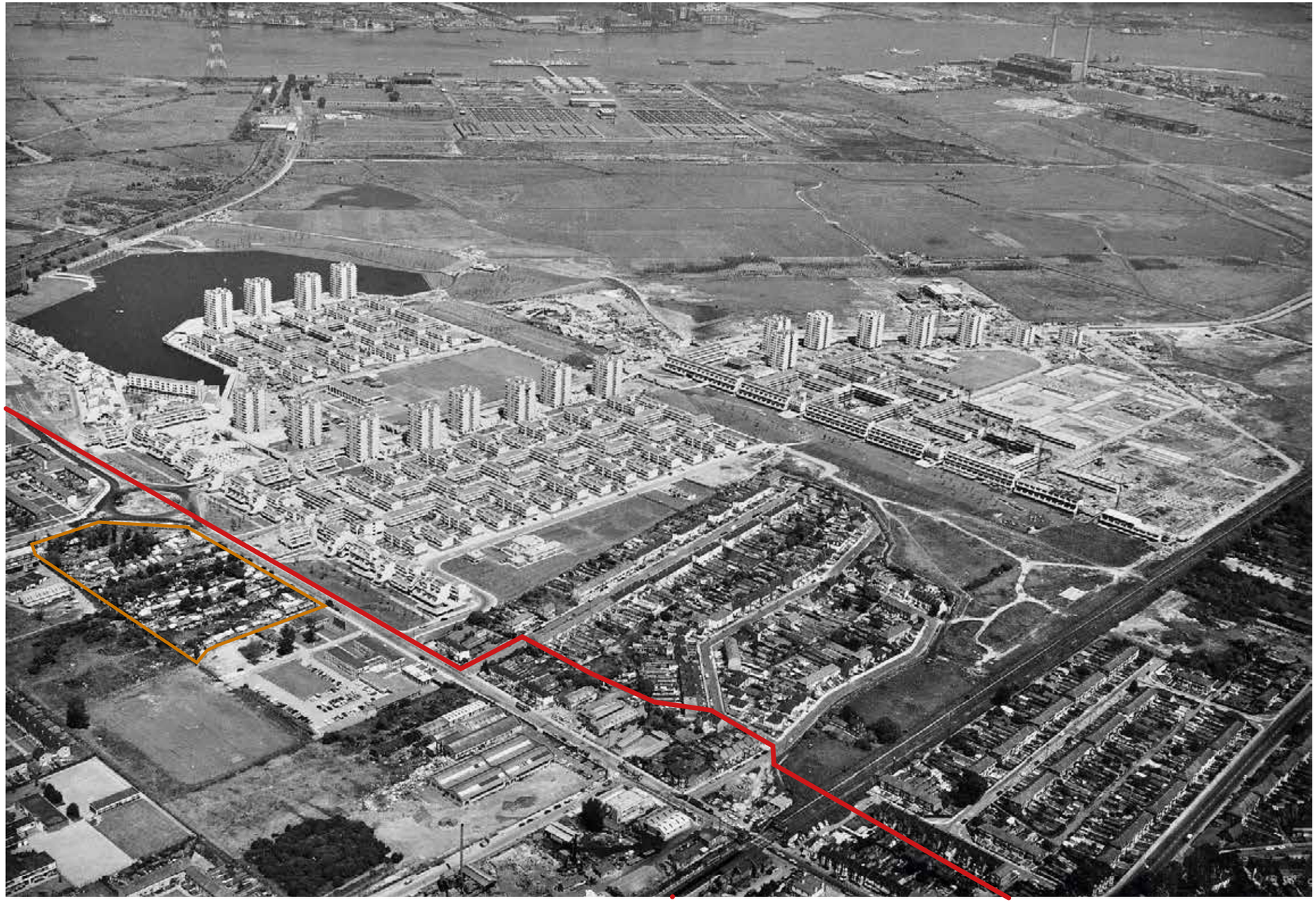
The 1971 aerial photograph captures a pivotal moment in Abbey Wood's transformation. The first phase of Thamesmead nears completion to the north, its towers and deck-access blocks marking a decisive break from the pastoral landscape of earlier maps. To the east, the portion of the Thamesmead masterplan delivered within the London Borough of Bexley is visible, extending the urban fabric along Harrow Manorway and establishing the infrastructure connections that would underpin future development eastward.

The photograph also records the Gypsy and Traveller site along Harrow Manorway, a community with deep historic roots in this landscape. The Plumstead and Erith marshes had long served as traditional stopping grounds for Travelling communities, whose presence significantly pre-dates modern development. The urbanisation of the marshes, compounded by the devastating 1953 Thames flood, brought considerable disruption, yet their continued presence here represents an important thread of continuity within the area's layered history.

Together, these pages trace Abbey Wood's evolution from open marshland to a complex urban landscape shaped by post-war ambition, large-scale masterplanning and communities whose roots stretch back generations, a layered history that must inform any future vision for the area.

Key

- URF Boundary
- Traveller site



Aerial Photograph 1971 - Showing traveller site and recently completed Thamesmead Phase 1

Planning Context Overview

Royal Borough of Greenwich (RBG)
Pending:
RBG's adopted Development Plan comprises the following documents:
→ The London Plan (March 2021)
→ RBG's Core Strategy with Detailed Polices (July 2014)

Emerging:
→ The Mayor of London is in the process of reviewing the new London Plan. Consultation is on-going with adoption currently expected in 2027.
→ RBG are also in the process of reviewing their Local Plan. Consultation is ongoing with adoption expected in 2027.

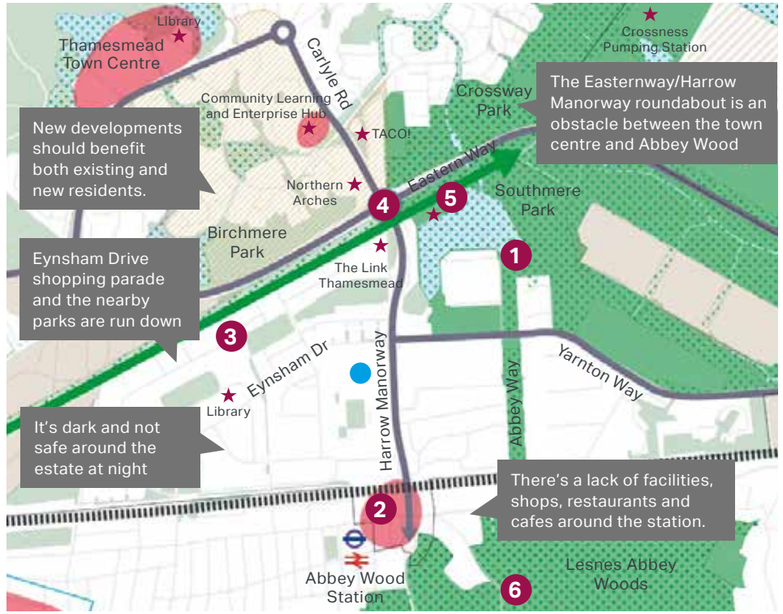


FIG 4.52 Abbey Wood - Existing context

District and local centres
Strategic Industrial Locations
Metropolitan Open Land (MOL)
SINC
Green space
Moorings Neighbourhood Forum
Protected Gypsy and Traveller site
Cultural and heritage assets

Local community feedback

PHYSICAL SEVERANCE
Ridgeway
Major roads
Railway tracks

London Borough of Bexley (LBB)
Pending:
LBB's adopted Development Plan comprises the following documents:
→ The London Plan (March 2021)
→ Bexley Local Plan (April 2023)

Emerging:
→ LBB published their Local Development Scheme in March 2025, setting out the key stages for their Local Plan Review
→ Current indicative time frames for adoption of their New Local Plan is October 2030.

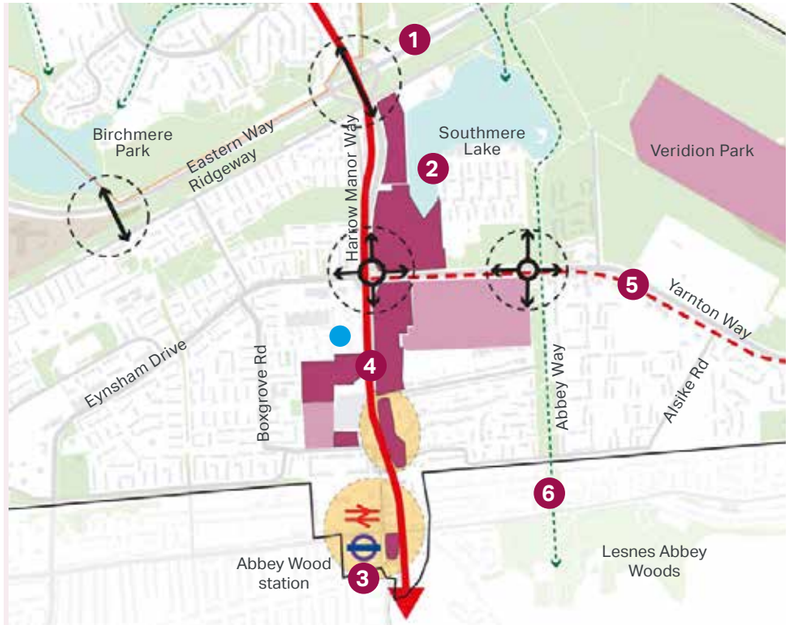


FIG 4.59 Potential improvements at Abbey Wood

EXISTING
Local centre
Strategic Industrial Locations
Green space
Moorings Neighbourhood Forum
Protected Gypsy and Traveller site

OA boundary

PROPOSED
Approved / outline permission sites
Potential areas of change
Proposed bus transit pilot
Potential bus transit extension to Belvedere
Proposed major road intervention
Proposed green corridors

Extracts from Thamesmead and Abbey Wood Opportunity Area Planning Framework (2020), p.146 & 148
Abbey Wood OAPF 2020 applies across the Abbey Wood study area and across boroughs.

RBG Planning Context

Strategic Development Location

→ Policy H1 confirms new housing will be delivered within the six Strategic Development Locations, with Policy H2 setting a 35% affordable housing requirement for developments of 10+ homes or sites over 0.5 hectares.

Strategic Industrial Location (SIL)

→ Policy E2 safeguards SIL land and Locally Significant Industrial Sites (LSIS) for continued industrial use.

→ The new local plan set out a strategy for the delivery of the Lyndean Industrial Estate and Cross Quarter as a single collaborative proposal that crosses current landownership boundaries.

Town Centre Policies

→ Policy TC1 identifies town centres as the “key location for major retail, commercial, leisure, cultural, tourism, office and community activity uses.” Within local centres the Council will support “appropriately scaled retail, service, and social infrastructure” and “encourage a mix of retail, community, and residential uses.” It also safeguards the role of neighbourhood parades.

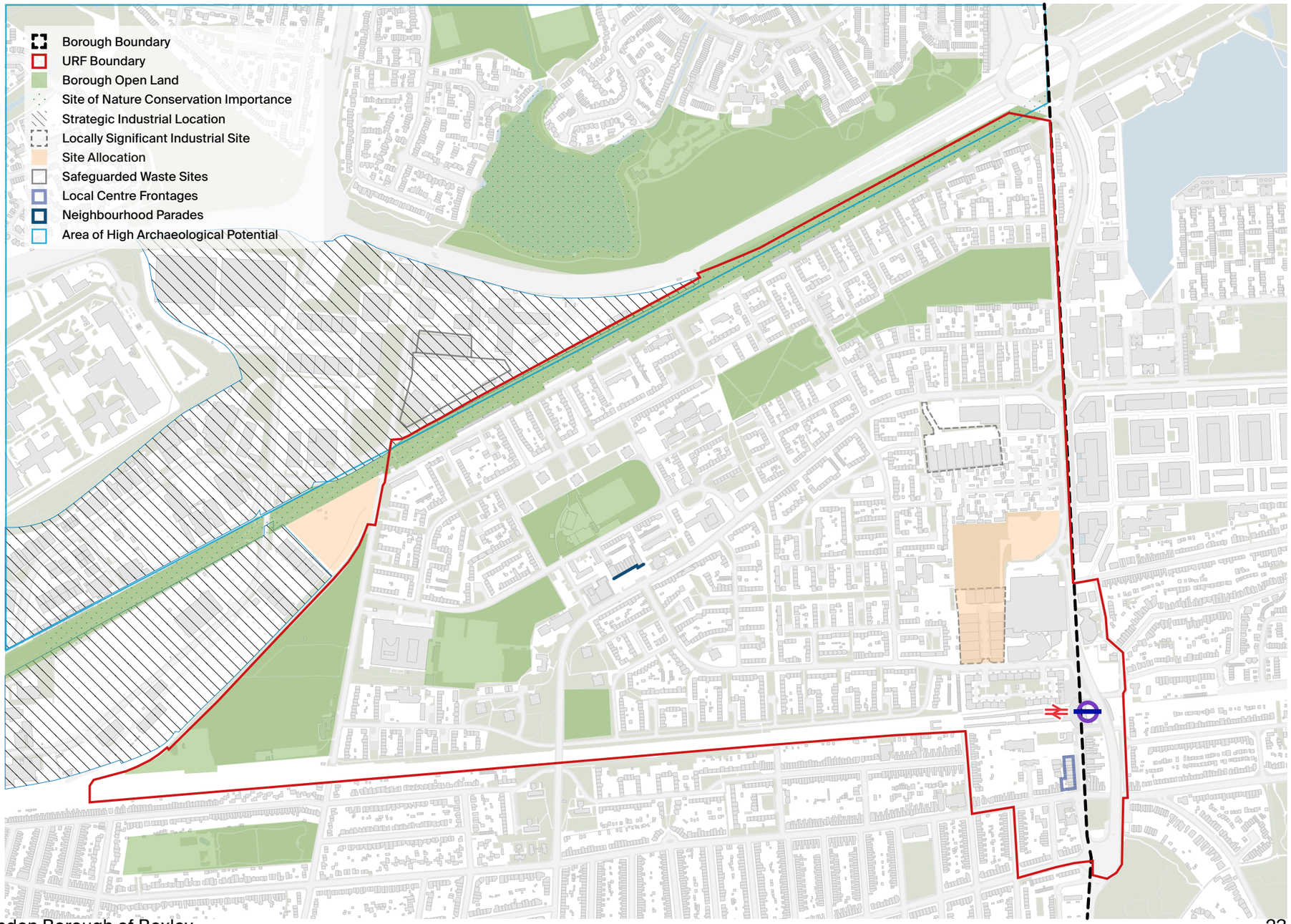
Community Open Space

→ Policy EN2 permits development in Borough Open Land only under specific circumstances that protect or enhance the openness of the space and its existing recreational uses.

Gypsy and Traveller Needs

→ Policy H10 seeks to retain existing and provide new gypsy and traveller accommodation across the Borough.

Data from Royal Borough of Greenwich’s Interactive Planning Policies Map



LBB Planning Context

Sustainable Development Location

→ Policy SP1 promotes sustainable development by directing most housing, employment and infrastructure growth to accessible town centres, transport hubs and designated industrial areas while protecting designated green infrastructure from inappropriate development.

Metropolitan Open Land

→ Policy SP8 protects Metropolitan Open Land from inappropriate development and only permits development on Urban Open Space where the public benefits clearly outweigh any harm.

Town and Neighbourhood Centres

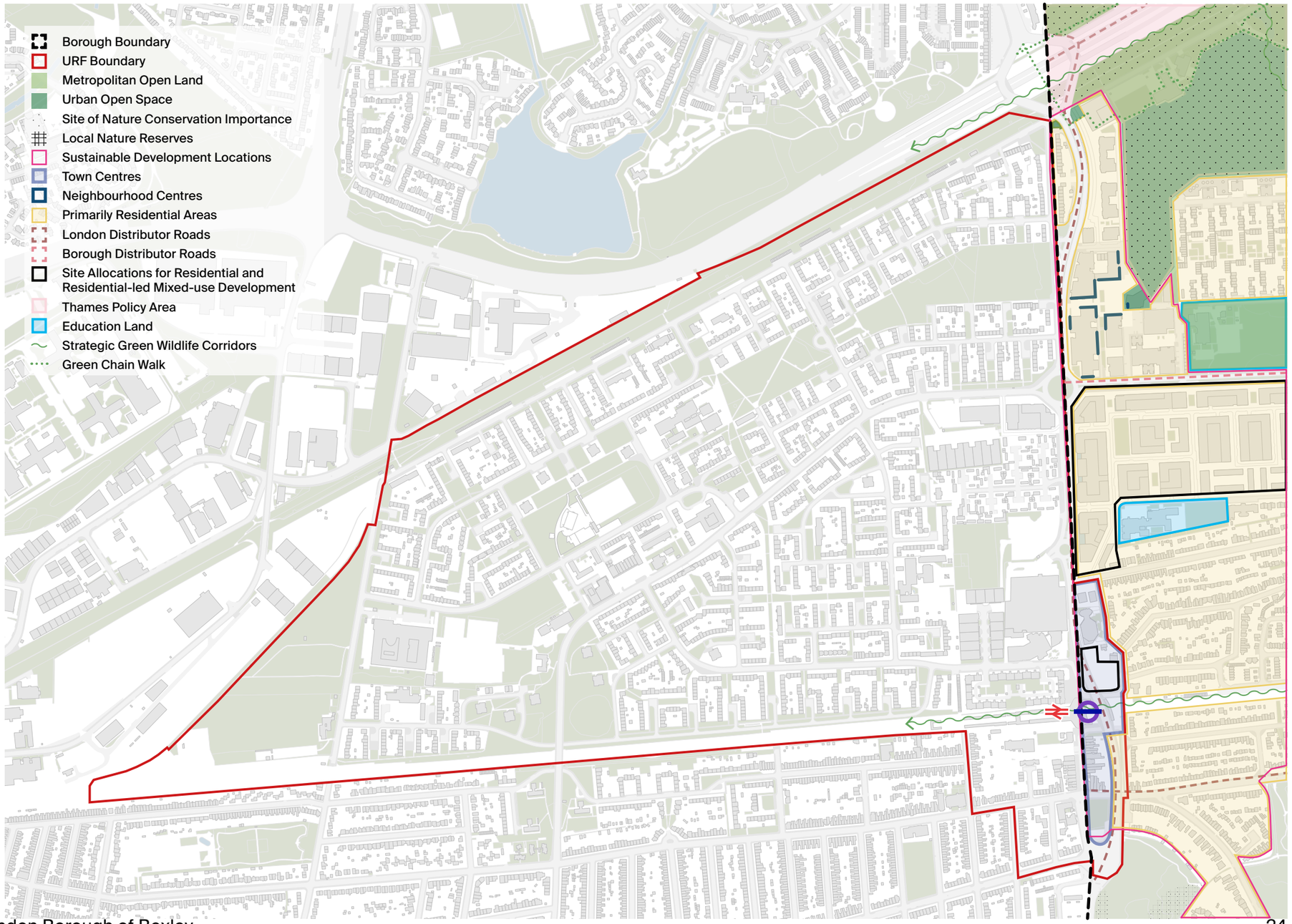
→ Policy DP9 supports a diverse mix of town centre uses but resists loss of ground floor commercial units and harmful over-concentrations.

→ Policy DP10 allows loss of ground floor commercial units in neighbourhood centres only where vitality is maintained and over-concentrations of harmful uses are prevented.

Site Allocations

→ Policy SA1 allocates Felixstowe Road Car Park for residential-led mixed-use development of at least 90 homes with town centre uses and enhanced public realm.

→ Policy SA2 allocates the Lesnes Estate/Coralline Walk site for estate regeneration delivering around 1,850 homes with new open space, improved connectivity and ecological enhancements, without undermining nearby town centres.



Data from London Borough of Bexley's Interactive Local Plan Policies Map

Outline Planning Permissions (Past)

1 - Land at Southmere Village (Approved – December 2016)

2 - Land at Binsey Walk (Approved – December 2016)

3 - Land at Coralline Walk (Approved – December 2016)

4 - Land at Sedgemere Road (Approved – December 2016)

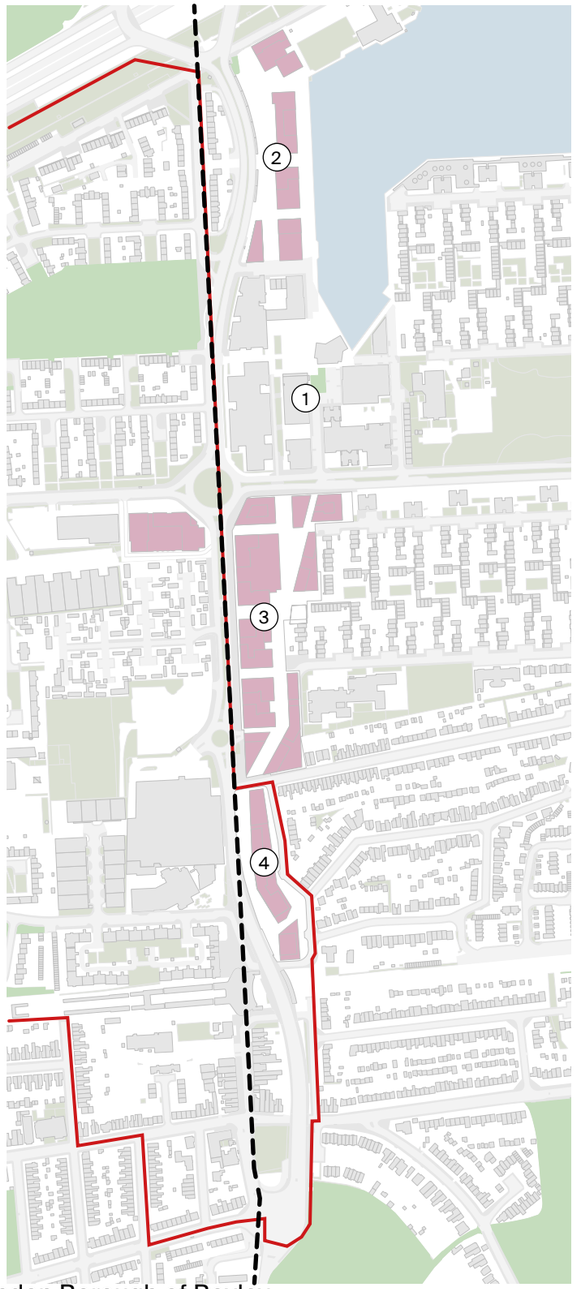
Key

- Borough Boundary
- Recently Built
- Under Construction
- Permitted
- Outline Consent



Figure 3.13: Abbey Wood - existing, permitted and under construction developments (VUCity)

Extract from RBG Characterisation Study - Tall Buildings Assessment (2023), p.66



Consented & Pending Permissions (Current)

1 - Lesnes Estate Regeneration (Approved)

2 - Land at 4-8 Sedgemere Road (Approved – November 2025)

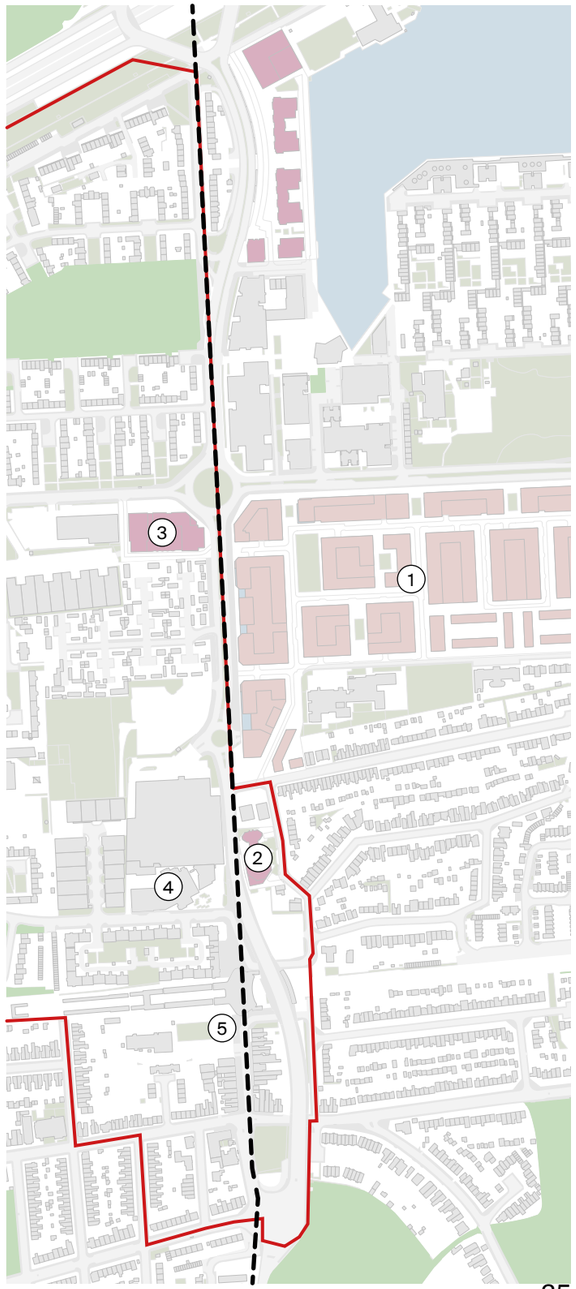
3 - 1A and 1C Eynsham Drive (Approved - August 2025)

4 - Land at Felixstowe Road (Approved - September 2018

5 - 31 Wilton Road (Submitted July 2026)

Other applications within the Abbey Wood Estate

- Land at Penmon Road (Approved - December 2025)
- 2no. Garage Sites on Sewell Road (Submitted - Feb 2026)



Tall Building Zones

Royal Borough of Greenwich Policy DH2: Tall Buildings

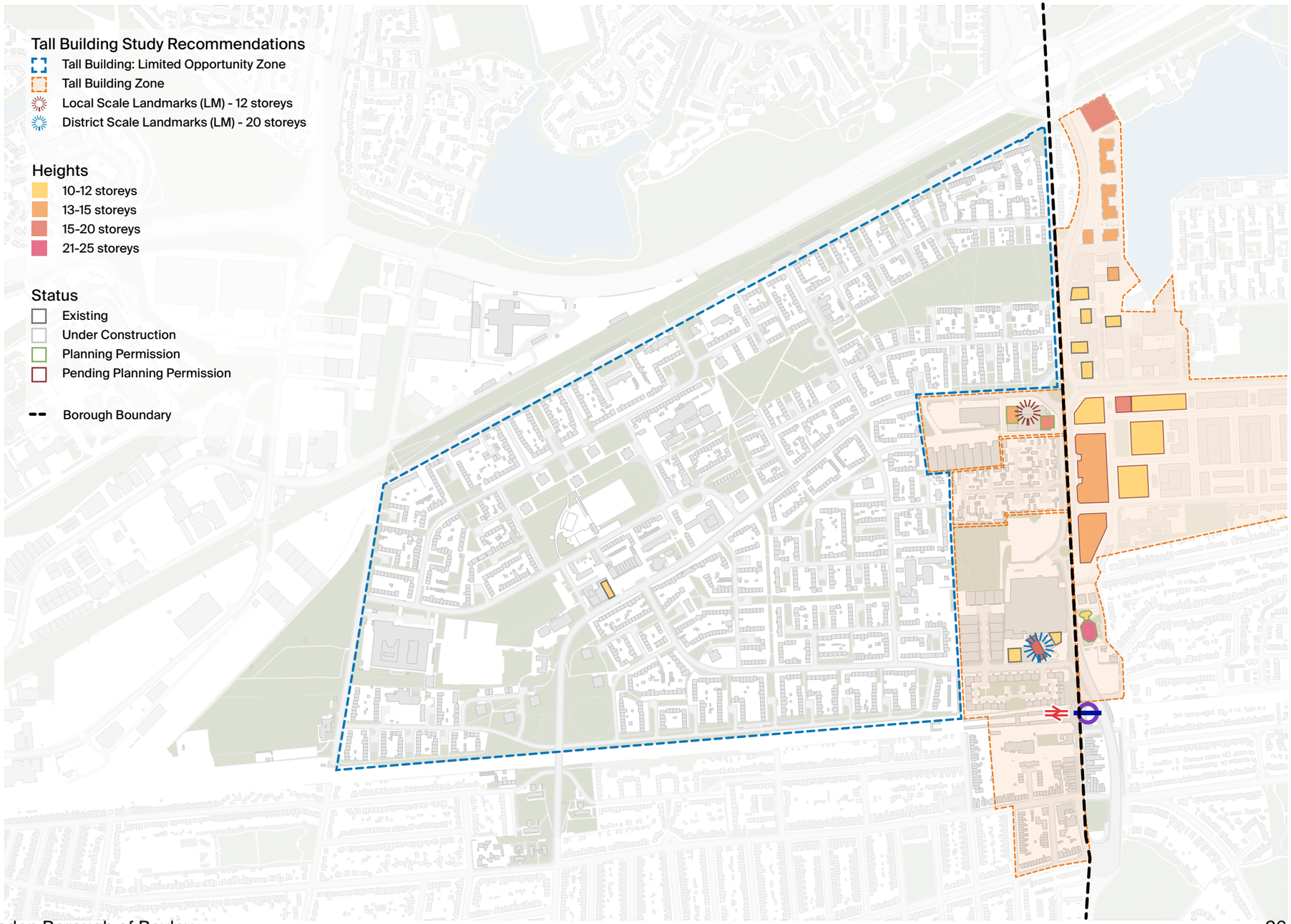
→ In the emerging Local Plan Royal Greenwich defines tall buildings as buildings that are over 30m in height in Abbey Wood. These may be an appropriate form of development in:

Tall Building Zone recommendations from the Tall Building Study - areas where there may be potential for usually local scale tall buildings to aid place making or regeneration, subject to locally specific principles (Abbey Wood Station and Harrow Manorway frontage);

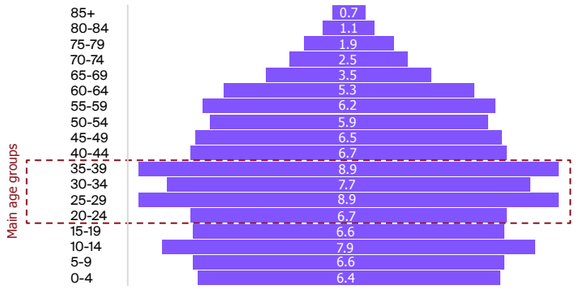
Limited Opportunity Zones - areas with minor potential for modest tall buildings as part of a comprehensive approach to change or renewal. (Abbey Wood Estate).

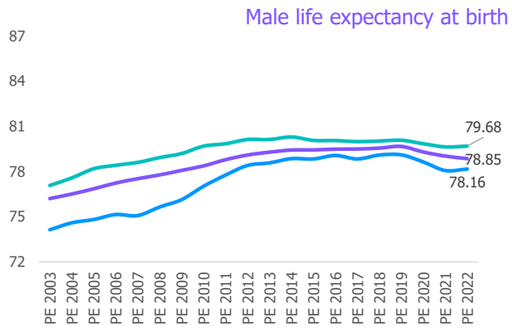
London Borough of Bexley Policy DP12 - Suitable Locations for Tall Buildings - Thamesmead & Abbey Wood

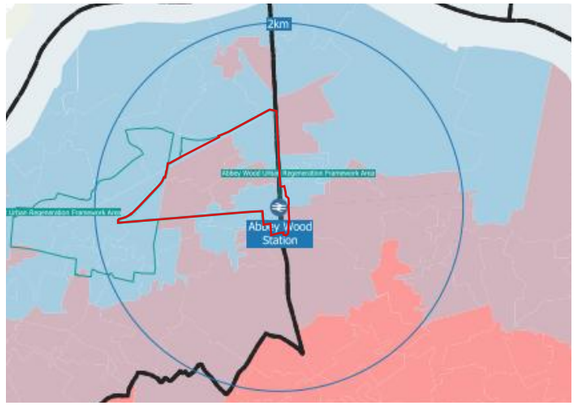
→ Identified as areas suitable for tall buildings up to a max. Height of 45 metres (approx. 15 storeys). This should not be a uniform approach across a site, but rather the tall buildings should be in key locations on the site.

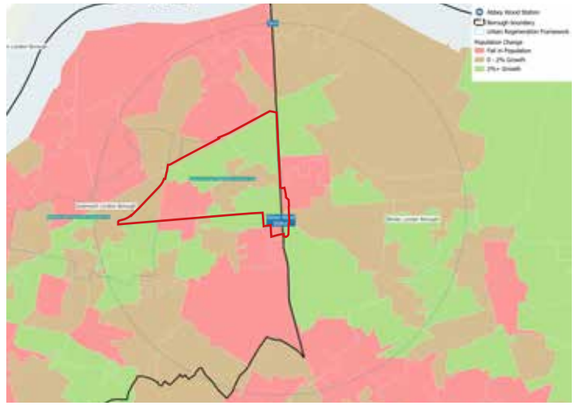


Demographics









Ages

The age profile of Abbey Wood is slightly younger than the national average, as the area contains a higher proportion of children and young adults (under 35), reflecting both its appeal to young families and its relatively affordable housing.

Abbey Wood has begun to see an increase in both young professionals and families moving to the area, seeking affordable housing and easier commuting options to central London.

Key Takeaway: The area has a higher proportion of young adults and families than the national average, in line with broader London trends.

Life Expectancy

Abbey Wood's life expectancy of 76 years sits significantly below England's national average of 82 (a six-year gap indicative of health inequalities linked to deprivation.) The area mirrors Greenwich's profile, where life expectancy also falls below the national average, contrasting with neighbouring Bexley, which consistently performs above it.

Data from 2003–2022 shows Greenwich's male life expectancy at 78.16 (vs. England's 78.85 and Bexley's 79.68) and female life expectancy at 82.15 (vs. England's 82.82 and Bexley's 83.21). These patterns have remained broadly stable over two decades, suggesting structural rather than cyclical health challenges.

Key Takeaway: Abbey Wood's life expectancy of 76 years reveals persistent health inequalities demanding urgent intervention.

Ethnicity

Abbey Wood is a highly diverse community, with approximately 54% of residents identifying as Black, Asian, or another minority ethnic group, significantly exceeding England's average. Notably, 33.1% identify as Black, Black British, or African/Caribbean, nearly 2.5 times London's figure of 13.5%.

The White British population ranges from below 33% to 60% across the study area. For the URF, this diversity is a defining community asset, demanding culturally inclusive engagement and regeneration strategies that celebrate and strengthen the area's rich multicultural identity.

Key Takeaway: Abbey Wood's ethnic diversity exceeds national averages and should be embedded within an inclusive, community-led regeneration strategy.

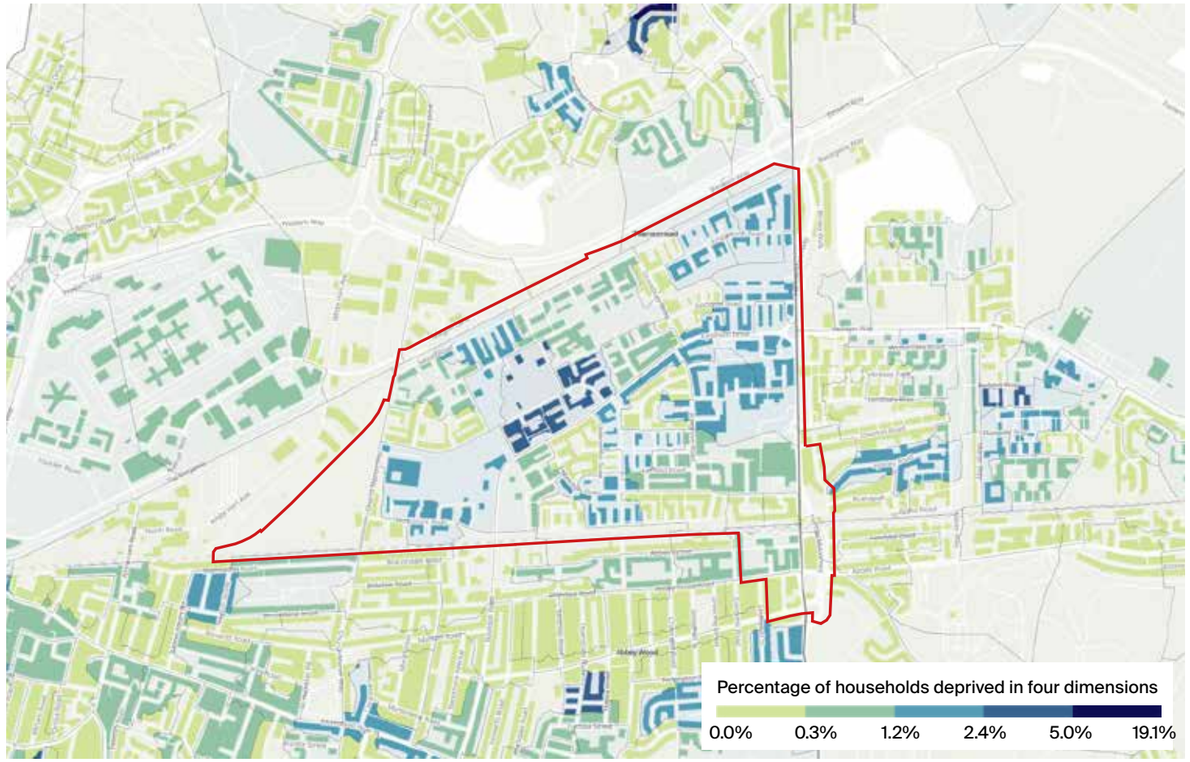
Population Growth

Between 2022 and 2023, Abbey Wood experienced modest population growth, reflecting wider trends in southeast London.

This growth has been driven primarily by improvements to local infrastructure, most notably the opening of the Elizabeth Line, which has attracted new residents and accelerated housing development.

Key Takeaway: Abbey Wood has seen a steady increase in its population, reflecting both new housing delivery and improved transport links.

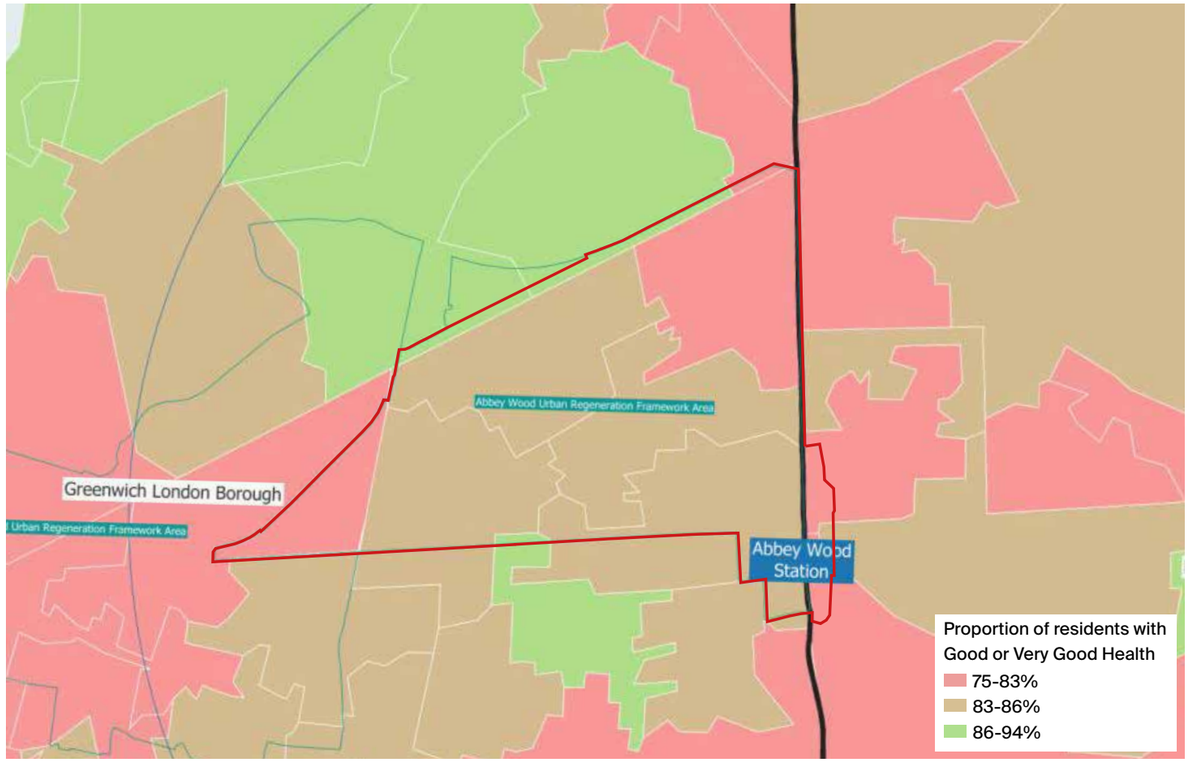
Health



Deprivation

The southern part of the 5 km catchment area around Abbey Wood station is generally more affluent, with many neighbourhoods falling within the least deprived or second least deprived quintiles. In contrast, parts of the Abbey Wood Urban Regeneration Framework (URF) area experience higher levels of deprivation. The Abbey Wood Estate, particularly around Eynsham Drive and Sewell Road, contains some of the most deprived neighbourhoods in the area, with a notable proportion of households experiencing multiple forms of deprivation.

Key Takeaway: Although deprivation varies considerably across the wider catchment, Abbey Wood contains significant pockets of deprivation that are more pronounced than those found in many neighbouring areas and remain an important focus for regeneration and investment.

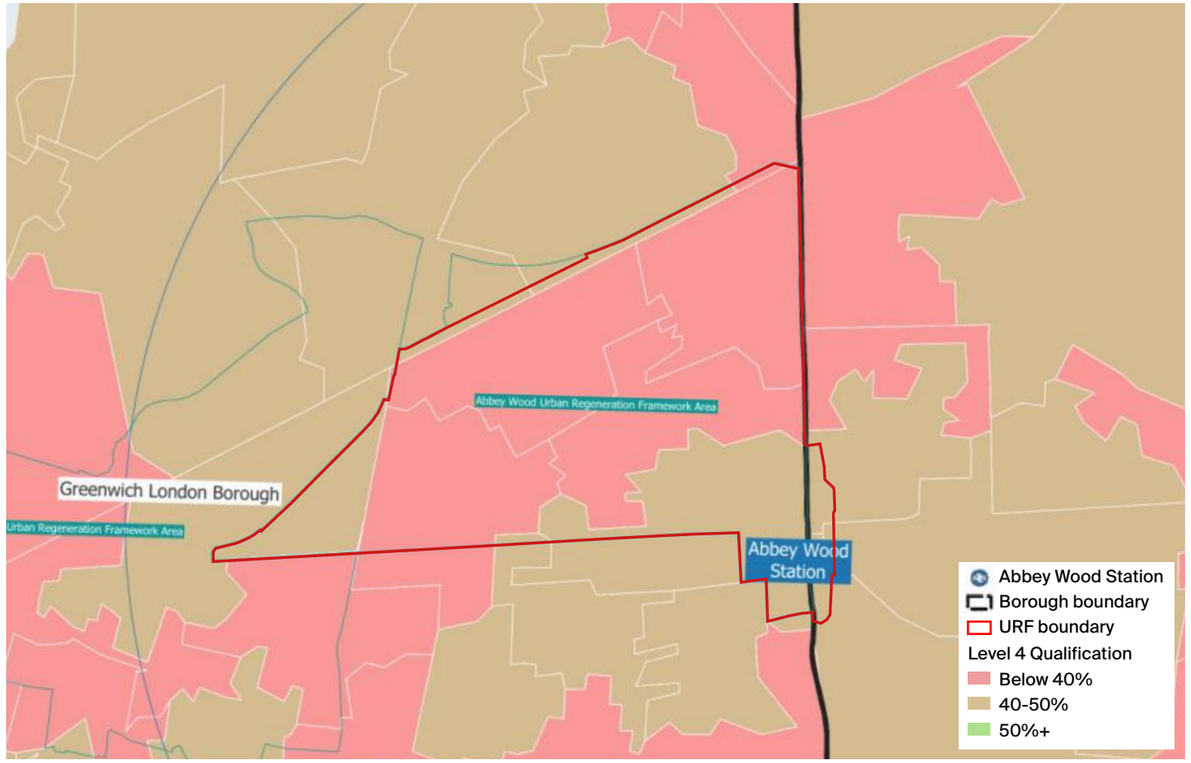


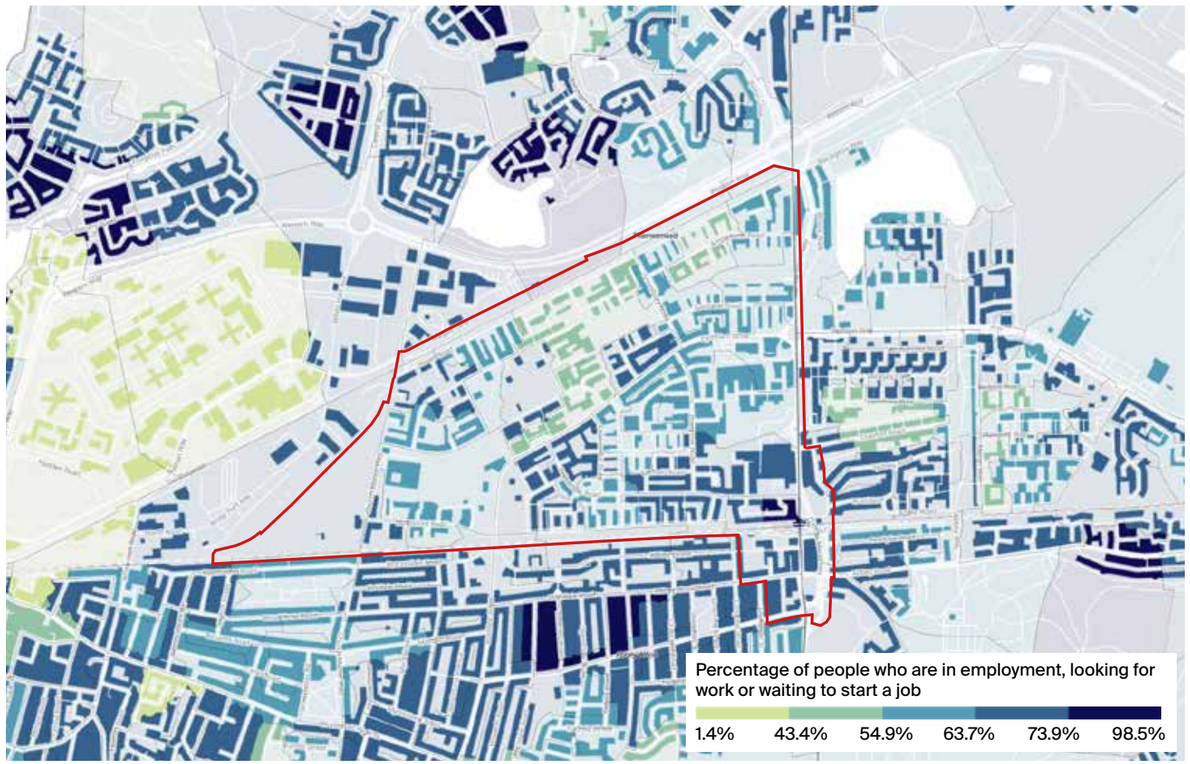
Health

Self-reported health varies across the Abbey Wood URF area. In the north-east and western parts of the area, between 75% and 83% of residents report their health as good or very good, compared with 83% to 86% across much of the remaining area. The area also faces a number of health and wellbeing challenges, including higher levels of long-term illness, childhood obesity and child poverty than those seen in some neighbouring areas.

Key Takeaway: Health outcomes are uneven across Abbey Wood, with some neighbourhoods experiencing poorer health and wider socioeconomic challenges than others. These inequalities highlight the importance of addressing the wider determinants of health alongside improving access to services.

Education & Employment





Education

The proportion of Abbey Wood residents holding Level 4 qualifications (equivalent to higher education, such as a bachelor's degree, HNC/HND, or above) is lower than the London average, and notably below the national benchmark. This trend reflects wider challenges around educational attainment and access to higher education in parts of southeast London.

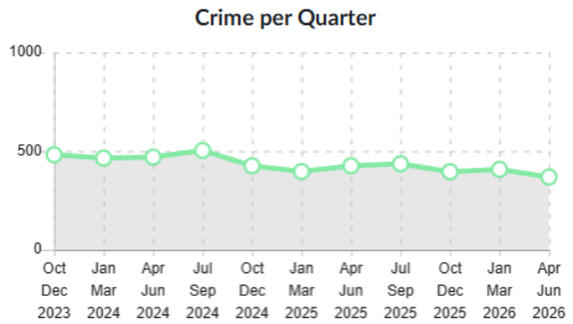
Key Takeaway: There are educational disparities compared to regional and national averages leading to a lower qualified workforce across Abbey Wood.

Employment

Abbey Wood has a relatively high proportion of economically inactive residents, particularly around Eynsham Drive Local Centre and the Ridgeway. Among those in employment, a greater proportion work in caring, leisure and other service occupations compared with the England average. Professional and managerial occupations are less common than nationally, suggesting a workforce that is more concentrated in service-based roles.

Key Takeaway: Abbey Wood has relatively high levels of economic inactivity and a workforce that is more concentrated in service and care-related occupations than the England average. Higher-skilled professional and managerial occupations are less prevalent, which may influence income levels and economic opportunities in the area.

Safety & Crime

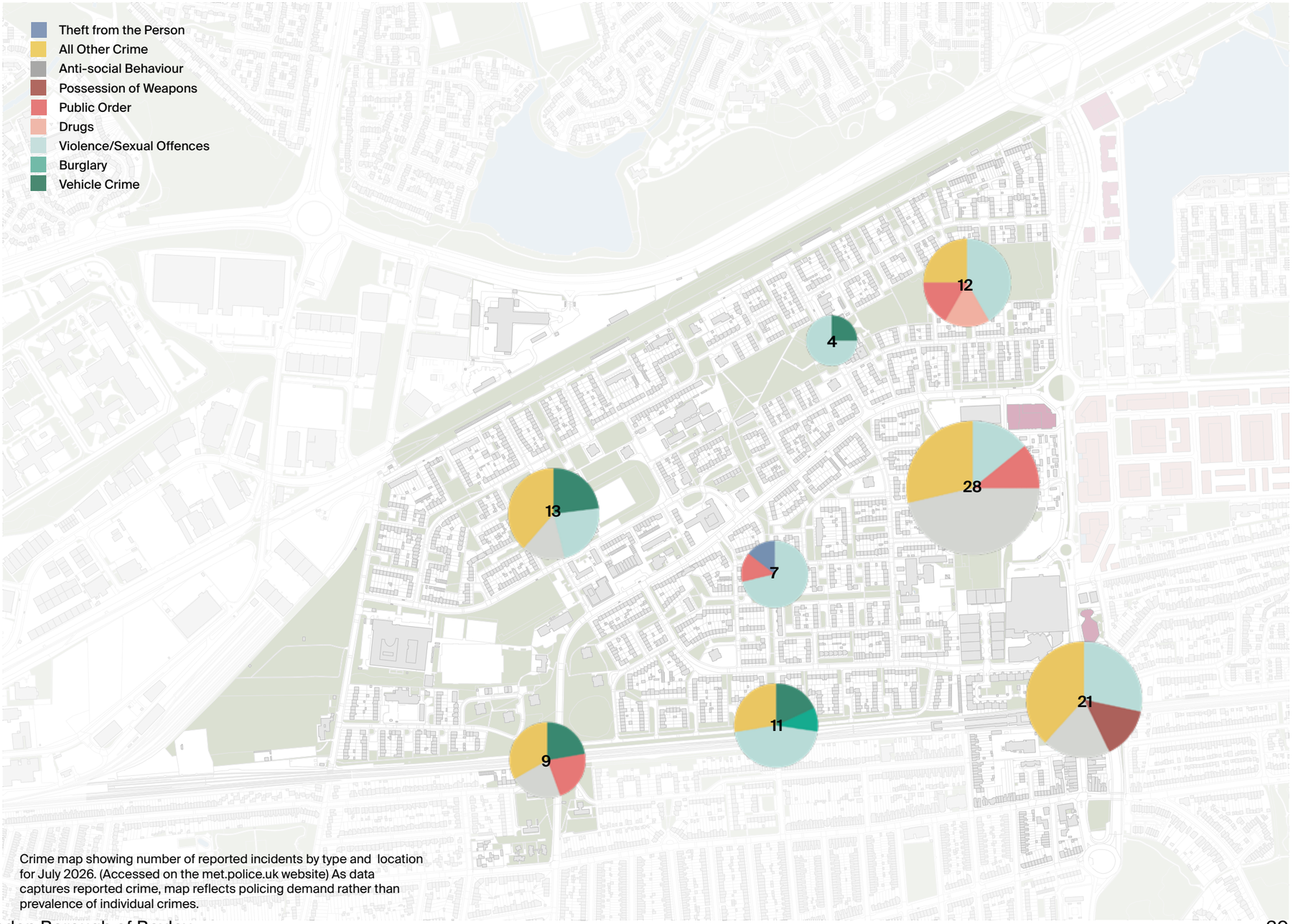


Graph showing reported crime in Abbey Wood over a 3 year period. (Accessed on the met.police.uk website)

Reported crime in Abbey Wood has gradually fallen since 2023, but remains consistently high.

Crime is often concentrated around the station and Abbey Wood Park and 'hotspots' around Eynsham Drive, Thistlebrook and The Ridgeway. Incidents of sexual violence have been reported along the estate's green pedestrian routes, highlighting the need for improved passive surveillance and lighting in any future proposals.

This data reflects local safety concerns raised in public engagement (See Chapter 3 Engagement).



Crime map showing number of reported incidents by type and location for July 2026. (Accessed on the met.police.uk website) As data captures reported crime, map reflects policing demand rather than prevalence of individual crimes.

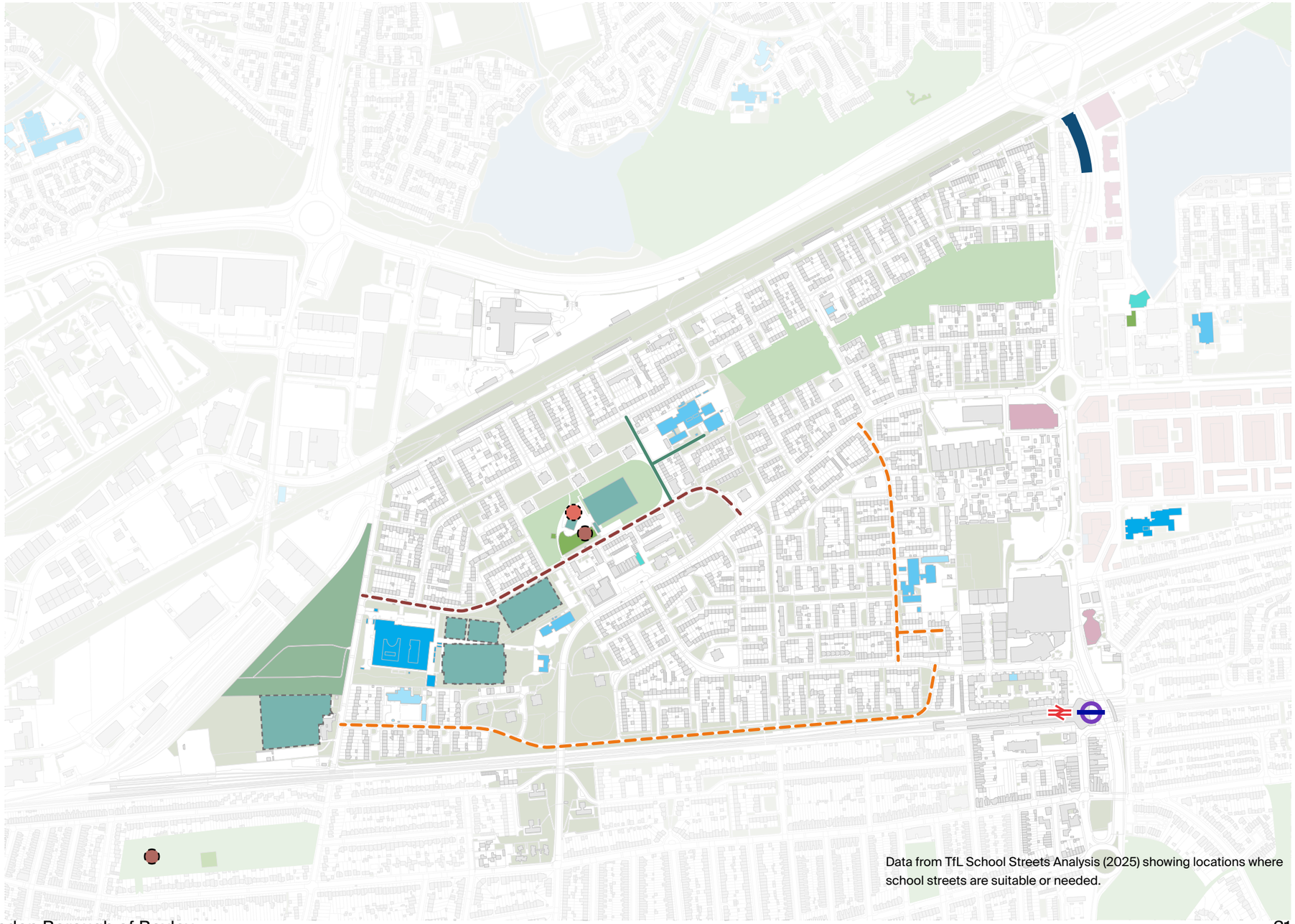
Provision for Young People

With a young population, relatively affordable housing, and improved Elizabeth Line connections, Abbey Wood is becoming increasingly attractive to young families, driving demand for childcare, schools, and family amenities. The URF area includes several primary and secondary schools with many students utilising the local library, recreation ground and play area. There are safety concerns around these areas however, and many are in need of additional investment.

Despite extensive green space, there is a lack of high-quality, accessible play space, limiting opportunities for both formal and informal play. There is also a lack of sports facilities that can be accessed by the community for free, without prior booking.

Abbey Wood also has a notable skills gap, with over 30% of residents having no formal qualifications and only 20% holding a degree or higher. Spaces to support learning for young adults and nurture young businesses are limited.

- Education: Nursery
- Education: Primary School
- Education: Secondary School
- Education: FE/HE
- Gyms and Sports Centres
- Playing Fields
- Private Playing Fields
- Children's' Play Areas
- Libraries
- Parks and Green Spaces
- Existing School Streets
- School Street Needed - High Priority
- School Street Needed - Medium Priority
- Existing Local Play Space
- Existing Neighbourhood Play Space



Data from TfL School Streets Analysis (2025) showing locations where school streets are suitable or needed.

Strategic Land Use

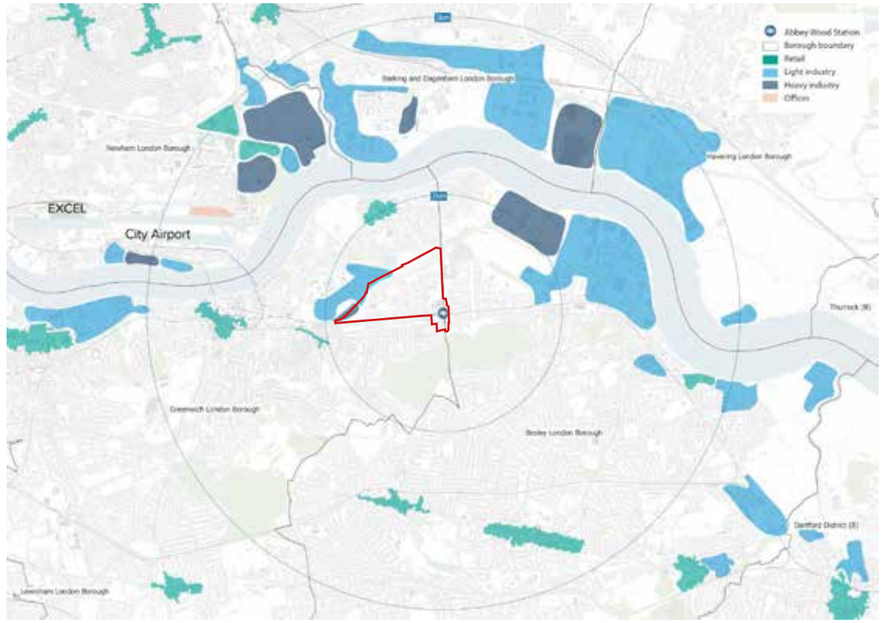
Abbey Wood is predominantly residential and mixed-use within the 2km catchment, with relatively limited on-site retail compared to areas beyond this boundary.

Light industry plays a significant role in the local economy, particularly logistics, food production, and motor-related businesses, which provide essential services and employment. This is located within Plumstead along Nathan Way and in the White Hart Triangle, Crossness Innovation Business Centre and Belvedere Industrial Area, with two small Locally Significance Industrial Sites (LSIS) in separate locations within the area of the URF. Additionally, there are two newer creative workspaces at the Lakeside Centre on Southmere Lake and Cygnet Square.

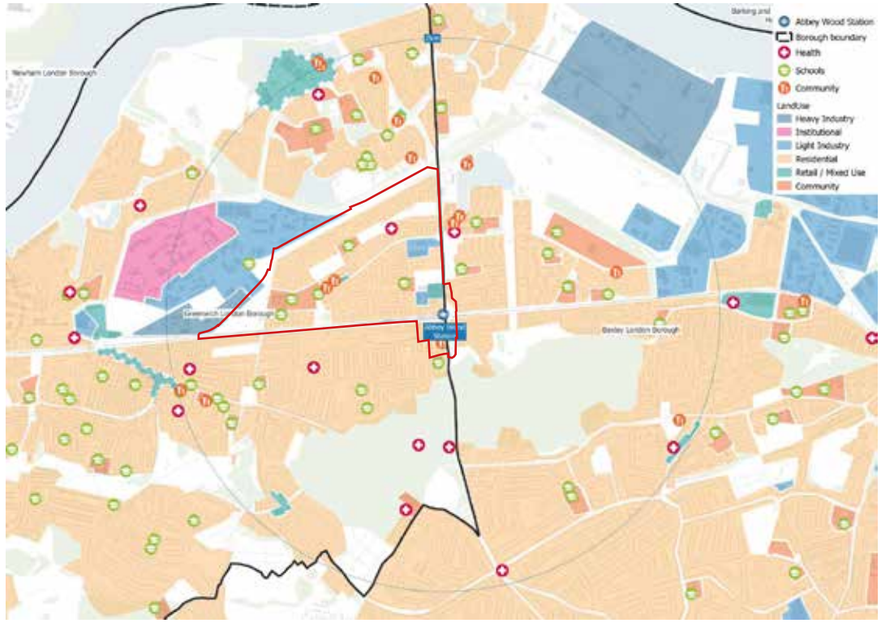
Educational space is the second most significant land use in the Study Area, comprising approximately 16% of the footprint. All of this space is occupied by schools.

Retail space accounts approximately for only 12% of the commercial space in the Study Area, indicating a relatively limited spatial presence compared to other land uses. This comparatively small proportion of retail is concentrated in clusters around Wilton Road, Eynsham Drive and Felixstowe Road.

Office space is very limited within the 2km catchment area. Less than 2% of the land is currently being used as office space. This very small proportion indicates that Abbey Wood is not currently a significant centre for office-based employment.



Land Use within a 5km radius from the site and beyond.
Source: Retail Centre Boundaries and Open Indicators 2022



Land Use and business types within a 2km radius from the site and beyond.
Source: Retail Centre Boundaries and Open Indicators 2022

Existing Sector Overview



Residential

House prices in Abbey Wood are lower than in many comparable parts of London, making it one of the more affordable places to live along the Elizabeth Line. Price growth has slowed in recent years but remains stronger than the wider borough average, suggesting confidence in the area's long-term prospects. A significant number of new homes are either consented or in planning around Abbey Wood Station and Harrow Manorway, including 487 shared living units at Eynsham Drive. How quickly these new homes are bought or occupied will be important to monitor.

Key Takeaway: Abbey Wood's affordability is a genuine asset, but a greater variety of housing types — particularly family homes — would better meet the needs of existing and future residents.



Office

Abbey Wood has a small, locally-focused office market with no major employers and rents lower than in comparable parts of London. Demand appears steady, with the number of vacant spaces broadly matching what is available. There is room for additional workspace, particularly smaller, affordable units suited to local businesses and sole traders. However, new office space should be introduced gradually to ensure it can realistically be filled given the relatively modest scale of local demand.

Key Takeaway: New workspace provision should focus on affordable, flexible units for smaller local businesses rather than large-scale commercial development.



Retail

Abbey Wood's shops and businesses are small in number and focused primarily on everyday essentials, serving local needs rather than offering a broader or more varied shopping experience. Rents are lower than comparable areas, though recent growth suggests genuine underlying demand. As more homes are built in the area, there is a real opportunity to grow and diversify the retail and hospitality offer over time. Residents consistently expressed a desire for more independent shops, cafés and restaurants across the area's local centres.

Key Takeaway: Housing growth presents a clear opportunity to strengthen and diversify the local retail and hospitality offer across Abbey Wood's four main neighbourhood centres.



Industrial

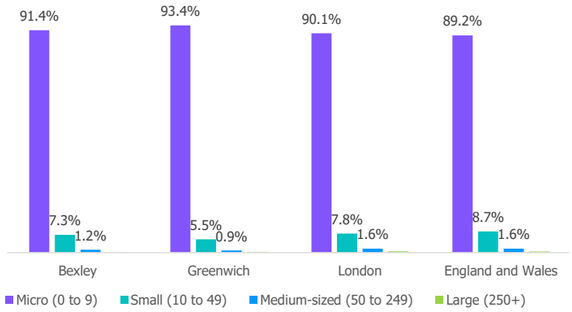
Abbey Wood has a significant number of industrial and commercial premises relative to its size, but much of this stock is struggling. Many units stand empty or poorly maintained, reflecting both the age and condition of the buildings and the financial pressures that make them increasingly difficult to occupy and sustain. Whilst rents appear broadly competitive on paper, the reality on the ground is of an industrial area in decline, with limited reinvestment and a growing number of premises no longer fit for purpose.

Key Takeaway: Abbey Wood's industrial stock is under-performing, with high vacancy and financial pressures raising questions about its long-term future. These sites represent opportunities for consolidation, re-purposing or redevelopment.

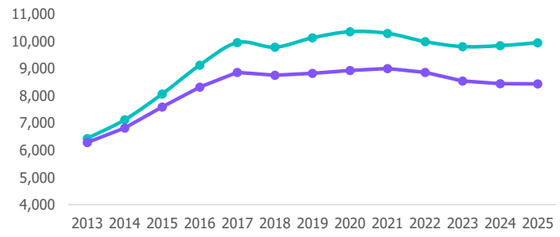
Existing Small and Medium Enterprises



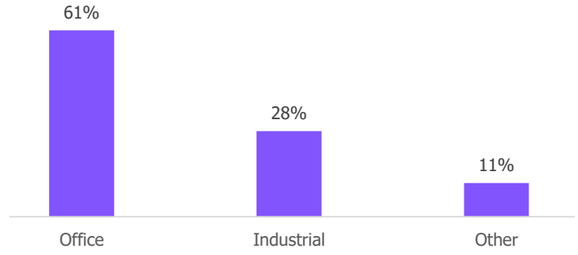
Graph 32. Business size by number of employees (2025)



Graph 33. Business growth (2013-2025))



Graph 35. Transactions below 250 sqm (%)



Businesses in the study area

Abbey Wood has a relatively limited local business base, which restricts the variety of services, employment opportunities and day-to-day amenities available to residents and visitors. Office space is particularly scarce, although businesses such as The Engine House, Indie Zero Film Studios, British Loose Lead and Versapak Group demonstrate the presence of creative, commercial and industrial activity in the area. Retail activity is concentrated along local centres, with the larger cluster on Plumstead High Street continuing west beyond the study area.

Businesses at borough level

Greenwich and Bexley both have a strong base of micro businesses, with firms employing fewer than ten people making up more than nine in ten businesses in each borough. This is a higher proportion than across London and England and Wales, demonstrating the importance of self-employed people, start-ups and small local enterprises to the area's economy. Businesses employing 10–49 people form a much smaller share, particularly in Greenwich, highlighting the need to support firms as they grow beyond their earliest stages.

Business growth at borough level

Both Greenwich and Bexley have experienced sustained growth in their business base since 2013, demonstrating a long-term increase in enterprise across the wider area.

Greenwich has consistently had a larger number of businesses than Bexley, and this gap widened after 2015, although both boroughs now support significantly more firms than they did at the beginning of the period. This provides a positive context for supporting more local business formation and growth in Abbey Wood.

Small and Medium Enterprises at borough level

Small and medium-sized enterprises are the largest group of identified recent occupiers within one mile of Abbey Wood Station, accounting for 67% of recorded leases since 2020. Most transactions are for relatively small units of 800–1,600 sq ft, with demand extending beyond conventional office space to shops, studios, workshops, light-industrial space and storage. Borough-wide evidence also identifies a shortage of affordable office and industrial premises, while existing affordable workspace is fully occupied, demonstrating clear pressure on local supply.

Key Takeaway: The URF should help broaden Abbey Wood's local economy by creating space for new businesses, services and customer facing enterprises close to the station and town centre.

Key Takeaway: New employment space should be affordable, flexible and accessible for very small businesses, with low entry costs and short, adaptable lease arrangements.

Key Takeaway: Abbey Wood should be positioned to support this continued growth, providing a local route for businesses to start, remain and expand rather than moving elsewhere.

Key Takeaway: The URF should provide a range of small and grow-on units, not solely co-working space, including affordable studios, workshops, light-industrial and storage space designed around real business needs.

Key Opportunity Sectors

Abbey Wood's next phase of growth should deliver more than new residential development. It should create a mixed, connected and inclusive town-centre that enables existing residents and businesses to benefit from investment, while improving access to healthcare, culture, services, employment and learning.

The Elizabeth line, planned Thamesmead transport investment, emerging housing delivery and Abbey Wood's relative affordability provide a strong platform for change. However, the Urban Regeneration Framework must respond to persistent deprivation, poorer health outcomes, skills gaps, limited local amenities, constrained employment space and fragmented connections across the borough boundary.

The approach should therefore:

- Deliver a balanced mix of homes, including affordable, family, later-life and supported housing, alongside the community infrastructure needed.
- Strengthen the everyday town-centre offer around Abbey Wood station, Wilton Road and Felixstowe Road, with more independent retail, food and drink, community uses and places to dwell.
- Support local businesses to start, stay and grow, through a ladder of affordable, flexible and operationally suitable business premises, not solely co-working space.
- Leverage mixed-use and housing-led developments to co-locate health, community, cultural and enterprise uses, creating vibrant neighbourhoods.
- Build on local cultural infrastructure and creativity, learning from successful Thamesmead models including TACO, Bow Arts, Cygnet Square and community-led provision.
- Establish a cross-borough approach to shaping the vision, delivering coherent arrival experience, high-quality public realm, complementary town-centre offer and a clear investment proposition.

Abbey Wood should evolve as a sustainable and inclusive place where homes, services, community facilities and employment spaces are connected through a coherent ladder of opportunity. Residents should be able to access care, education, culture, workspace and local services, start and grow enterprises, and remain within the area as their needs and aspirations change.



Residential

Promote a diverse and balanced housing offer that reflects identified local needs and supports changing housing requirements over time. Priorities include genuinely affordable homes, family housing, accommodation for young professionals, later-life living, specialist and supported housing, and the retention or re provision of care capacity where necessary.

Spatial / Delivery Considerations

Focus housing growth in accessible and well-connected locations, ensuring it is supported by healthcare, community, cultural, green-space and local-service infrastructure. Development should contribute to balanced and sustainable neighbourhoods, avoiding an over-concentration of a single housing typology. PBSA and large-scale shared living should not be a defining use. Where proposed, they should form a limited component of a broader mixed-tenure development and comply with Local Plan requirements, including cumulative-impact assessment where applicable.



Healthcare & Wellbeing

Access to healthcare services is an important consideration for the future growth of Abbey Wood. As the area continues to develop, the URF should consider opportunities to support healthcare provision and ensure that services are able to meet the needs of existing and future residents. Improvements to healthcare infrastructure could help improve access to services and support wider health and wellbeing objectives

Spatial / Delivery Considerations

Explore the delivery of an integrated health hub, alongside smaller healthcare facilities within town-centre and mixed-use sites. Prioritise accessible, well-connected sites with proximity to public transport. NHS South East London Integrated Care Board and the Healthier Greenwich Partnership are currently assessing health service requirements across the Greenwich and Bexley borough boundaries. Any future healthcare provision should align with these strategic assessments and identified population needs.

Key Opportunity Sectors



Community-led Cultural Offering
Support the delivery of affordable, adaptable and actively programmed community and culture spaces for learning, performance, making and social connection. These spaces will strengthen Abbey Wood's distinctive identity, support local talent, foster community cohesion and contribute to vibrant, inclusive and well-used public spaces. Develop a cultural programme with events on the High Street to enhance Abbey Wood Village.

Spatial / Delivery Considerations
Build on Thamesmead's established cultural ecosystem, including TACO, Bow Arts at Lakeside Centre, Cygnet Square's creative and food-and-drink offer, The Nest and community-led cultural programming. Support a mix of creative, educational and community uses, including studios, exhibition and performance space, rehearsal and learning rooms, youth provision, community kitchens and flexible halls. Secure long-term affordability, strong local stewardship and sustainable programming. Explore opportunities to store and season timber from the woods for use in craft and design, combined with new workshop space and facilities.



Shared workspace and affordable managed workspace
Support the delivery of small-scale, affordable and flexible workspace for sole traders, start-ups, social enterprises, creative practitioners and local service businesses. This will help foster entrepreneurship, reduce travel demand, retain local spending and employment and contribute to a more vibrant, productive and sustainable town centre.

Spatial / Delivery Considerations
A conventional speculative office model is unlikely to be deliverable. Instead, workspace delivery should focus on operator-led and curated models, supported where appropriate by public sector investment, patient capital, S106 contributions, affordable-workspace requirements or cross-subsidy. Workspace should be integrated within mixed-use developments and complementary uses, including community, education and innovation focused space. Flexible lease terms, low deposits, straightforward access arrangements and business support services will be as important to success as affordability. Affordable workspace for commuters in close proximity to the Elizabeth Line will further support Abbey Wood Village.



SME, maker and productive employment space
Support the growth of diverse local business base, including retail and service firms, creative production, repair, fabrication, light industry, trade, storage and distribution. Strengthening provision for SMEs is a priority, reflecting evidence that they comprise the largest group of recent occupiers in Abbey Wood and represent a key source of local employment.

Spatial / Delivery Considerations
Deliver a diverse ladder of employment space to support businesses at different stage of growth, from micro-units and start-up spaces to workshop and light-industrial premises and larger grow-on accommodation for expanding firms. Recent market evidence indicates demand for SME units are approximately 800–1,600 sq ft, alongside larger industrial units of 6,500–8,500 sq ft for established occupiers. Existing productive capacity should be protected and, where appropriate, intensified. Employment floorspace should be purpose-designed to accommodate operational needs, including servicing, loading, power, ventilation, storage, floor loading, access, parking and noise mitigation.



Retail, food and beverage
Strengthen Abbey Wood's everyday and evening offer to create a more welcoming, vibrant, useful and distinctive town and station-arrival experience. Priorities include independent retail, cafés, restaurants, affordable food day and evening offers, evening uses and services that meet daily needs for residents and commuters, helping to increase dwell time, footfall and local spending.

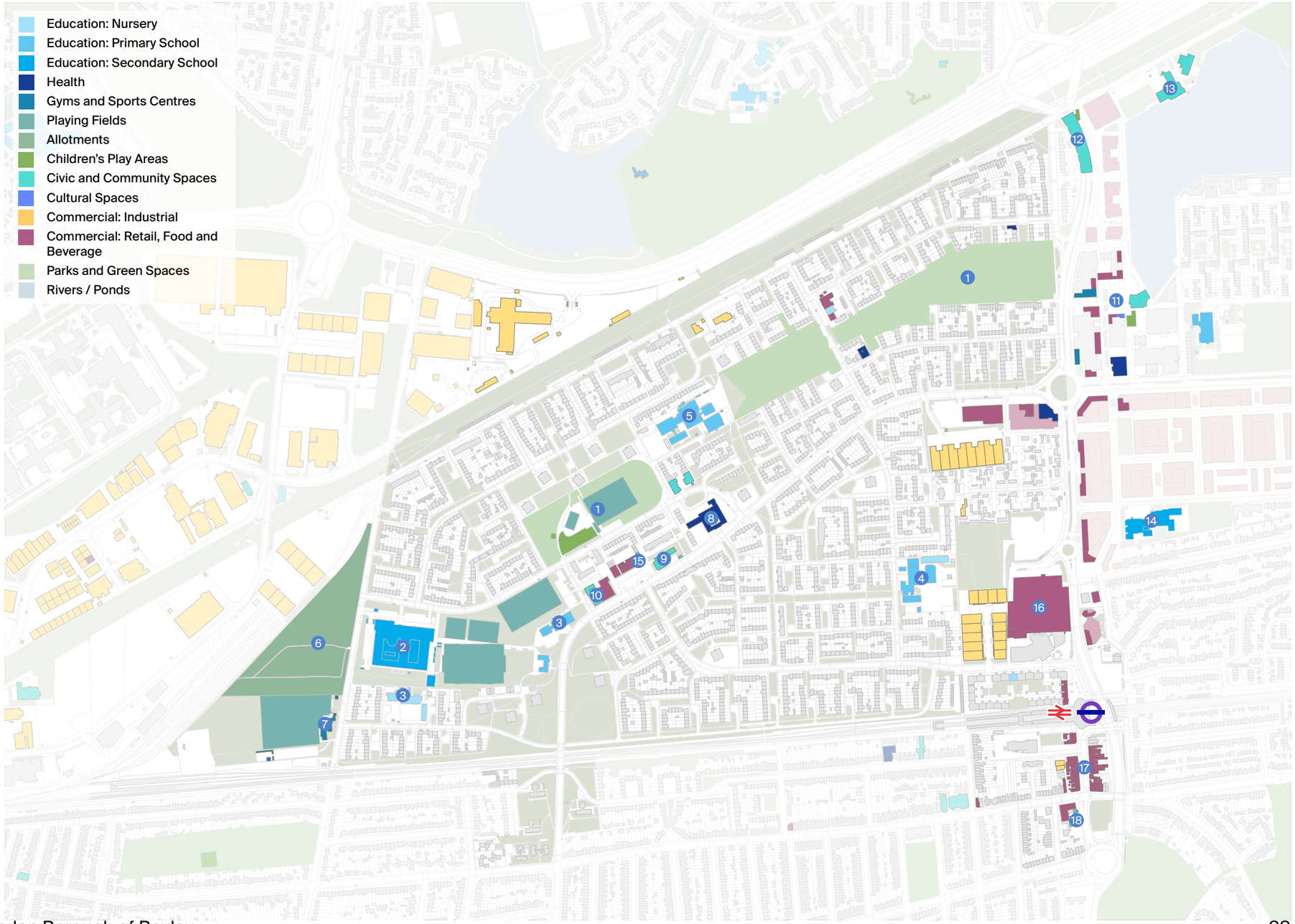
Spatial / Delivery Considerations
Establish a coordinated cross-borough strategy for Wilton Road, Felixstowe Road and the station arrival experience. The focus should be on enhancing the diversity, quality, identity and distinctiveness of the town centre, rather than solely increasing occupancy. New development and public-realm improvements should support vibrant active frontages and affordable opportunities for local businesses and community-led enterprise. The existing F&B offering should be strengthened to serve demographics who commute in. Flexible ground floor space should enable a mix of retail, community, health, cultural and workspace uses that contribute to animation, footfall and long-term resilience.

2.2 Abbey Wood Analysis

Uses

Abbey Wood is predominantly residential in character. There are several primary and secondary schools that form key focal points within the wider urban grain. The majority of the retail use is focused around Abbey Wood station, with the more thriving high street to the south along Wilton Road. There are still industrial uses remaining along Harrow Manorway, but the Lyndean Industrial Estate, for example, is underutilised and struggling with commercial viability. There is a cluster of retail, civic and community uses at the centre of Eynsham Drive that extends north towards the recreation ground and church.

Stakeholder consultation has noted a lack of healthcare provision in the area along with a need for later living facilities in the Abbey Wood Estate. In addition public consultation workshops highlighted a lack of high quality retail, food and beverage and evening offer at neighbourhood centres and on the high street.

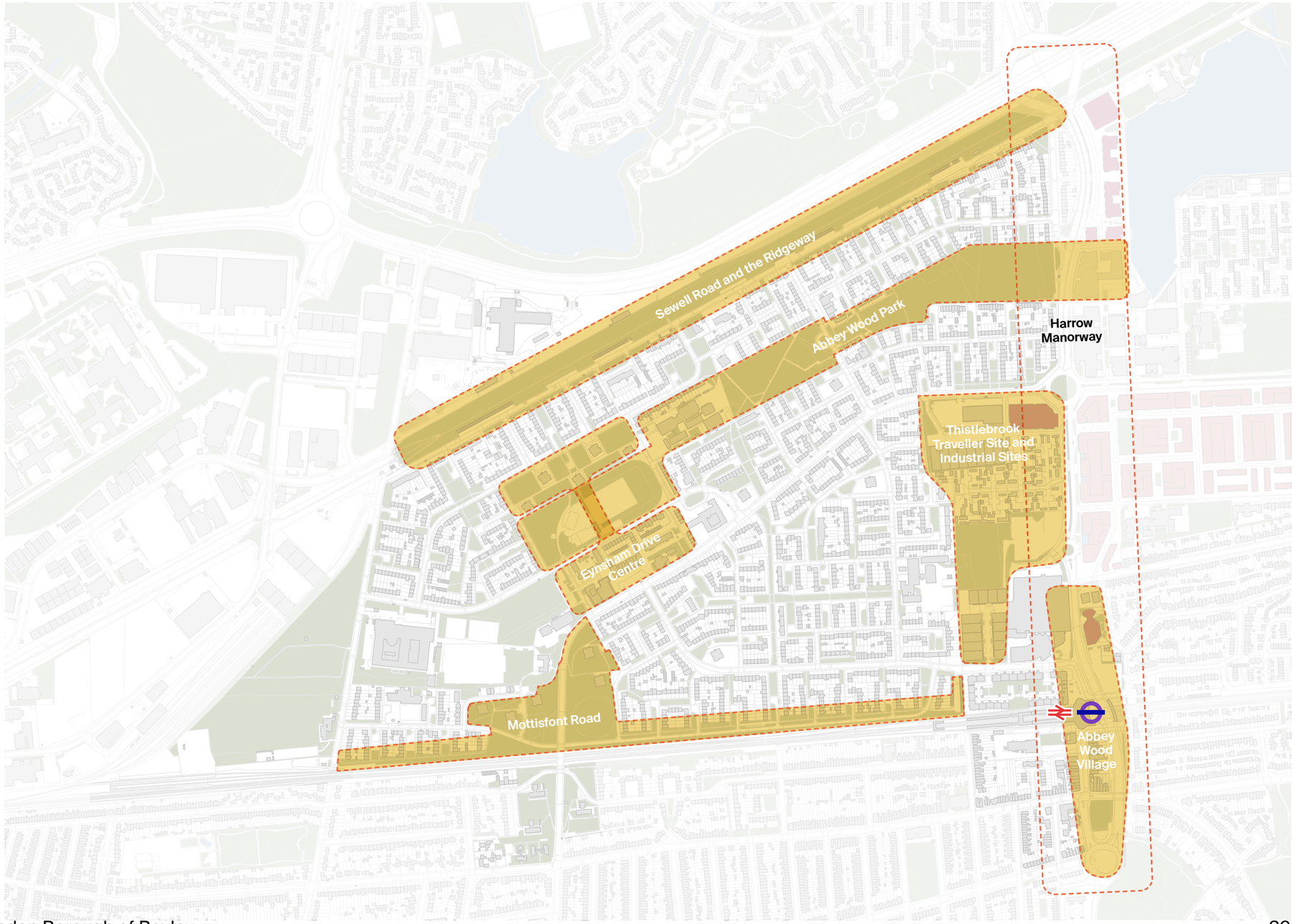


1. Abbey Wood Park & Playground
2. St Paul's Academy
3. St Thomas a Becket Primary School
4. Boxgrove Primary School & Mulberry Park Children's Centre
5. De Lucy Primary School
6. Church Manorway Allotments
7. Seven Acres Sports & Social Club
8. Weybourne Care Home
9. William Temple Church & Community Centre
10. C2K Community Centre
11. Cygnet Square & Thamesmead Library
12. London College of Performing Arts
13. The Lakeside Centre
14. Horizons Academy
15. Abbey Wood Library
16. Sainsbury's Superstore
17. Wilton Road Shopping Parade
18. Abbey Wood Community Centre

Analysis Key Areas

Our analysis of Abbey Wood focused around seven key areas that each defined key challenges for the wider coherence of the study area. These are as follows.

- Abbey Wood Village including public realm and adjacent Bexley owned opportunity sites.
- Abbey Wood Station and Harrow Manorway
- The Lyndean and Thistlebrook industrial estates, including the Thistlebrook Traveller Site and industrial sites along Harrow Manorway.
- Abbey Wood Park from the recreation ground to Cygnet Square including De Lucy Primary School.
- Sewell Road and the Ridgeway.
- Eynsham Drive centre, recreation ground and homes to the north.
- Mottisfont Road and open space adjacent to Eynsham Drive overpass.



Abbey Wood Village

The new Abbey Wood Station bridges the railway tracks and addresses the level change to Harrow Manorway. This however results in an unsatisfactory connection between Wilton Road to the south and Felixstowe Road to the north, compromising the small areas of high street currently present.

The public square to the north of the station is bounded by the underpass and station parking. This creates a very inactive edge to the square and compromises the success of high street and the public space. Wilton Road from to the south has a lot of potential as a high street but it currently dominated by vehicular movement and transport interchange.





Wilton Road. A thriving area of high street that is currently dominated by vehicular movement and congestion.



The new Abbey Wood Station. Addresses a large level change (north to south) but creates a disconnected public realm.



On street parking currently frames the high street with vehicles backing up around the station entrance.



Pavement on the Bexley side is currently constrained with very little width for pedestrian movement.



The public square to the north of the station entrance is active on one side only with few thriving business.

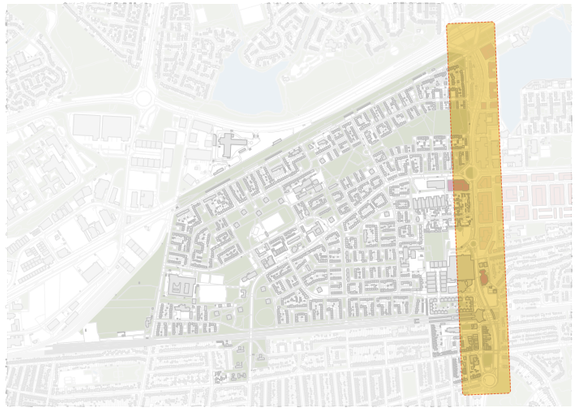


Harrow Manorway creates severance between the Station entrance and adjacent Bexley sites.

Abbey Wood Station and Harrow Manorway

Abbey Wood Station exists at first floor level onto Harrow Manorway. Harrow Manorway is the main arterial road that runs north south through Abbey Wood and provides a link for retail and industry.

Due to the increasing demand for pick up and drop off around the new Elizabeth Line, Harrow Manorway is facing increasing pressure from a greater number of commuters using cars, public transport and cycles. Its constrained width however leaves little room for improvements. Below Harrow Manorway the underpass previously used as material storage remains an underused space and fenced off. Future uses should be considered to activate the frontage along Felixstowe Road.





Harrow Manorway is a significant piece of transport infrastructure with conflicts between cars, public transport and cycles.



Abbey Wood Station Entrance. Has a generous forecourt but not occupied by seating, F&B or retail.



Public transport interchange to bus stops at station entrance is very popular but overcrowded and constrained in width.



Further along Harrow Manorway hard boundaries form an edge to the road with little opportunity for active frontage.



Below Harrow Manorway the underpass does not feel safe and is largely fenced off due to antisocial behaviour.



Harrow Manorway creates severance between the Station entrance and adjacent Bexley sites.

Thistlebrook Traveller Site and Industrial Sites

The Thistlebrook Traveller Site sits at the centre of the industrial area and in a tall building opportunity area. Thistlebrook is currently over crowded, with little available space for amenity or play. There is a single vehicular entrance into the Traveller Site from Harrow Manorway. The Traveller site is bounded by the Thistlebrook Industrial Estate to the North. This has a narrow access road from Eynsham Drive and is separated from the street by the Lidl Supermarket.

The Lyndean Industrial Estate is a significant industrial site but currently has a number of vacant units. It sits on a key route from Eynsham Drive to the Station Entrance and its redevelopment could offer strong opportunities for greater connectivity to the rear of Sainsbury's. Land to the north of the industrial estate has currently been cleared for future development. This shares a connection to Harrow Manorway, a key arterial route running through Abbey Wood.





Hard and inactive frontage of the Lyndean Industrial Estate along Felixstowe Road.



Lyndean Industrial Estate. Low quality building fabric with less than 100% occupancy.



Parking at Grade compromises the public realm and any active travel opportunities.



Lidl Site currently provides little activation along the main road. The Thistlebrook Industrial estate is isolated from Eynsham Drive.



Traveller site, with hard surfacing and few opportunities for play and amenity.



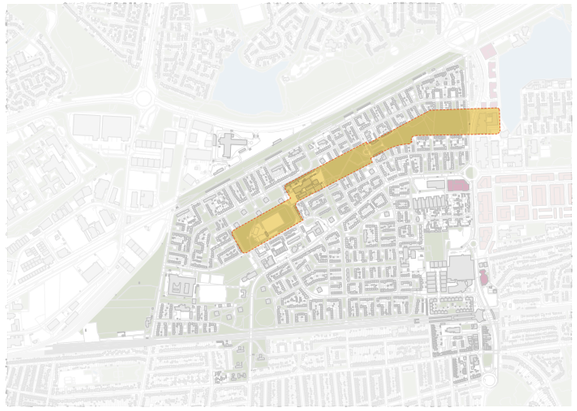
The BP garage along the heavily trafficked Harrow Manorway.

Abbey Wood Park

Abbey wood park is a great asset to the community that stretches east west through Abbey Wood and offers an important potential connection with Cygnet Square.

Although this offers a large expanse of green space opportunities for play, leisure provision and enhanced biodiversity are not maximised.

The route provides a key link to local schools, the recreation ground and Eynsham Centre. Wayfinding and accessibility is however problematic and walking routes are indirect or interrupted.





Cygnet Square, at the edge of South Mere Lake could be a new centre for the local community.



The connection to Abbey Wood Park across Harrow Manorway is well used by not clearly visible.



The Peabody development in Thamesmead does not fully utilise the benefits of Abbey Wood Park.



The recreation ground to the north. Well used by local residents and currently being improved / enhanced.



Well used walking routes adjacent to the park.

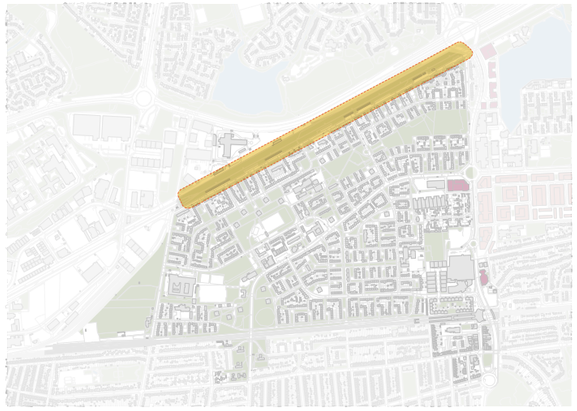


Hard boundaries are present all the way along the Park including fences owned by the local primary school.

Sewell Road and The Ridgeway

The Ridgeway is a path that runs for three and a half miles from Plumstead Station in the west to Crossness Pumping Station in the east and onto the Thames Path and residential Thamesmead. While this has the potential to become a key active travel corridor, it lacks significant enhancements to biodiversity and feels unsafe for local residents.

To the North of the study site is Sewell Road, forming a problematic boundary to the Abbey Wood Estate. Some of the housing stock along Sewell Road appears to be in poor condition and a number of the garage sites are derelict, detracting from the character and sense of place along this street. There are currently few connections onto the Ridgeway and existing connectivity is secondary and poorly accessible. The Link Community Hub below the flyover offers community programmes and is home to London College of Performing Arts.





Connection up to the Ridgeway below Harrow Manorway. Steep staircases and long ramped areas.



The London College of Performing Arts at the entrance to Sewell Road.



The cycle / pedestrian A bridge running north to Thamesmead.



The entrance to the Ridgeway. An east west link for active travel.



Long unbroken walking routes along the ridgeway with poor connectivity into the Abbey Wood Estate.



Housing requiring maintenance along Sewell Road, looking onto parking and derelict garage sites.

Eynsham Drive Centre

Eynsham Drive is the formally planned centre of the 1950's Abbey Wood Estate. The majority of the area's civic and community uses are planned around this square including a library, church and community centre. There is a small area of high street set back from the building facade under a colonnade. There are connections to Abbey Wood Park to the rear of Eynsham Drive but these routes are not very legible and do not feel inviting to use, in some cases feeling unsafe to walk through at certain times of the day.

The public square which was intended as a landscaped amenity space is now dominated by parking. Secondary routes between buildings feel unwelcoming and can be prone to antisocial behaviour and security issues. To the north of the recreation ground there are five, five storey apartment blocks set at intervals along a green open space. These low density homes occupy a key route between Eynsham Drive and the Ridgeway.





Five storey housing blocks to the north of the recreation ground, occupying large areas of green open space.



The large public square currently dominated by parking.



Community library fronting onto public square. No coherent active frontage.



Key high street, with smaller retail units set back from the building façades under a colonnade.



Less frequently maintained, hard surfaced walking routes.



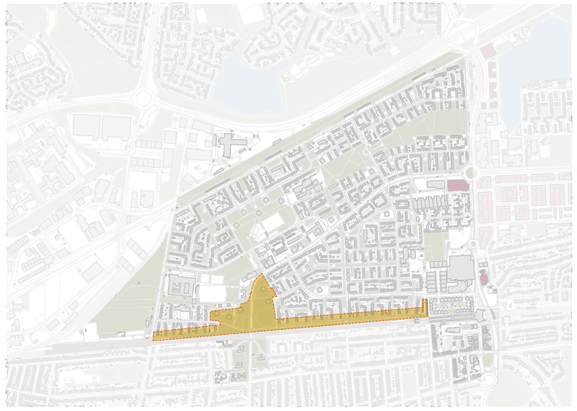
Community centre forming an entrance to the centre of Eynsham Drive.

Mottisfont Road

Mottisfont Road runs adjacent to the railway tracks and addresses a hard boundary with the Elisabeth Line. A green walking route runs along this edge, but there are pockets that are prone to antisocial behaviour and misuse.

To the west of the site adjacent to the Eynsham Drive overpass, there are low rise blocks situated within large areas of open space.

Two foot bridges form the main connections from Plumstead to Church Manorway, which forms the western boundary of the Abbey Wood Estate.





Five storey flats sit within the landscape. This typology is repeated frequently across Abbey wood.



Hard / hostile site boundary adjacent to the Elizabeth Line. Very little enhancements to biodiversity.



Established tree planting along Mottisfont Road. Homes present hard gable ends to footpath.



Pedestrian and cycle bridge that completes a historic link from Abbey Wood to Bostall Woods.



The hard boundary to the southern edge of the site, adjacent to the railway line.

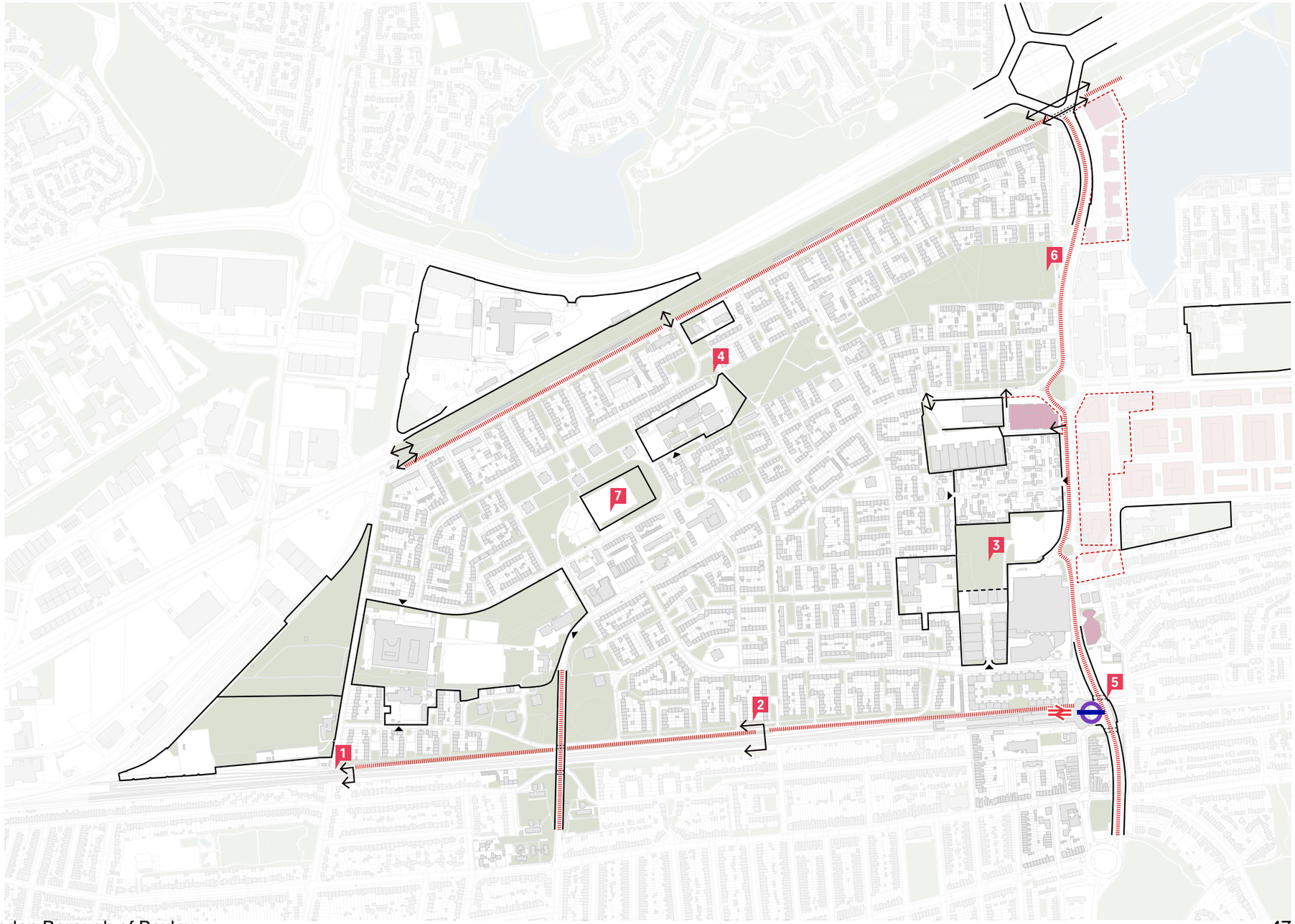


Covered pedestrian bridge that forms the only link from Church Manorway towards Plumstead High Street.

Severance

The Abbey Wood study area is bounded on all sides by main arterial routes or railway infrastructure, creating severance from both the Bexley / Thamesmead sites to the East and Lesnes Abbey Park to the south. Hard site boundaries to large school sites, as well as industrial estates and cleared land for future development creates further severance along key routes stretching east to west.

1. Severance of Church Manorway route to Plumstead, with poor pedestrian bridge.
2. Severance of routes towards Plumstead and Bostall Heath and Woods.
3. Poor connectivity through eastern side of site caused by cluster of walled or fenced off areas.
4. Connection from park up to Ridgeway cut off by school land encroaching on park.
5. Harrow Manorway flyover and railway sever connectivity in both directions
6. Poor connectivity from Cygnet Square to Abbey Wood Park
7. Poor connectivity through Abbey Wood Park with inconsistent routes, inaccessible sections and fences interrupting movement.

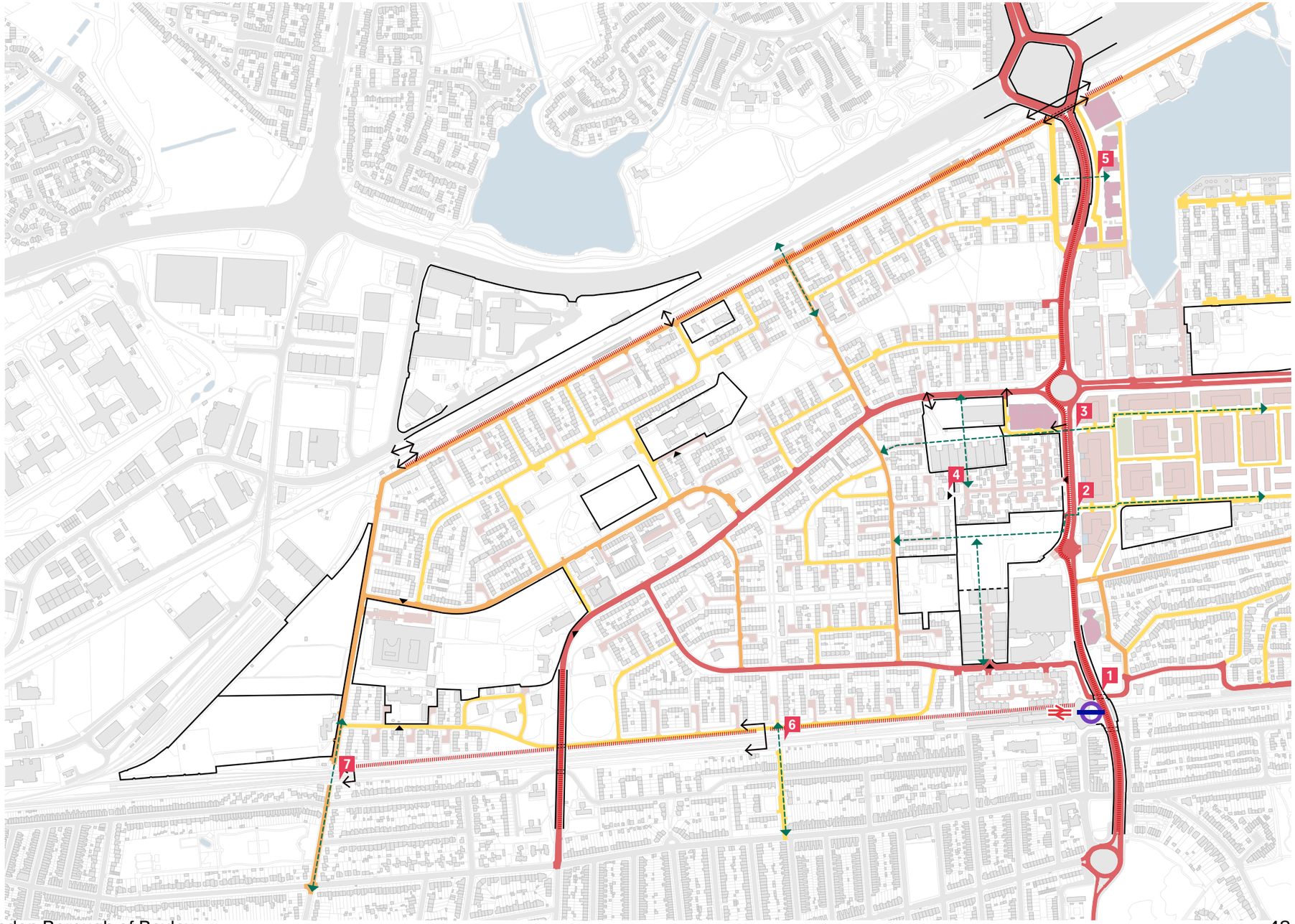


← Key Connection Point
Severance
Walled or Fenced Site Boundary
Hoarding for future consented development

Street Hierarchy

Harrow Manorway runs along the east boundary of the site both at grade and at overpass level. This defines a key logistical route, as well as an inhospitable edge to the Abbey Wood Estate. Two primary roads run east west, terminating at the centre of Eynsham Drive. Sewell Road and Mottisfont road are strong secondary routes along the boundaries of the site, but primarily as access routes to the wider estate. The Abbey Wood estate is punctuated with cul-de-sacs of tertiary roads, bounded by localised green buffer zones.

1. Two primary streets running adjacent to station public realm with compromised access under Harrow Manorway
2. Proposed east west link to new Lesnes Estate scheme severed by Harrow Manorway. New route broadly follows urban grain of existing road network.
3. Adjacent site entrances into proposed Lesnes Estate and 1A Eynsham Drive.
4. Footpath between Thistlebrook Traveller Site and wider Abbey Wood Estate.
5. Underpass that provides a secondary link towards the consented South Thamesmead Estate.
6. Historic north south link to Bostall Lane via Footbridge with compromised accessibility.
7. Church Manor Way severed. No vehicular access. Highly compromised footbridge connecting each side of the Elizabeth Line.



- Potential Connections Across Existing Severance
- Existing Connections
- Primary Street
- Secondary Street
- Tertiary Street
- Cul-de-sac

School Streets

The only existing school street in place within the URF area is Cookhill Road, which serves De Lucy Primary School, and is closed to traffic from 8:00-9:30 and 15:00-16:00

TfL school street analysis has identified the remaining schools within the area to be in need of school streets, with Finchale Road which serves St Paul's Academy being a high priority.

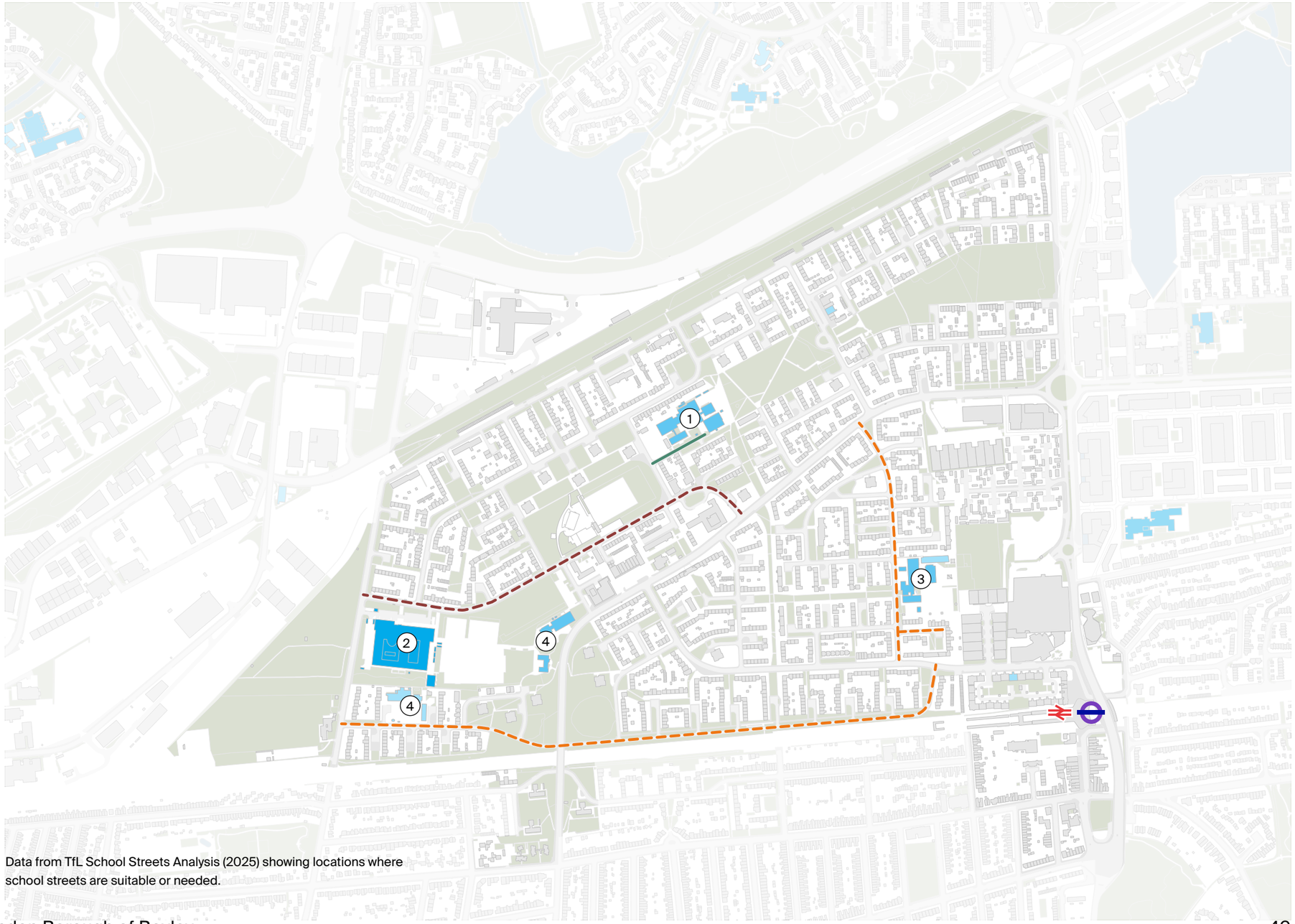
A school street has already been proposed for Boxgrove Primary School as few houses are affected, no bus routes are impacted and alternative routes exist for it.

Closure of Finchale Road would require diverting bus route 469, and could push traffic onto unsuitable residential roads, meaning it has limited feasibility despite it being identified as a high priority by TfL.

For the two streets that serve the two St Thomas a Becket Primary School campuses, Eynsham Drive is likely unsuitable due to being on a main road with bus routes (117, 469) and a key railway crossing, while Mottisfont Road is possible, but residential impact and diversion complexity need assessment.

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1 - De Lucy Primary School
2 - St Paul's Academy
3 - Boxgrove Primary School and Mulberry Children's Centre
4 - St Thomas a Becket



Existing
Need: High Priority
Need: Medium Priority

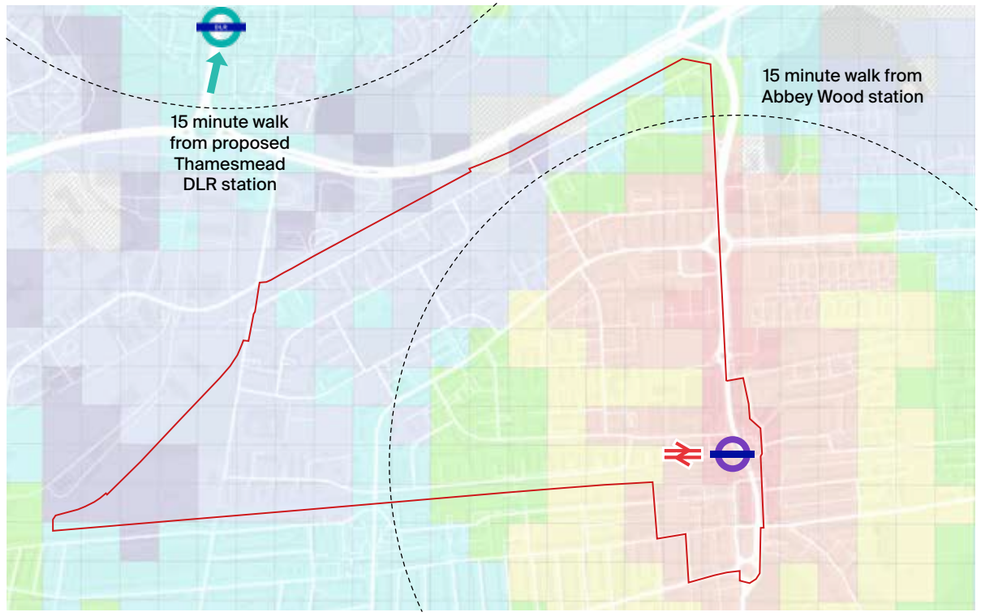
Data from TfL School Streets Analysis (2025) showing locations where school streets are suitable or needed.

Transport Connectivity

Public transport accessibility levels (PTAL) are high around Abbey Wood Station due to the Elizabeth line and along Harrow Manorway due to the presence of multiple bus routes. However, PTAL declines north of the A2016 corridor and ridgeway and gradually in other directions as you move away from the station. The north-west of the side has very poor connectivity, with areas along the Ridgeway dropping down to 0, and most areas beyond Eynsham Drive having connectivity in the ranges of 1a-2.

The same site has also been analysed using the **DfT Connectivity Tool,** which provides a more comprehensive understanding of the level of opportunity available to a person in a specific location to reach their desired destinations. The diagram opposite provides an overall view of the site's connectivity levels, which are very high across the site. The great majority of the area scores within the 60th percentile or above, indicating an above-average level of connectivity. It should be noted that these tools provide very useful information about level of accessibility to public transport, but they do not provide data about the quality of the connections available, such as footway width, surface condition, lighting, segregated cycling facilities or step-free access.

PTAL	Connectivity Tool Score
0 (Worst)	45
1a	59
1b	64
2	72
3	78
4	80
5	82
6a	85
6b (Best)	87



Public Transport Access Levels (PTAL) data from TfL's WebCAT tool (Accessed December 2025).

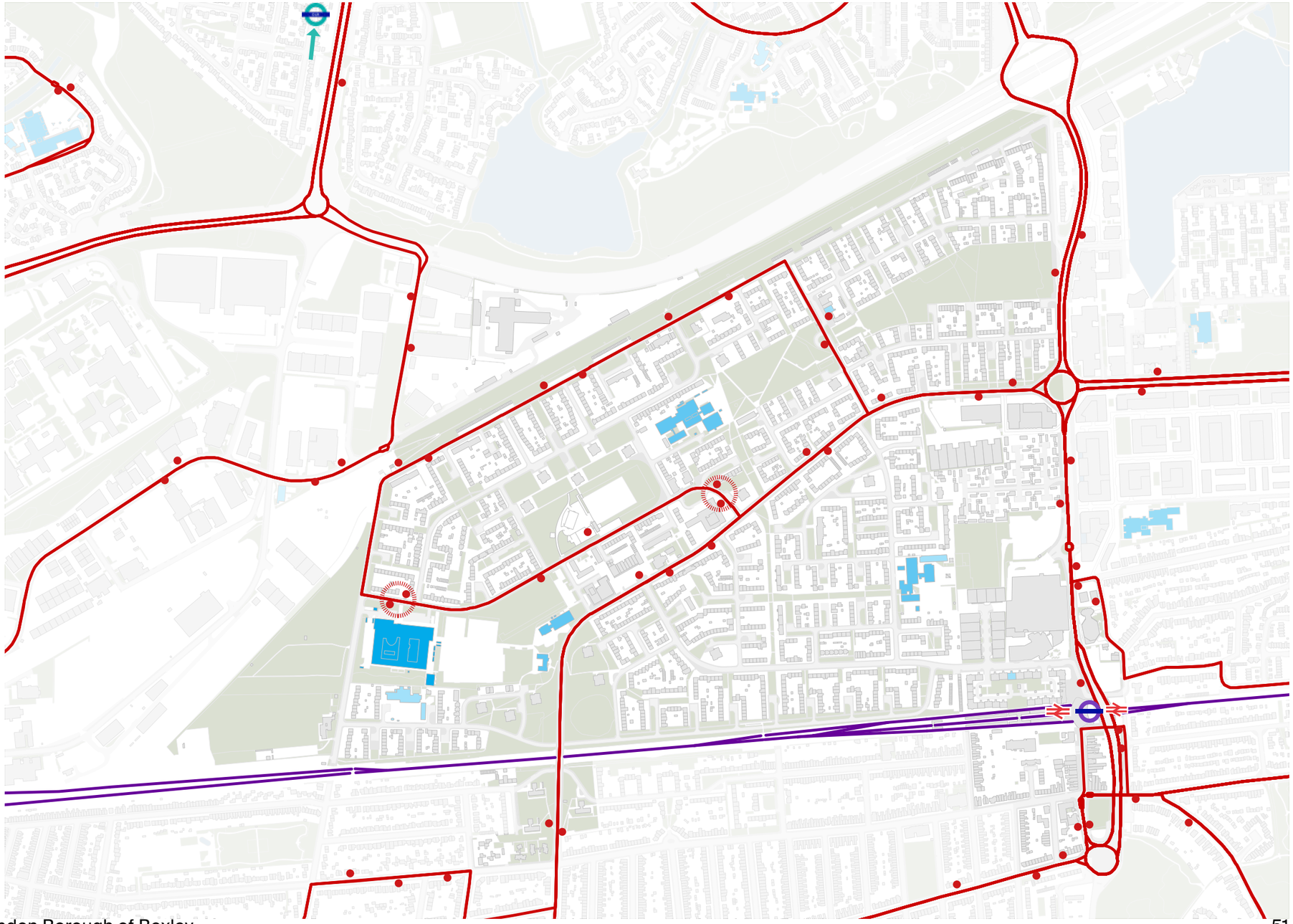


DfT Connectivity Tool shown for an overall destination range and an overall mode of transport except driving by private cars. (Accessed September 2026).

Transport Connectivity

Abbey Wood station is a major transport hub, served by frequent Elizabeth Line services (12tph peak, 8tph off-peak) providing fast east–west connections across London, including Canary Wharf and Heathrow. Southeastern and Thameslink services add regional and north–south connectivity, though the latter remains limited. Since the Elizabeth Line opened, station usage has tripled compared to 2019, with strong demand for central London destinations.

Despite strong east–west links, north–south connectivity is weak and relies heavily on buses, with no direct services to areas such as Welling or Eltham and no river crossings to the north. Buses to Woolwich and North Greenwich are frequent but slow due to congestion, yet they remain vital for access to the Jubilee Line, DLR, and Abbey Wood station. Eight bus routes serve Abbey Wood and Thamesmead, compensating for the lack of a rail station in Thamesmead, though the proposed DLR extension would reduce reliance on buses.



- Bus Stops
- Bus Routes
- Railway Line

Transport Connectivity

On-Road Cycle Infrastructure
Abbey Wood has cycle routes in multiple directions, linking towards Charlton Riverside, Woolwich and Eltham, but poor connections limit continuous journeys. National Cycle Network 1 runs along the Thames through Greenwich into Central London, though Abbey Wood lacks a direct link. Cycle lanes on Harrow Manorway are frequently obstructed by pick-up and drop-off vehicles, while those on Abbey Road run alongside on-street parking, creating safety risks.

Shared-Use Paths
While Abbey Wood has some dedicated on-road cycle lanes, the provision of cycle infrastructure is poor. Within the estate there are shared-use paths that connect key residential areas to wider green spaces. While these are segregated from traffic they are often narrow and shared with pedestrians, limiting speed and comfort for cyclists. The on-road cycle lanes are also very limited and fragmented, forcing cyclists to merge with general traffic at entry/exit points.

Ridgeway
The Ridgeway is an off-road, mixed-use dirt path connecting to Plumstead and the Thames Path, with entry/exit points to roads and a shared-use bridge over the A2016, improving access north of Abbey Wood station.



Transport Key Issues



Transport Interchange

The Elizabeth Line station is a key asset to the transport infrastructure of the area bringing many more commuters into Abbey Wood from surrounding areas. When paired with population growth across this area, this creates significant challenges with interchange between rail, bus and taxi services. Harrow Manorway is currently too narrow to accommodate a widened pedestrian route and dedicated cycle lane, alongside a key local bus stop and waiting point.

Key Takeaway: The Elizabeth Line is a major asset, but inadequate interchange infrastructure restricts seamless multimodal connections for commuters and residents.



Congestion

Wilton Road is congested, car dominated and hostile due to its focus on servicing the vehicle demand created by the station. Wilton Road is used for taxi and bus drop off at the station entrance. It also includes a key pay and display carpark used frequently by commuters who drive in from further afield. On street parking, intended to serve the High Street is at capacity. Wilton Road's car dominated nature has a significant knock on effect to the success of the high street.

Key Takeaway: Car-dominated Wilton Road creates hostile conditions around the station, undermining high street vitality and the wider pedestrian experience.



Parking

Two car parks at Gayton Road and Felixstowe Road are predominantly used by commuters, leaving their cars at the entrance to the Elizabeth Line. These are at capacity most of the week. In addition the High Street and surrounding area are dominated by cars parking legally and illegally at the side of the road. Damage to the public realm has been noted alongside compromises to safe footpaths and dedicated cycle routes.

Key Takeaway: Commuter parking overwhelms Abbey Wood's public realm, compromising pedestrian safety, cycle routes, and the overall quality of the high street.



Active Travel Experience

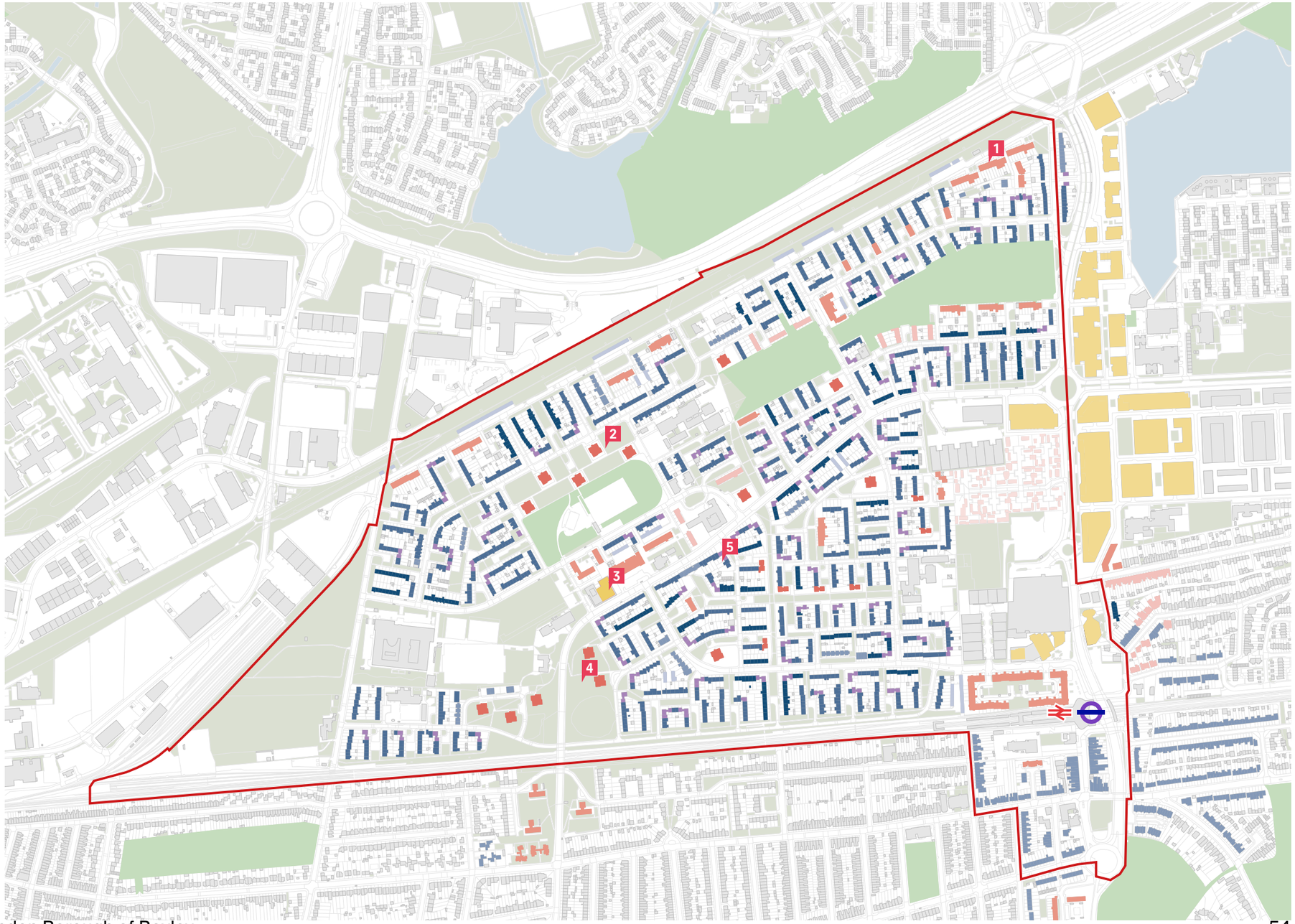
Due to the sheer quantity of cars at the centre of Abbey Wood, footpaths, crossings and the public realm outside shops feel compromised and secondary. Where there is space for genuine public space at Felixstowe Road and adjacent to Sainsbury's, cars park illegally, making the space feel unsafe to wait or dwell. Dedicated cycle lanes exist, but are not joined up along key roads. Along Harrow Manorway the cycle route is seriously compromised by fast moving traffic and bus stops.

Key Takeaway: Fragmented cycle infrastructure and excessive car presence leave pedestrians and cyclists feeling unsafe, undermining active travel across Abbey Wood.

Residential Typologies

We have identified the key housing typologies on the facing map. Further work will be undertaken to reference housing needs assessments for the area and determine the extent of refurbishment / regeneration required.

1. High density blocks along Sewell Road
2. 5 storey point tower blocks that command a lot of open green space but offer little density.
3. 10 Storey tower block on Eynsham Drive
4. 5 storey point tower blocks facing onto a large amount of community open space adjacent to the Elizabeth Line.
5. Corner flats at end of each terrace in Abbey Wood Estate.



- Corner Tower
- High Density Block
- Tower Blocks
- High Rise
- Bungalows
- Mobile Homes
- Tiled Terrace
- Other Terrace
- Alternative Terrace
- Corner Flats
- Detached
- Semi-detached

Residential Typologies

A comprehensive audit of housing typologies across the Abbey Wood study area reveals a stock dominated by terraced homes — with Other Terraces (1,174) and Tiled Terraces (320) collectively forming the primary grain of the residential neighbourhood. Bungalows, corner flats, alternative terraces and corner flats contribute to a repeating but varied streetscape.

The point tower blocks centred on the Eynsham Drive Estate and Mottisfont Road, whilst commanding substantial open space, are characterised by low housing efficiency and ageing building fabric that is likely to present considerable energy performance deficits. The High density blocks similarly represent typologies where poor insulation, inefficient heating systems and deteriorating envelopes are common characteristics of their era of construction.

A targeted retrofit strategy could prioritise the multi-storey typologies as the most urgent cases, whilst developing a systematic approach for some of the corner flats and terraced typologies, to achieve meaningful improvements at a neighbourhood scale.

- Corner Tower
- High Density Block
- Tower Blocks
- High Rise
- Bungalows
- Mobile Homes
- Terrace Tiled Facade
- Parallel Pitch Terrace
- Perpendicular Pitch Terrace
- Corner Flats
- Detached
- Semi-detached



Corner Tower (7)



High Rise



Terrace Tiled Facade (320)



Bungalows (31)



Parallel Pitch Terrace (1174)



High Density Block



Perpendicular Pitch Terrace (81)



Tower Blocks (15)



Corner Flats (85)

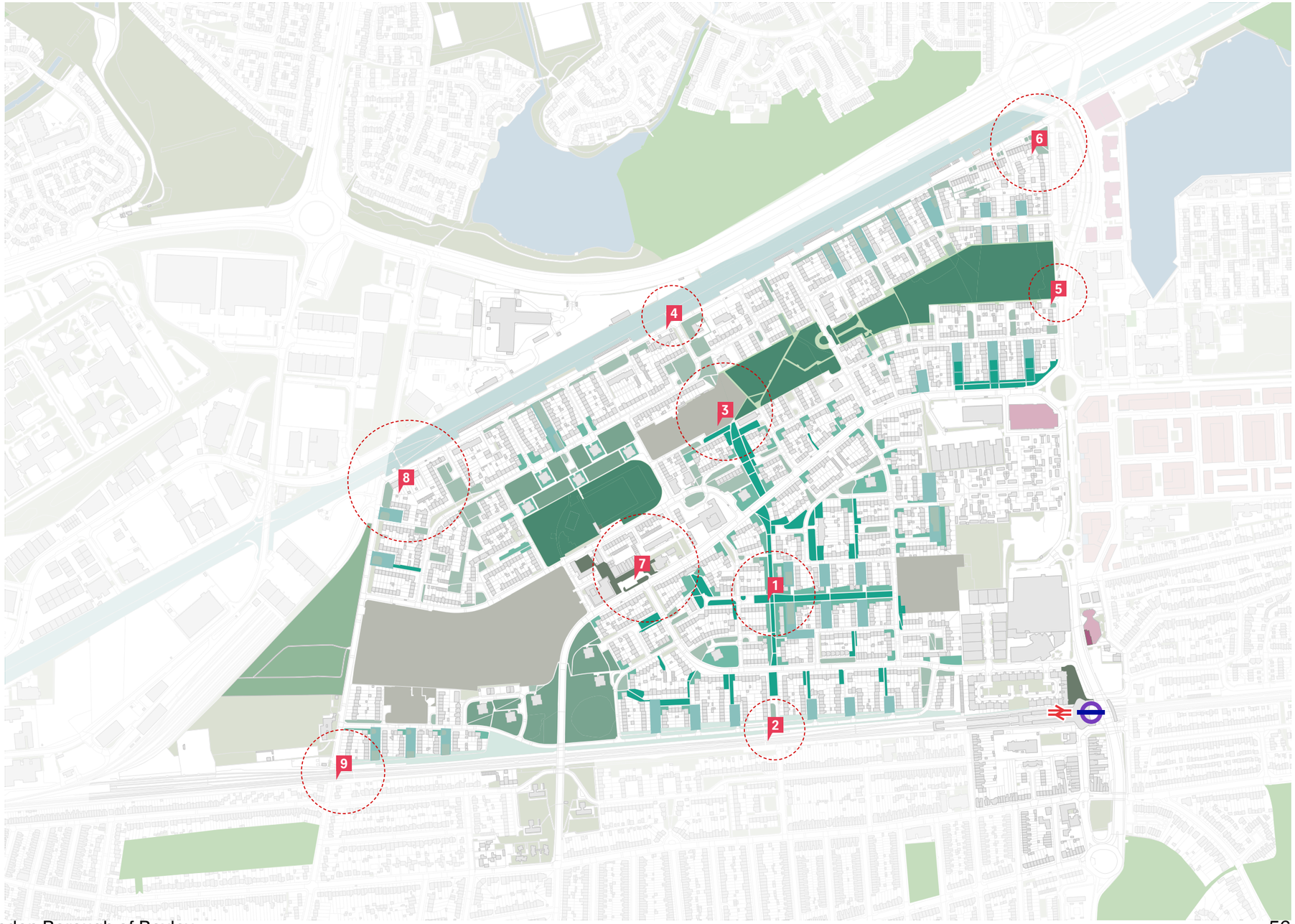
Open Space Analysis

The Abbey Wood Estate sits at the centre of several natural assets of strategic significance within Greater London's green and blue infrastructure network.

The facing images shows an analysis of the main open / green spaces that populate the Abbey Wood Estate. The estate is defined along a primary east / west green walk, which bisects a primary north / south green walk. Over time, development has weakened these routes. We have identified key constraints below.

1. Little hierarchy to centre of green walk, where two main routes intersect.
2. Poor quality footbridge terminating green walk.
3. Expansion of De Lucy Primary School to east creates a severance along green walk.
4. Central access onto Ridgeway not accessible to all.
5. No defined pedestrian connection from Cygnet Square to Abbey Wood Park.
6. Underdeveloped public realm and access to ridgeway.
7. Centre of Eynsham Drive dominated by parking. Little soft landscaping.
8. Western access to Ridgeway utilised very infrequently. Public realm not invested in.
9. Severance along Church Manor Way.

- Allotments
- Ridgeway
- Hard-standing Public Spaces
- Road Verges
- Inter-Block Greens
- School Sites
- Pocket Green
- Community Green
- Fenced Gardens
- Green Walk



Open Space Typologies

A comprehensive audit of open and green space across Abbey Wood identified a diverse range of typologies, from hard-standing public spaces and inter-block greens to pocket greens, community open spaces and the estate's network of green walks. Whilst the quantity of green space across the estate is notable the quality is highly variable.

Much of the landscaping is characterised by low-maintenance grassed areas offering limited amenity value, with established trees providing the most significant ecological and visual contribution in places. Road verges, fenced gardens and the green edge along the southern railway boundary form an under invested layer of green infrastructure with unrealised potential. School sites, though contributing to the green network, remain largely inaccessible outside school hours.

Together, these typologies present a significant opportunity. With targeted investment in the quality, programming and connectivity of these spaces, Abbey Wood's existing green network could be transformed into a genuinely high-quality and ecologically rich public realm asset.

- Ridgeway
- Hard-standing Public Spaces
- Road Verges
- Inter-Block Greens
- School Sites
- Pocket Green
- Community Green
- Fenced Gardens
- Green Walk



Hard-standing Public Spaces



School Sites



Fenced Gardens



Road verges



Pocket green



Green Walk



Inter-Block Greens



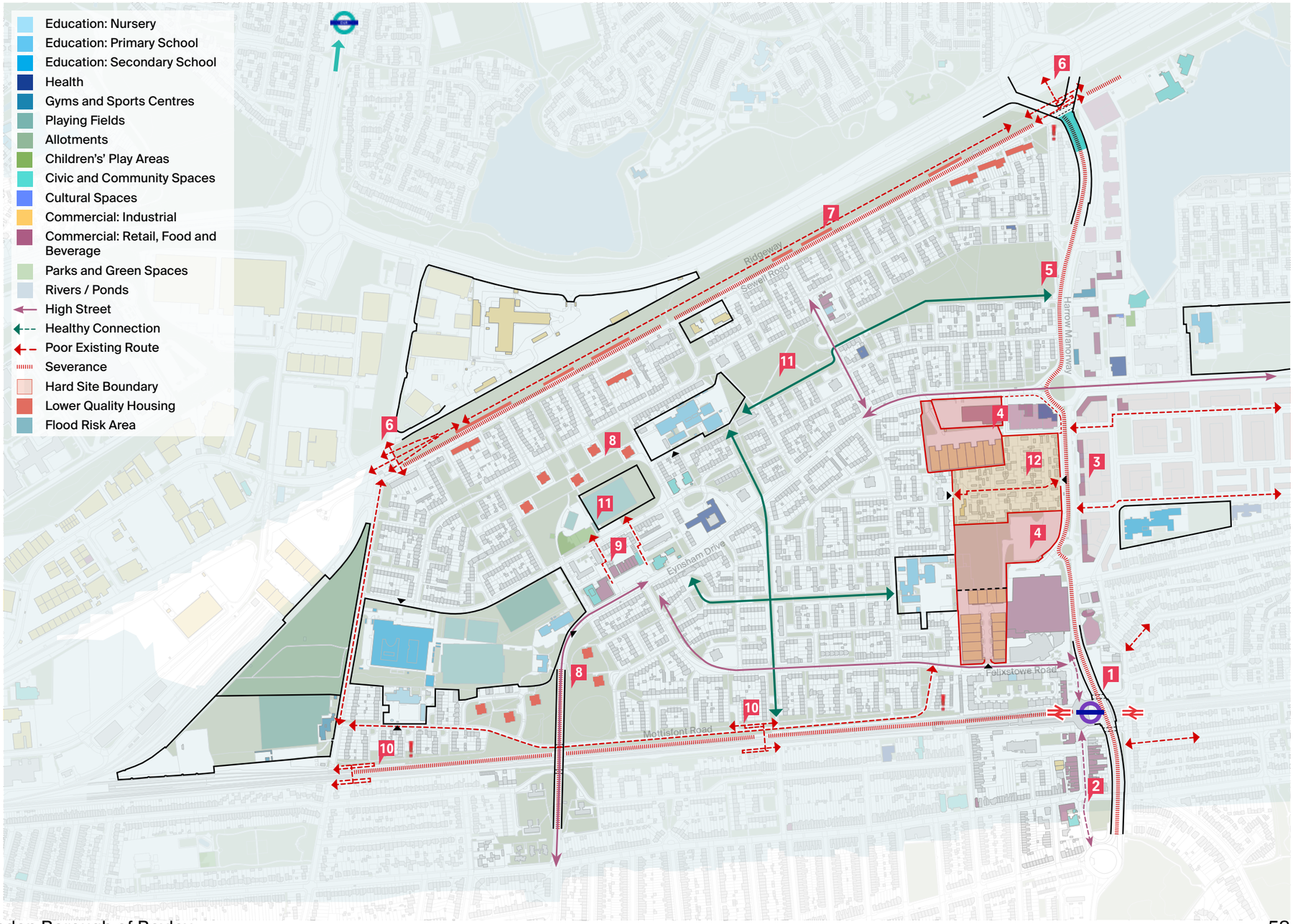
Community Open Spaces



South Railway Edge

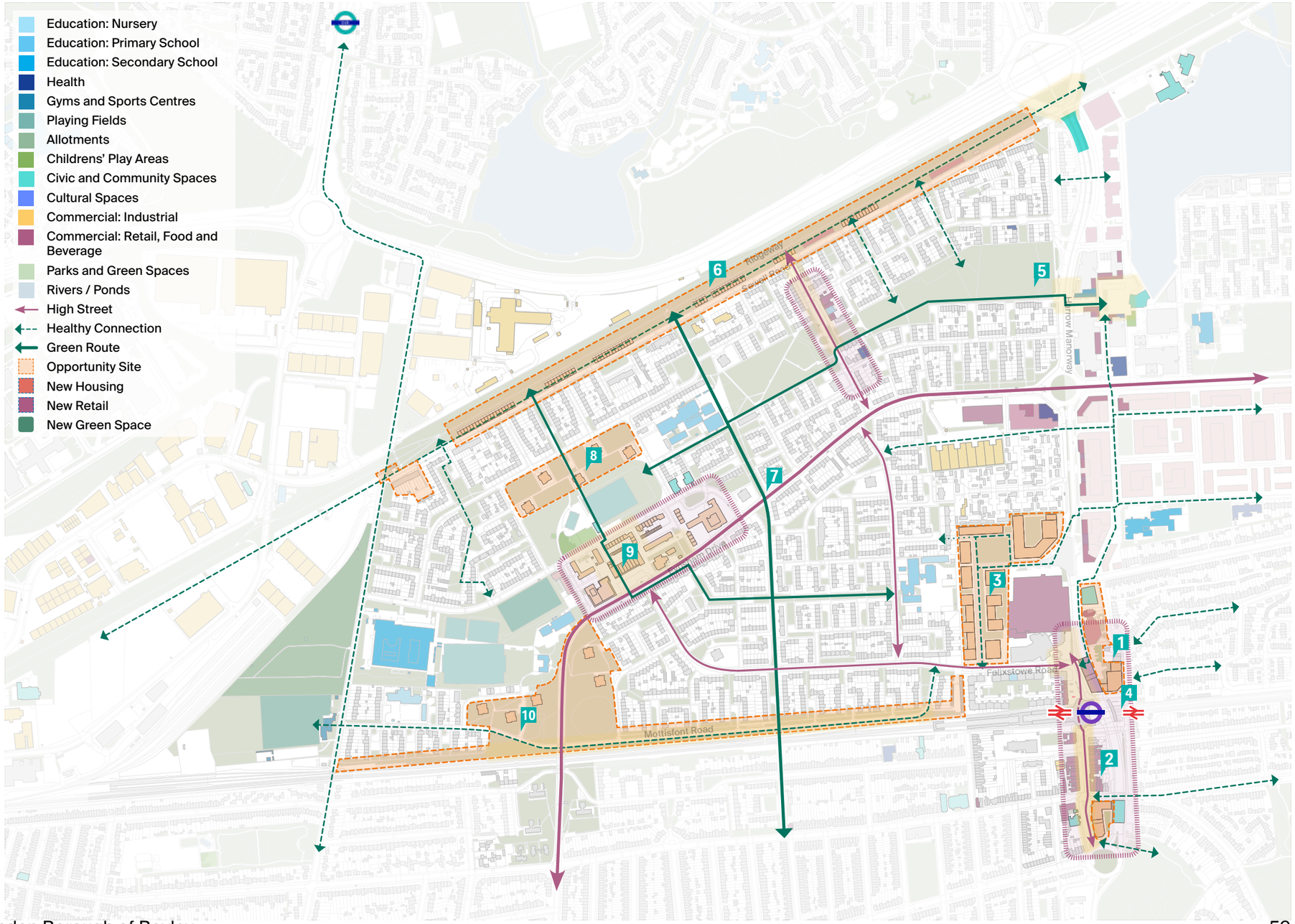
Issues and Constraints

1. Compromised station public realm, access and egress.
2. Vehicle / parking dominated High Street.
3. Sites cleared for future development lacking East/ West connectivity to Lesnes Estate.
4. Lack of East/West connections through sites linking to Harrow Manor Way and Abbey Wood Estate.
5. No defined accessible route between two community assets; Abbey Wood Park to the east and Cygnet Square to the west.
6. Lack of safe and legible entrances to the Ridgeway.
7. Lower quality housing stock and disused garaged sites compromise northern boundary of site.
8. Potential to make better use of unused green space between low density housing.
9. Eynsham Drive and recreation ground dominated by poor quality public realm.
10. Hard inactive boundary to Elizabeth line with unsatisfactory pedestrian links.
11. Lack of good quality play spaces.
12. Route through Thistlebrook Traveller Site causing anti-social behaviour and safety risk to Travellers. Hard boundaries to other sides.



Opportunities

1. Improved, pedestrian friendly public realm with active frontage on both sides.
2. High street improvements, and extension of Wilton Road towards Lesnes Abbey Woods.
3. New homes and healthy east west connections responding to the new Lesnes Estate.
4. Improved wayfinding and interchange at the entrance to the Elizabeth Line to enhance sense of arrival.
5. Improved access from Abbey Wood Park to Cygnet square and new play spaces in the park.
6. Improved connections to the Ridgeway, including activating it with new family homes.
7. Strengthening North-South and East-West connections with walking, cycling and bus links.
8. Densify underutilised sites to the north of the recreation ground.
9. Suggest ambitious regeneration options for Eynsham Drive neighbourhood centre including recreation ground, community buildings and public realm.
10. Improve railway boundary by improving existing residential neighbourhoods and surrounding landscape / public realm.



2.3 Engagement

Our approach and engagement

Stage 1 - Shaping the Place Vision

Jan - Feb 2026

Aim: Build a shared understanding of Abbey Wood today and capture priorities that will inform the framework.

Activities: Launch online platform, , two area-based public workshops, walkabout, workshops with anchor organisations, site visit and resident discussion with Thistlebrook Traveller Site.

Outcomes:

- Priorities for the local area
- Feedback on emerging place objectives
- Potential opportunities and ideas for the framework
- Short-term opportunities identified

Stage 2 - Refining the Framework

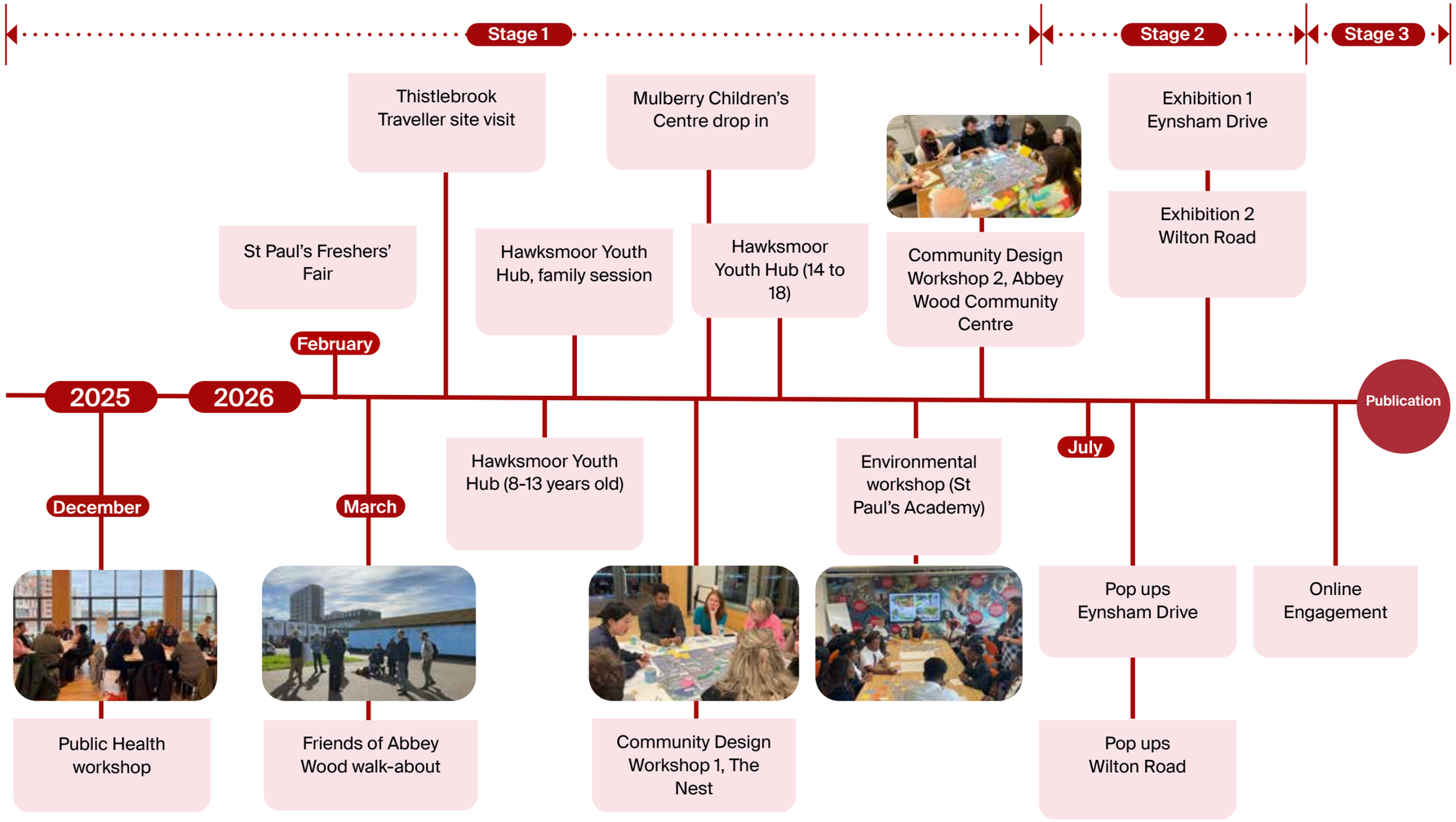
Jun - Jul 2026

Aim: Test the emerging ideas, share back what's changed, and confirm community priorities for delivery.

Activities: Online survey, two public pop-ups, public exhibitions (in-person and online), stationary exhibition at Eynsham Drive Library and at the Nest Library.

Outcomes:

- Testing framework and principles
- Identify other options and ideas for the URF area



Who we spoke to

Communications:

- Leaflets
- Posters
- Commonplace Updates
- Community project launch emails
- RBG Newsletter
- Social media posts

Engagement Numbers:

60+
Community groups contacted

300+
Online survey respondents

110+
Workshop and exhibition attendees

+5
Youth focused events

18
Community engagement events

Survey Response Demographics

Gender

Gender participation was broadly balanced overall. In Stage 2, 38 respondents shared their gender: 54% identified as male and 46% as female. Stage 1 showed some variation between borough datasets, with a more male-weighted response in Bexley and a more female-weighted response in Greenwich. This broadly even combined profile provides a useful basis for interpreting feedback on safety, movement, public realm and local facilities. However, gender data was not available for all respondents and does not capture the full range of gender identities.

Age

Abbey Wood has a relatively young profile with a higher proportion of adults under 35 and children than the national average. Survey responses were concentrated among working-age adults: In Stage 1, the largest groups were aged 30–39 in Bexley and 35–49 in Greenwich. Stage 2 continued this pattern with Bexley respondents mainly aged 20–49 and Greenwich respondents predominantly aged 35–49. While a reasonable proportion of under 35s were recorded the survey under-represented children, teenagers, young adults under 20, and older people, particularly those aged 60 and over. Targeted youth sessions, school engagement and work with family groups helped address this, but future engagement should continue to reach younger and older residents directly.

Ethnicity

Abbey Wood is a highly diverse community: around 54% of residents identify with Black, Asian or other minority ethnic groups, including a substantial Black population. Stage 1 survey responses were predominantly White in both borough datasets, particularly in Greenwich, and therefore did not fully reflect this local diversity. Stage 2 achieved a more diverse response in Bexley, with 60% of respondents from black, asian or mixed backgrounds. Greenwich Stage 2 responses also included a range of identities, although the sample was small.

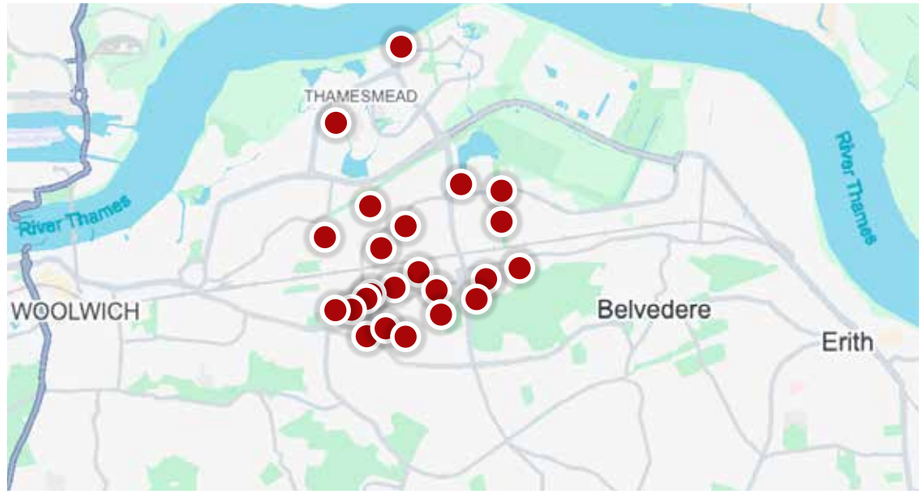
Overall, the engagement reached a broad cross-section of residents, businesses and community groups, but future activity should continue targeted outreach with younger people, older residents, Black and other minority ethnic communities, and groups less likely to respond through conventional surveys.

Who we spoke to



Stage 1 - Post-code Map

The map above shows the geographical distribution of respondents by approximate postcode area. Round 1 received 135 entries, with 105 unique postcodes provided.



Stage 2 - Post-code Map

The map above shows the approximate locations of respondents based on the postcodes provided through the engagement. In total, 88 responses were received across the online and in-person surveys, with 31 respondents providing a postcode.

Of the postcodes provided, 22 were within the Royal Borough of Greenwich and 5 within the London Borough of Bexley, with additional responses recorded from neighbouring areas including the London Borough of Bromley and Barking & Dagenham.

The map provides an indication of the geographical spread of participation and demonstrates engagement from both within Abbey Wood and the surrounding areas.

What we heard: Stage 1

There was a notable difference in priorities between online data (often capturing a broader or “transitory” demographic) and physical engagement participants (typically more well-established residents)

General Feedback

- **Safety concerns:** both data sets highlight safety as a major recurring issue. Specific areas of concern include Abbey Wood Station, Wilton Road, and local parks.
- **Green space value:** both groups value Abbey Wood’s natural assets and green spaces as primary supports for health and wellbeing.
- **Traffic and congestion:** significant frustration regarding “gridlock” and congestion on Wilton Road and around the station was reported across both platforms.
- **Lack of community & play facilities:** there is a shared concern regarding the lack of meaningful play spaces for families and the need for more diverse local commercial offerings.
- **Public realm quality:** both sources identified the public realm as poorly maintained, noting issues like littering, fly-tipping, and a “dirty” environment.

Online Focused Feedback

- **Differences focus on specific demographics:** In-person engagement captured the culturally specific needs of communities that are often less heard, including the Traveller community and young people including individuals with SEND and/or neurodiversity needs.
- **Maintenance vs. large-scale change:** engagement activities placed a heavy emphasis on “small-scale interventions” and immediate practical maintenance, such as painting fences and repairing benches.
- **Lighting and night-time safety:** while online data mentioned general safety, the physical engagement sessions specifically highlighted the need for better lighting and floodlighting for woman and girls in sports areas.
- **Commercial “village feel”:** online data more explicitly detailed the desire for a “village feel” with specific missing shops like bakeries, florists, and independent bookstores.
- **Housing need:** There was a general acceptance of the need for more housing. Online data tended to identify single persons housing as a need while in person participants wanted more family homes.

Revitalisation & Green Spaces

- Safety is a major recurring issue across all platforms, particularly regarding Abbey Wood station, Wilton Road, and local parks.
- Active Presence: Residents believe green spaces feel safer when they are “activated”.
- Public Realm: Issues like littering, fly-tipping, and a “dirty” environment were highlighted as major concerns. There was a need for both large and small scale interventions to resolve this
- The Ridgeway: Identified as a “green spine” that requires structural repair (fixing falling stairs) and better wayfinding to move from being a “neglected shortcut” to an inviting gateway.

New Homes

- There is a general acceptance of the need for more housing to bring in new families, but there are concern infrastructure will not keep up.
- The local character should be retained with no buildings over 10/15 storeys.
- Typologies: A strong preference for ‘designed estates’ that integrate into the area and do not sit as single blocks to maintain the ‘village feel’.

Local Centres

- Wilton Road: Seen as the “Gateway to Abbey Wood”. Needs include feature lighting for a sense of arrival, managing illegal parking with bollards, and improving the quality of shops with awnings
- Wilton Road needs cross-borough coordination to resolve issues.
- Felixstowe Road: Described as the “Community spine”. Key improvements include better upkeep, murals, and affordable cafés/restaurants with seating near the station drop-off zone.
- Eynsham Drive: The area is viewed as a “Civic Centre,” but it requires changes to address safety and connectivity and bring back a sense of pride in the area. This include public realm works and investment in community infrastructures.

What we heard: Stage 1

What needs improving?

Key Routes:
The Ridgeway, Church Manor Way, Wilton Road, Felixstowe Road, Bostall Lane, Harrow Manor Way

- Improve lighting, crossings, and overall safety along key routes.
- Make routes easier to navigate, with clearer paths and better access for mobility users.
- Provide continuous, clearly marked cycle lanes on main routes.
- Improve Felixstowe Road and Knee Hill with better upkeep and smaller scale placemaking improvements including public art.

Local centres & community life
Eynsham Drive, Abbey Wood Village, Wilton Road...

- More local amenities are needed, including cafés, shops, flexible community spaces, and co-working spaces.
- Increase youth facilities, such as skate parks and informal activity spaces.
- Invest in existing community assets, such as the Abbey Wood Community Centre.



Station and surroundings:
Abbey Wood Station, Sainsbury's / Felixstowe Road, Harrow Manor Way, Wilton Road

- Improve safety with more CCTV, planting, and better landscaping.
- Repair and upgrade the steps from Wilton Road to the station.
- Improve bus stops on Harrow Manor Way with clearer signage and real-time information.
- Enhance the station area with better bridges, murals, and wayfinding.
- Replace the concrete blocks used to stop parking near the station with permanent, well-designed measures that fit the area better.

Public realm and streetscape:
The Ridgeway, Church Manor Way, Wilton Road, Felixstowe Road, Abbey Wood Road, Eynsham Drive,

- Improve cleaning, maintenance, and bins across areas like the Ridgeway, Eynsham Drive, and Wilton Road.
- Add more trees and planting, with proper long-term care.
- Improve signage and wayfinding to support easier movement.
- Upgrade underpasses, which are currently seen as unsafe and poorly maintained.
- Improve safety and street management on Wilton Road, including anti-social behaviour.
- Provide more public toilets.

From Stage 1 to Stage 2

Stage 1 findings highlighted that there were three big, cross-cutting priorities for the framework to address.

Revitalisation and Green Spaces

Safety and public realm quality are the most consistent concerns across the area. Green spaces are valued but under activated, residents feel they become safer and more useful when programmed with activity. The Ridgeway is a key green spine requiring repair and improved wayfinding.

New Homes

There is broad acceptance of the need for more housing, but strong concern that infrastructure will not keep pace. Residents favour low-rise, well-designed estates that integrate into the existing fabric, with a clear preference for family homes that reinforce the area's village character.

Local Centres

Abbey Wood's four centres each have a distinct role: Wilton Road as the Gateway, Eynsham as the Civic Centre, Cygnet Square as the Culture Hub, and Felixstowe Road as an activated spine. All require investment in safety, activation, public realm quality, and a more diverse commercial offer.

Stage 2: These findings directly shaped the four key moves tested in stage 2 Urban Regeneration Framework:

Cross-cutting thread: safety, anti-social behaivour and public realm quality were raised in Stage 1 across every area and resurfaced as shared concerns across all four moves in Stage 2.

The engagement activities undertaken across Abbey Wood brought together a wide range of voices from long-standing residents to local businesses, families, and young people. The outcome of the Stage 1 engagement directly shaped our 4 place vision themes. **Safe, Well-Connected Green Spaces**, **Enhanced Local Centres & High Streets**, **High-Quality Housing** and **Healthy Places to Learn & Work**. Together, these four themes reflect what Abbey Wood's communities told us matters most and provide the foundation for a shared vision for the area's future. Stage 2 provided an opportunity to test these priorities and the emerging spatial proposals, gathering feedback on where investment and change could have the greatest impact.

At the beginning of Stage 2, four key spatial moves were defined, that were the direct outcome of community and stakeholder engagement. These moves aimed to prioritise in the simplest terms the critical areas of Abbey Wood that would benefit from longer term public sector investment. We broke each of these moves down into key ideas or proposals, supported by our baseline research, technical assessments and comprehensive community engagement.

1 Revitalise Abbey Wood Village

High Street Revitalisation



Wilton Road named as "the Gateway", local centres feedback on closed/ limited shops, missing cafés, and a desire for "village feel" retail, ASB and public realm concerns on Wilton Road.

2 Transform Eynsham Drive

Civic Infrastructure



Eynsham named as "the Civic Centre" but seen as under activated, in-person concern for young people's safety in the area, strong demand for more family facilities.

3 Improve Harrow Manorway

Boulevard Transformation



Public realm concerns on Harrow Manor Way (bus stops, signage), station-area safety and crossing issues, Cygnet Square named as "the Culture Hub" in need of activation.

4 Create Safe Green Links & Parks

Green Infrastructure



Strong, consistent praise for Lesnes Abbey Woods, Southmere Park and Abbey Wood Park, the Ridgeway repeatedly flagged as a key green spine needing urgent repair, lighting and wayfinding.

What we heard: Stage 2

Residents who attended the exhibition events, responded positively to the 4 key moves presented at engagement. The overall ambition of the URF received 86% support with residents expressing a general alignment with the approach and priorities. Green infrastructure in Abbey emerged as a highly valued existing asset to the area that should be enhanced and strengthened by improvements to play, sports, leisure, accessibility, biodiversity and active travel options.

Average score (1-5) and share of respondents rating support as 4 or 5 with analysis, by URF pillar.

Pillar	Av/5.0	% Rating support (4) or Strong Support (5)	Analysis
Connecting Community with Nature	4.50	96.2%	**Green infrastructure and active travel:** This emerged as the highest-rated pillar of the URF, achieving **95.7% support** (44 out of 46 respondents). Residents strongly favour integrating green corridors, linking the Ridgeway, Abbey Wood Park, and Lesnes Abbey Woods, and upgrading pedestrian and cycle paths.
Abbey Wood Village	4.59	90.6%	**Abbey Wood Village:** Achieving **92.7% support** (51 out of 55 respondents), the proposed improvements to Wilton Road, station access, drop-off points, street greening, and public space redesign received strong approval.
Eynsham Drive	4.32	87.1%	**Eynsham Drive:** Received **90.7% support** (49 out of 54 respondents), endorsing its re-framing from a transit corridor into a mixed-use community hub delivering homes, retail, and civic spaces.
Overall Ambition for RAF	4.35	86.0%	
Harrow Manorway	4.19	81.5%	**Harrow Manorway:** While still broadly **supported at 81.6%** (40 out of 49 respondents), it received the lowest relative rating. Concerns were driven primarily by fears of road space reallocation, lane reductions, and increased vehicular congestion.

Revitalise Abbey Wood Village

Stage 2 ideas

Safe, well-connected green spaces and infrastructure

Our Approach: To secure the long-term success of Abbey Wood Village as a thriving local hub, the Framework identifies key areas for targeted projects focusing on connectivity, public realm improvements, and economic vitality.

- **Idea 1: Station drop-off and wayfinding**
- **Idea 2: Greening the public realm**
- **Idea 3: Knee Hill Roundabout Peninsula**

Enhanced local centres and high streets

Our approach: Invest in the look, feel, and safety of our streets to encourage people to stay longer and support local traders.

- **Idea 4: Parking and crossings**
- **Idea 5: Reprioritise Felixstowe Road**
- **Idea 6: A vibrant evening economy**

High-Quality Housing

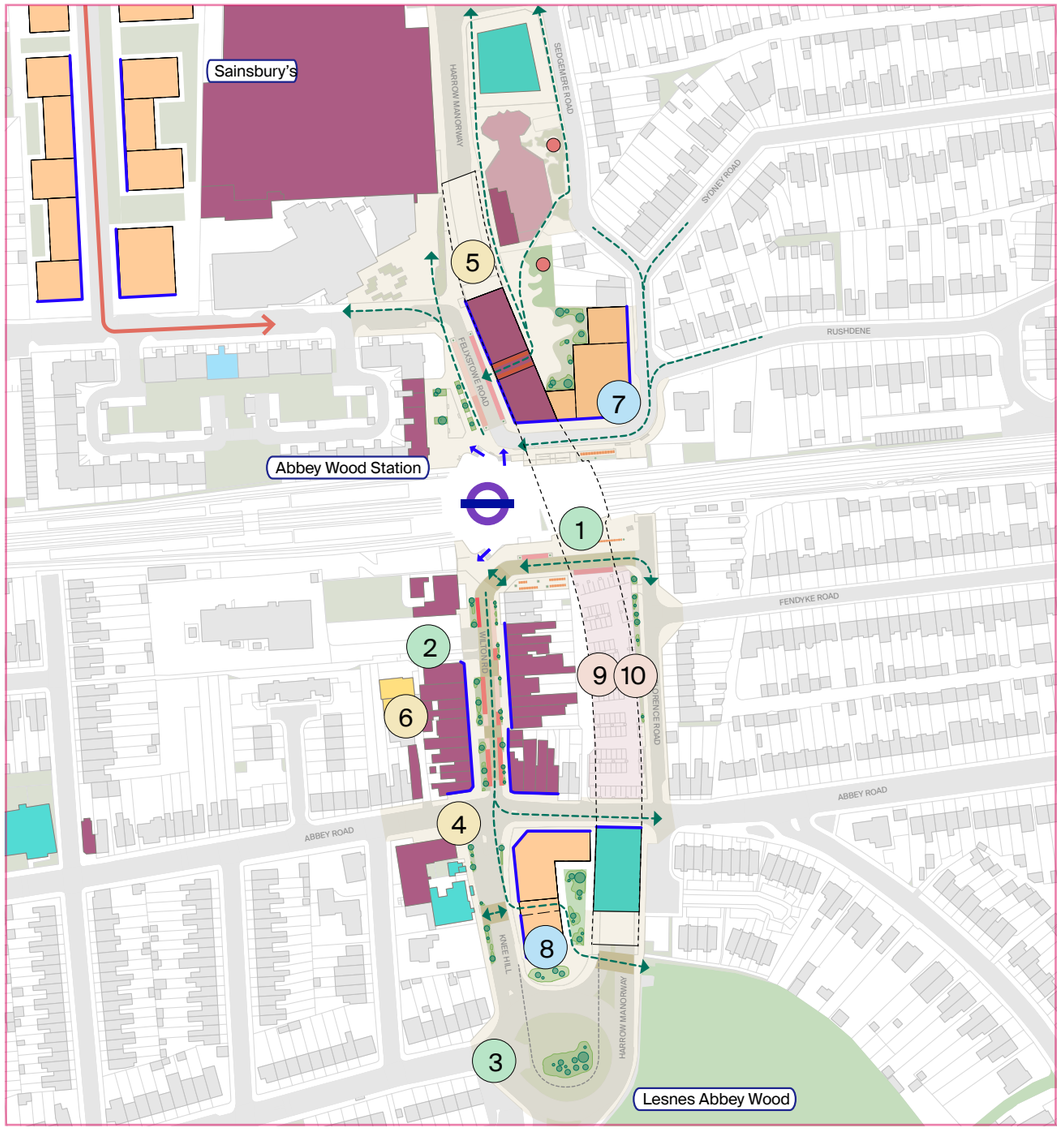
Our approach: Thoughtful regeneration presents an opportunity to deliver much-needed homes and integrated neighbourhood services.

- **Idea 7: Felixstowe Road Car Park**
- **Idea 8: Knee Hill development**

Healthy Places to Learn, Work & Grow

Our approach: Support the economic resilience of Abbey Wood Village by providing space for businesses to start-up and scale-up, while supporting those who want to provide a positive contribution to the high street.

- **Idea 9: Supporting the high street**
- **Idea 10: Cultural Abbey Wood**



What We Heard

Wilton Road acts as a key gateway but suffers from neglected public realm, limited high-street diversity, and anti-social behaivour. Residents want fewer betting shops and takeaways - with limits on betting licenses - and more quality cafés and family-friendly spaces (e.g. Costa, Nero), restored shopfronts, cleaner pavements, and safer crossings around Knee Hill and Felixstowe Road.

Top ideas most liked

no. people	
20	**Idea 10: Cultural Abbey Wood** Introduce programming and opportunities for cultural events that reflect Greenwich and Bexley's rich heritage and diversity.
18	**Idea 9: Supporting the High Street** Create a stronger food, drink, and evening offer to bring life to the street outside of standard shopping hours, improving natural surveillance and safety throughout both day and night.
17	**Idea 6: Vibrant Evening Economy** Integrate new, flexible retail and workspaces where appropriate into future developments to diversify the local economy, keeping jobs and enterprise rooted in the community.

Further ideas and observations

Respondents indicated that physical regeneration alone will not revitalise the local high street and its economy. The was a general call to curb betting shop proliferation/expansions and support independent traders, leisure, and night-time economy uses.

Recommendations

- Create a cross borough working group on key issues - Abbey Wood Village and Harrow Manorway.
- Develop a strategy for the Village that can help reverse visible physical decline, restore community pride, and adapt town centres to changing shopping habits

Transform Eynsham Drive

Stage 2 ideas

Safe, well-connected green spaces and infrastructure

Our Approach: Reconnecting Eynsham Drive to Abbey Wood's wider landscape is vital to breaking down physical barriers, encouraging healthier lifestyles, and making active travel the easiest choice for residents.

- **Idea 1: Abbey Wood Station and Ridgeway Links**
- **Idea 2: Active travel routes**
- **Idea 3: Redesign the parking and introduce public realm improvements**
- **Idea 4: Abbey Wood Park and play spaces**

Enhanced local centres & high streets

Our approach: Investing in the civic and physical infrastructure of Eynsham Drive could transform an underutilised local centre into a welcoming, attractive destination that local people can be proud of.

- **Idea 5: Placemaking and infrastructure**
- **Idea 6: Placemaking and safety**

High-Quality Housing

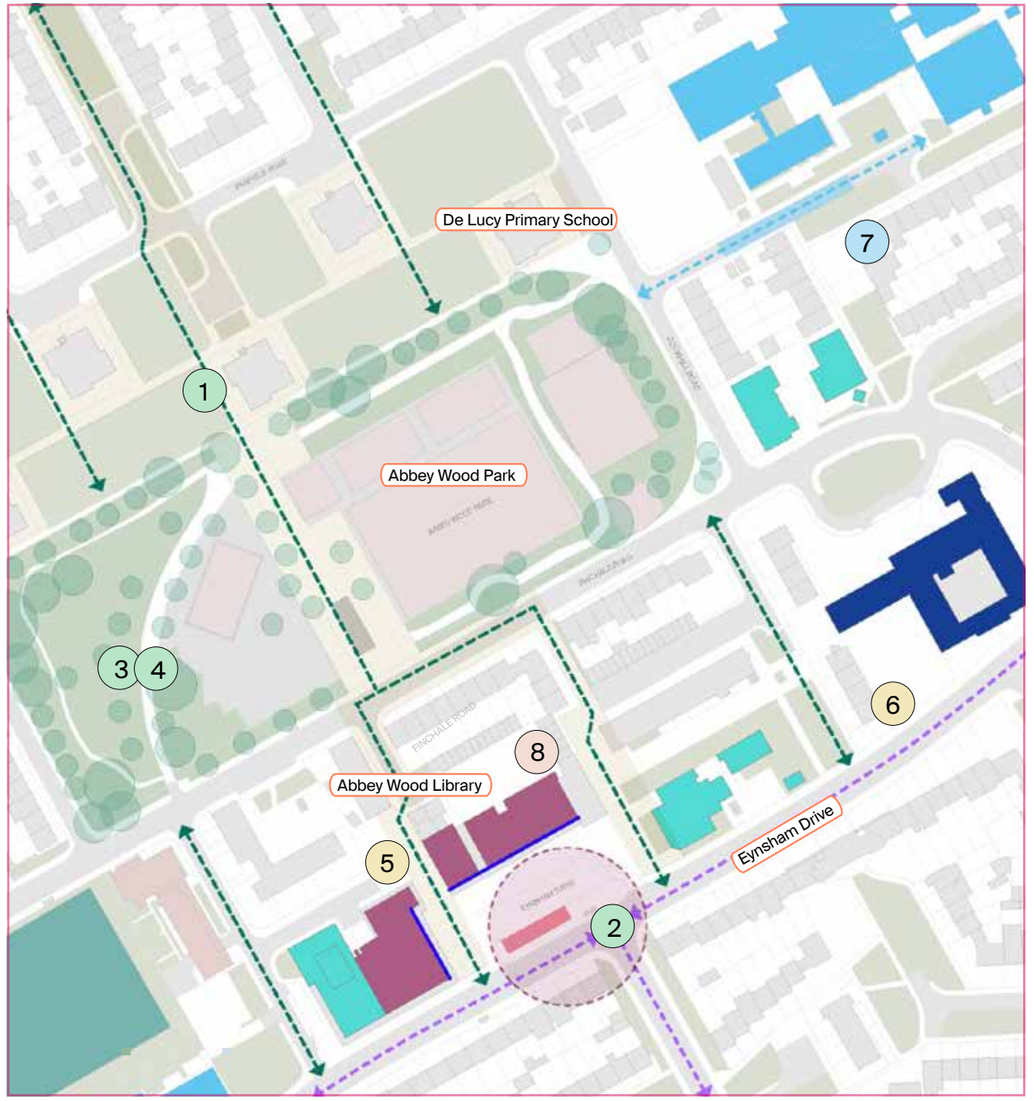
Our approach: Almost 70 years on from the building of Abbey Wood Estate and it's civic centre at Eynsham Drive, investment in both housing and amenities will breathe life into the heart of the estate. Thoughtful exploring strategies for improvements here could secure new homes for families and improved amenities for residents and visitors

- **Idea 7: Abbey Wood Estate**

Healthy Places to Learn, Work & Grow

Our approach: Securing long-term resilience for Eynsham Drive means safeguarding and upgrading the crucial services like health, education, and social spaces that form the backbone of the community.

- **Idea 8: Community and health upgrades**



What We Heard

Eynsham Drive lacks street activity, requiring housing, community facilities, and better play spaces for families. Respondents want safer, barrier-free access to the Ridgeway for bikes and mobility scooters, action on anti-social behaivour, litter and fly-tipping along secluded paths, restored community services (e.g. health visitor clinics), and upgraded railings and park fencing. The notion and support for a 'civic centre' was not obvious in the response data, with calls for an integrated health facility to establish this link.

Top Ideas Most Liked

no. people	
10	**Idea 1: Abbey Wood Station and Ridgeway Links** Enhance existing green routes and strengthen links north/south from Abbey Wood Park and the Ridgeway directly into Eynsham Drive and down towards Abbey Wood Station.
8	**Idea 5: Placemaking and infrastructure** Explore improvements to the local centre to deliver high-quality health, retail, and community facilities.
7	**Idea 6: Placemaking and safety** Redesign key elements of the streetscape to create a safer, well-connected, and attractive public realm.

Further Ideas and Observations

- Address health and community service gaps explicitly: Growth without social infrastructure will exacerbate local strain. The final framework must work to secure health care facilities and other local facilities that work for the communities.
- A lack of adult socialising spaces such as pubs needs to be resolved.
- Estate safety was key to improving the area in the immediacy
- Redevelopment of the Estate listed as a concern (gentrification).

Recommendations

- Explore how to deliver health care services in the Eynsham Drive area as a part of the URF.
- Support the return of third spaces such as pubs or adult focused social clubs/services.
- Explore ways to reclaim the public realm such as clean ups, community gardening and improved lighting and visibility.

Improve Harrow Manorway

Stage 2 ideas

Safe, well-connected green spaces and infrastructure

Our Approach: Continuing to enhance previous works, ensuring that walking, cycling, and navigating public transit interchanges feel safe and intuitive, with integrated landscaping whilst also ensuring that those that rely on a car can access the area.

Idea 1: Green pedestrian and cycle connections

Idea 2: Junction upgrades

Idea 3: Interchange improvements and bus stop relocations

Enhanced local centres and high streets

Our approach: Introducing active shop fronts, where appropriate, and public spaces along the route could change the environment from an uninviting thoroughfare to a vibrant extension of Abbey Wood local centre.

Idea 4: Ground floor activation

High-Quality Housing

Our approach: Reimagining vacant or underused sites along the corridor creates prime opportunities to deliver integrated mixed-use housing developments that naturally increase street safety through constant activity

Idea 5: Lyndean Industrial Estate redevelopment

Idea 6: Building Create Cross Borough Connections - Lesnes Estate Masterplan links

Idea 7: Improvements to Thistlebrook Traveller Site

Healthy Places to Learn, Work & Grow

Our approach: Combining workspaces with new housing options directly along major transit axes fosters economic resilience, keeping enterprise and job opportunities firmly rooted within the community. By placing homes and workspaces along main transport routes, local jobs and businesses are supported and kept within the community.

Idea 8: Mixed-use enterprise integration

Idea 9: Industrial Use



What We Heard

Plans to rebalance Harrow Manorway from a car-heavy arterial corridor into a green, walkable boulevard were well received, with support for upgraded junctions and active ground floors. The stretch between Sainsbury's and Cygnet Square is described as a "pedestrian desert" with key complaints cite overcrowded bus stops (Stop BA), lack of seating, and complex, multi-stage crossings. This pillar received the least strongly supported score of the four, though sentiment remains positive overall.

Top Ideas Most Liked

no. people

9 **Idea 4: Ground floor activation**
Introduce diverse retail and flexible workspaces along Harrow Manorway to build active, interesting street frontages and support local independent businesses.

8 **Idea 8: Mixed-use enterprise integration**
Incorporate workspaces and neighbourhood shopping options in new residential developments to promote local enterprise and create community activity hubs.

8 **Idea 2: Junction upgrades**
Explore improvements to major roundabout junctions at Eynsham Drive, Sainsbury's access road, and Knee Hill to reduce vehicle speeds, manage traffic flow, and improve pedestrian crossing safety.

Further Ideas and Observations

- There is a general sense that changes to Harrow Manorway need to be supported by maintenance such a waste collection, fly tipping enforcements, street washing and lighting as much as placemaking interventions.
- Public enthusiasm for upgrades will wane if new public spaces suffer from neglect, litter, or anti-social behaivour. Public buy-in depends on visible, day-to-day area upkeeps.
- Parking continues to be an issue – some form of policy resolution is needed.
- Public art was a regular request for placemaking.

Recommendations

- Explore public realm up-keep ideas locally, possibly involving residents
- Initial public art works as a means of developing civic pride.
- Explore car parking policies to aid parking issues.

Create Safe Green Links & Parks

Stage 2 ideas

Safe, well-connected green spaces and infrastructure

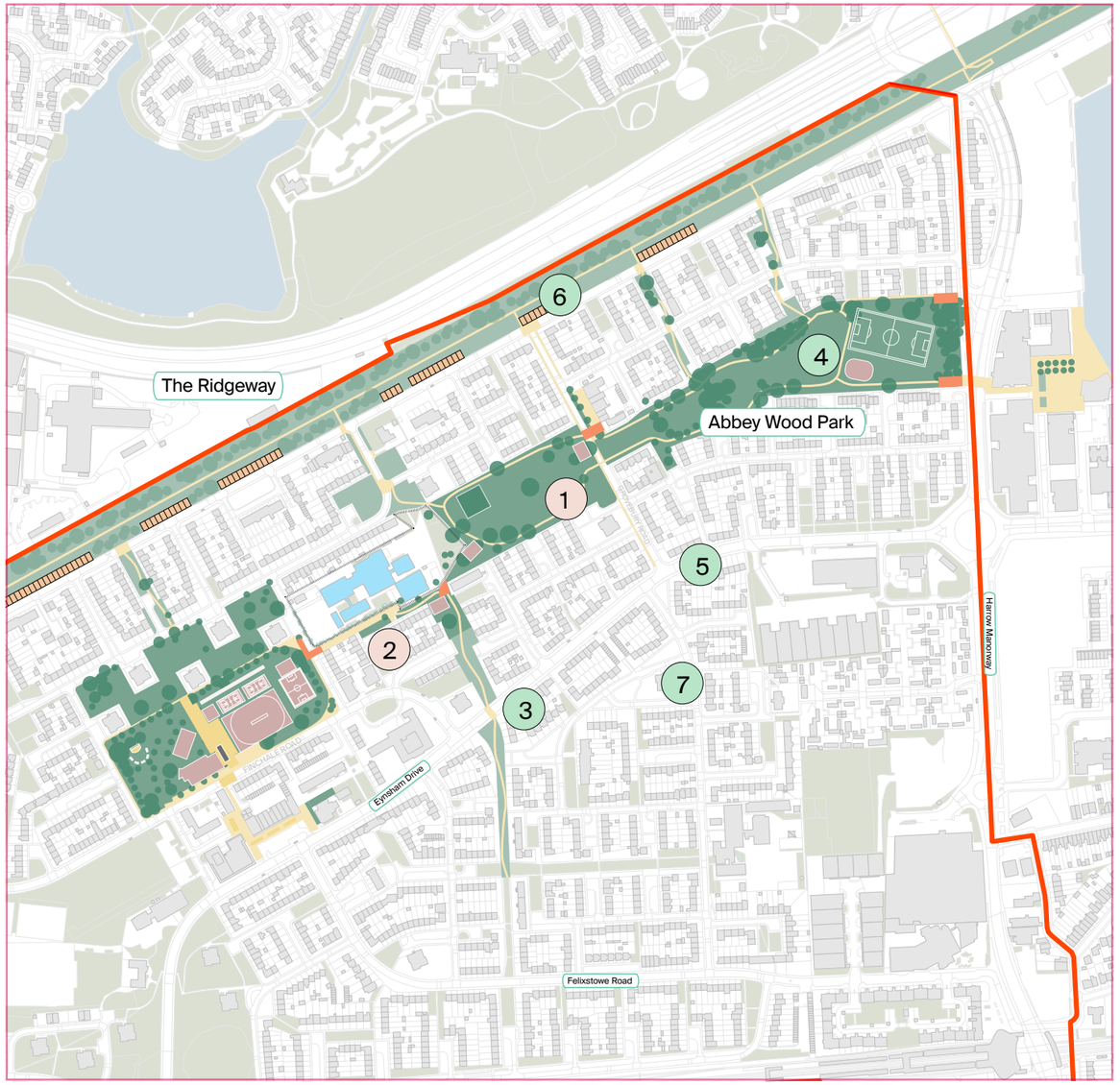
Our Approach: Reconnect public areas with continuous walking and cycling paths that feel natural, pleasant, and safe, and help deal climate challenges.

- **Idea 3: Establishing local and regional corridors**
- **Idea 4: Abbey Wood Park enhancements**
- **Idea 5: Sustainable travel routes**
- **Idea 6: Opening up the Ridgeway**
- **Idea 7: Climate resilience and rain gardens**

Healthy Places to Learn, Work & Grow

Our approach: Nurturing a healthy community relies on creating active spaces for leisure, and designing protective, pedestrian-first zones outside schools in the Framework area so families can travel with peace of mind.

- **Idea 1: Inclusive play and recreation**
- **Idea 2: Safe School Streets**



What We Heard

Green spaces (Lesnes Abbey, Southmere Park, Abbey Wood Park) are highly valued but underactivated, and the Ridgeway is seen as a critical spine needing lighting, maintenance and better links. There's strong enthusiasm for climate-resilient rain gardens, expanded green corridors, inclusive play for teenagers, and safe walkable school routes - alongside real safety concerns: motorbike barriers blocking mobility scooters and cargo bikes, and fly-tipping, drug activity and rough sleeping in hidden sections.

Top Ideas Most Liked

no. people

11 **Idea 4: Abbey Wood Park enhancements**
Introduce diverse retail and flexible workspaces along Harrow Manorway to build active, interesting street frontages and support local independent businesses.

9 **Idea 7: Climate resilience and rain gardens**
Incorporate workspaces and neighbourhood shopping options in new residential developments to promote local enterprise and create community activity hubs.

8 **Idea 2:Safe School Streets**
Explore improvements to major roundabout junctions at Eynsham Drive, Sainsbury's access road, and Knee Hill to reduce vehicle speeds, manage traffic flow, and improve pedestrian crossing safety.

Further Ideas and Observations

- Green infrastructure achieved the highest consensus (95.7%), investing in these early wins will build public trust and establish momentum without triggering significant opposition.
- How the community use Abbey Wood Park wasn't discussed in detail, despite access to the Ridgeway being identified as a community want.

Thistlebrook site:
Core Findings & Resident Concerns

Health and Social Inequality

- **Chronic Health Issues:** A “significant majority” of residents reported long-term conditions. This includes musculoskeletal problems, vision loss, and memory issues.
- **Service Disconnect:** There is a profound distrust of Social Services and Primary Healthcare. The suspension of Royal Mail deliveries is a critical barrier, as residents often miss physical health appointment letters, exacerbating existing inequalities.
- **Cultural Friction:** Residents feel targeted by “excessive” Metropolitan Police interventions and reported racial abuse from the public.

Physical Environment & Infrastructure

- **Neglect:** The site is described as being in “severe disrepair,” specifically regarding road surfaces and amenity blocks (bathrooms/ kitchens).
- **Overcrowding:** The site is over-capacity with a mix of caravan types and a long waiting list, reinforcing the need for the proposed Church Manorway site.
- **Accessibility:** Due to the high rate of ill health, current pitch layouts and the “surface level dip” (causing flooding) pose serious mobility risks.

Safety and Security

Residents have identified the pedestrian cut-through as the primary source of the site’s issues:

- **External Threats:** Fly-tipping (recently requiring the removal of 20 tonnes of waste) and the use of the site as a public toilet by strangers.
- **Anti-Social Behaviour (ASB):** Objects being thrown from the Harrow Manorway boundary and ASB at the TfL bus stop.
- **Child Safety:** Parents are effectively “grounding” children, keeping them inside caravans because the site lacks a secure

Cultural Requirements

- **Horse Culture:** There is a specific request for facilities to accommodate horses, carts, and trotting equipment, which are central to the Traveller way of life.
- **Privacy:** Demand for higher fencing and the removal of perceived surveillance (e.g., monitors on the Peabody building) to prevent being overlooked by new high-rise developments.

Stage 2 Summary
Shaping the Framework

The key outcomes and priorities from stage two include:

- **Safer, cleaner and better-managed places:** Safety, lighting, fly-tipping, anti-social behaivour and everyday maintenance remain essential priorities.
- **Affordable, locally appropriate homes:** New development should provide genuinely affordable housing that responds to local need and benefits existing communities.
- **Valued green and heritage assets:** Green spaces, trees, biodiversity and heritage are highly valued. Improvements should increase access and activity while protecting their character and ecological value.
- **Culture and community activity:** Residents supported public art, events, meanwhile uses and places for culture, learning and social connection.
- **Abbey Wood Village:** More cafés, affordable food, independent businesses, active shopfronts and welcoming places to meet are needed.
- **Safe Green Links and Parks:** There is strong support for safer, more accessible routes linking the Ridgeway, Abbey Wood Park, Lesnes Abbey Woods and local centres.
- **Improve Harrow Manorway:** Improve crossings, bus stops, greening and walking and cycling conditions, while responding carefully to concerns about congestion, parking and access.
- **Transform Eynsham Drive:** Recast the area as a mixed-use community destination, with homes, local retail, civic uses and high-quality public realm.

How Stage 2 Engagement has shaped the Framework

- Safety, security and stewardship are embedded across the URF through better lighting, sightlines, crossings, active frontages, wayfinding, maintenance and management.
- Abbey Wood Village and Eynsham Drive are strengthened as complementary centres, with improved retail, food and drink, community uses, flexible ground floors and public realm.
- Cultural Abbey Wood is a delivery priority, supporting programming, public art, meanwhile uses and affordable community-led space along Wilton Road, Felixstowe Square and Eynsham Drive.
- Green infrastructure is reinforced as an early investment priority, including Abbey Wood Park, the Ridgeway, Green Walks, school streets, inclusive play, sport, SuDS and cycle-friendly routes.
- A socio-economic review identifies key sectors for delivery, affordable and family housing, health, care and community infrastructure, youth and social spaces, affordable workspace and space for SMEs, makers, trades and local enterprise.
- A clear short, medium and long-term delivery plan will guide partnership working, feasibility studies, funding bids and investment over the next ten years.

The final Future Abbey Wood Urban Regeneration Framework will be published for public comment through Engagement Round 3 in late 2026.



Engagement Round 01 - Workshops



Engagement Round 2 - Exhibitions

3.0 Place Vision

4 Aims: Abbey Wood will have....

Safe, Well-Connected Green Spaces



The area benefits from generous parks and green routes, yet many remain underused due to safety concerns. The relatively young and growing population will benefit from targeted investment in existing green spaces that can be used for recreation, sports and play.

A safe, well-maintained network of green walking and cycling routes, to connect people to green spaces, will strengthen local connections and encourage healthier, more active lifestyles.

Enhanced Local Centres & High Streets



The Elizabeth line has brought new opportunities to Abbey Wood's high streets and local centres. However, dated buildings and poor quality public realm do not support successful, thriving places to visit and use.

Improved transport connections, coherent public realm upgrades, and a mix of uses will strengthen what is already working well.

Supporting the independent retail offer and enhancing key public spaces will enable Abbey Wood's neighbourhood centres to thrive.

High-Quality Housing



Dated housing stock and a shortage of affordable homes contribute to health inequalities in Abbey Wood. Existing estates will be assessed to identify practical opportunities for improvement.

New development sites will aim to deliver high-quality, affordable homes with varied ownership options, with priority given to local residents.

Well-designed, inclusive housing will help forge stronger connections between established and new communities across Greenwich and Bexley.

Healthy Places to Learn & Work



Abbey Wood is a family-oriented neighbourhood with four local schools at its heart. Safer school streets where appropriate will make it easier and more enjoyable for children to walk and cycle to school, while new play spaces will give them room to thrive outside the classroom. Stronger connections between schools, colleges, and local employers will open up skills and opportunities for residents of all ages. New affordable workspace, retail, and health facilities will support a vibrant, skills-based local economy that works for the whole community.

Vision: 4 Key Moves

1 - Revitalise Abbey Wood Village

Revitalise the high streets and public spaces around Abbey Wood Station to create a vibrant and welcoming village centre.

2 - Transform Eynsham Drive

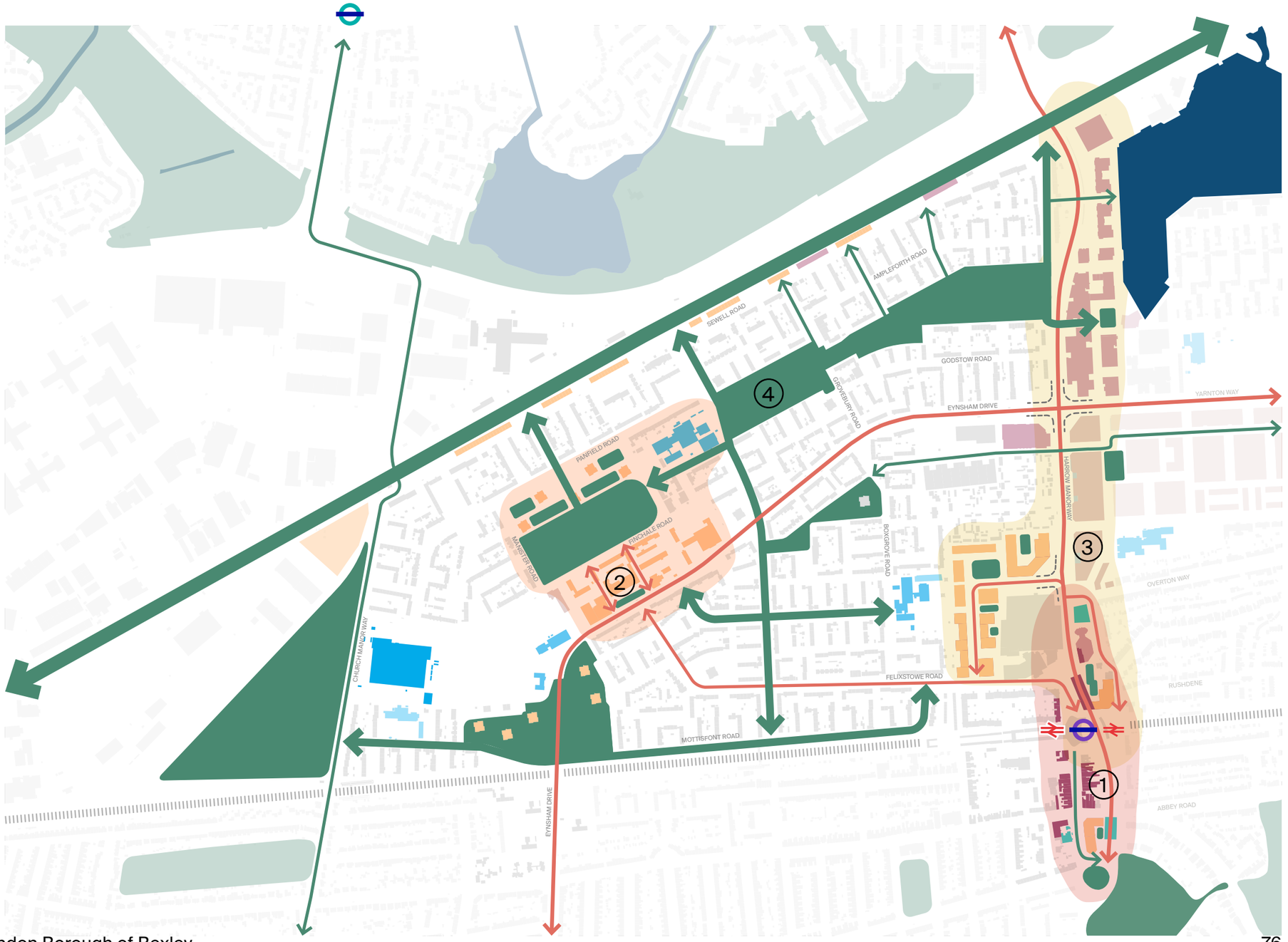
Transform this key local centre to deliver retail, civic, and community facilities that serve the needs of local residents, stakeholders and businesses. As part of improvements, explore the opportunity to retrofit or build new homes where most needed.

3 - Improve Harrow Manorway

Improve this major road that marks the boundary between Greenwich and Bexley by improving transport connections, supporting active travel, making the street safer for pedestrians and other users and creating a sense of place.

4 - Create Safe Green Links & Parks

Enhance parks, green links, streets, and play spaces to better meet the current and future needs of Abbey Wood's residents.



Key Connections
Green Routes
Rivers, Ponds and Lakes
Parks and Green Spaces

1 - Revitalise Abbey Wood Village

Vision

1 - Revitalise Abbey Wood Village

Safe, Well-Connected Green Spaces

Improve station drop of and wayfinding. To reduce congestion on Wilton Road and revitalise Felixstowe Road

Greening and public realm improvement. To encourage longer visits and increased spend

Explore remodelling Knee Hill roundabout. To improve access to Lesnes Abbey Woods

Enhanced Local Centres & High Streets

Review parking and crossings. To enhance retail offering, deliver new homes and improve public spaces.

Reprioritise Felixstowe Road public realm. Make better use of Harrow Manorway by introducing new town centre uses below the underpass and improving the environment to create a safer, active street frontage

Create a vibrant local economy by diversifying leisure, retail, food and drink and evening offer.

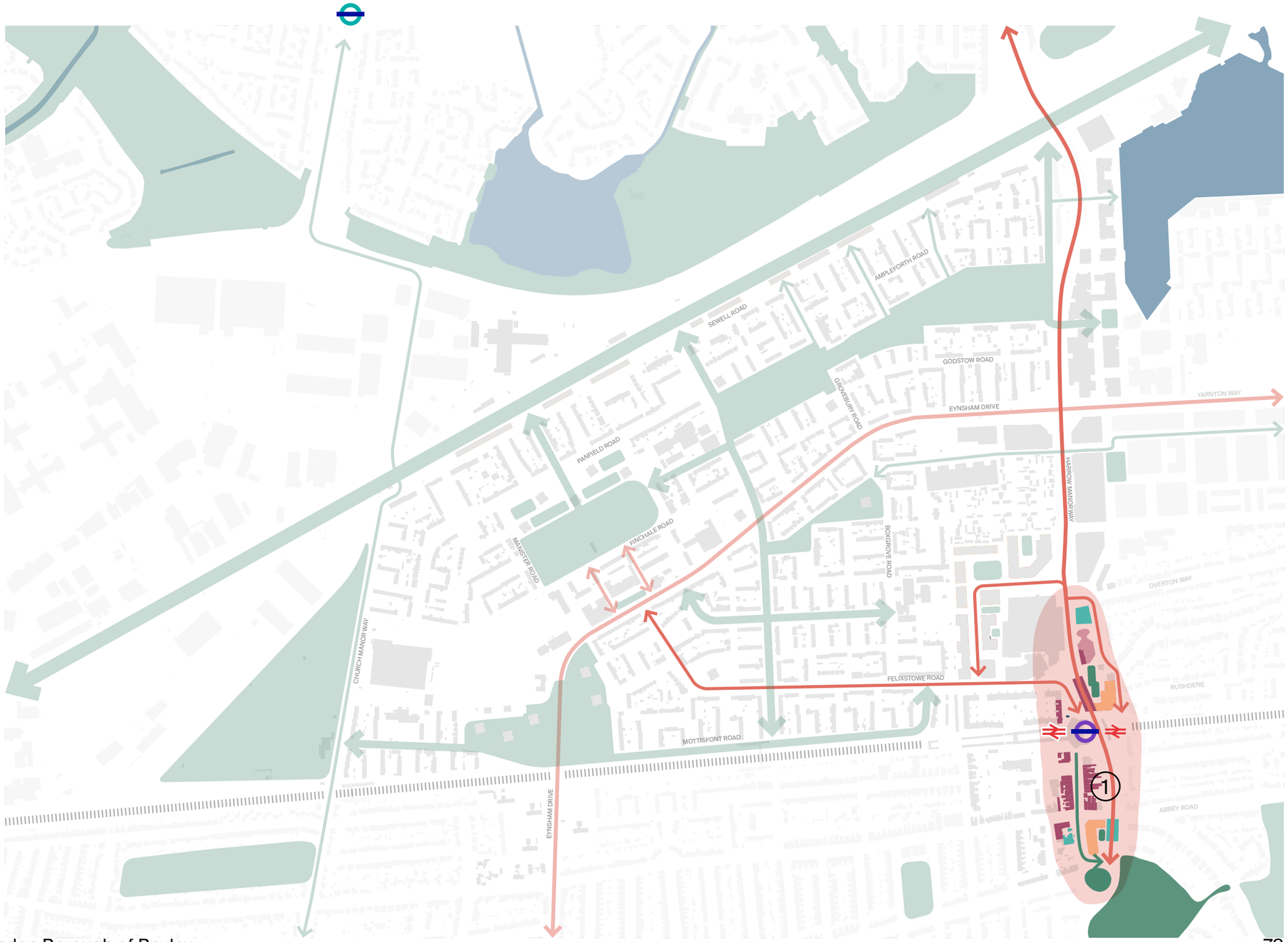
High-quality Housing

Revitalise Felixstowe Road car park by introducing new homes sensitive to the surrounding context with ground floor retail and public realm to create a welcoming anchor point at a key gateway into Abbey Wood.

Healthy Places to Learn & Work

Activate Knee Hill by encouraging the delivery of New residential, retail and work space, supporting and extending the High Street towards Lesnes Abbey Woods.

Create a thriving cultural centre in Abbey Wood with new programming opportunities and cultural events.



Abbey Wood Village

Abbey Wood Village occupies land from the Felixstowe Road to the roundabout at Knee Hill and is located within Royal Borough of Greenwich and London Borough of Bexley. It is the main high street in the area with the potential to from a thriving new connection south to Lesnes Abbey Woods.

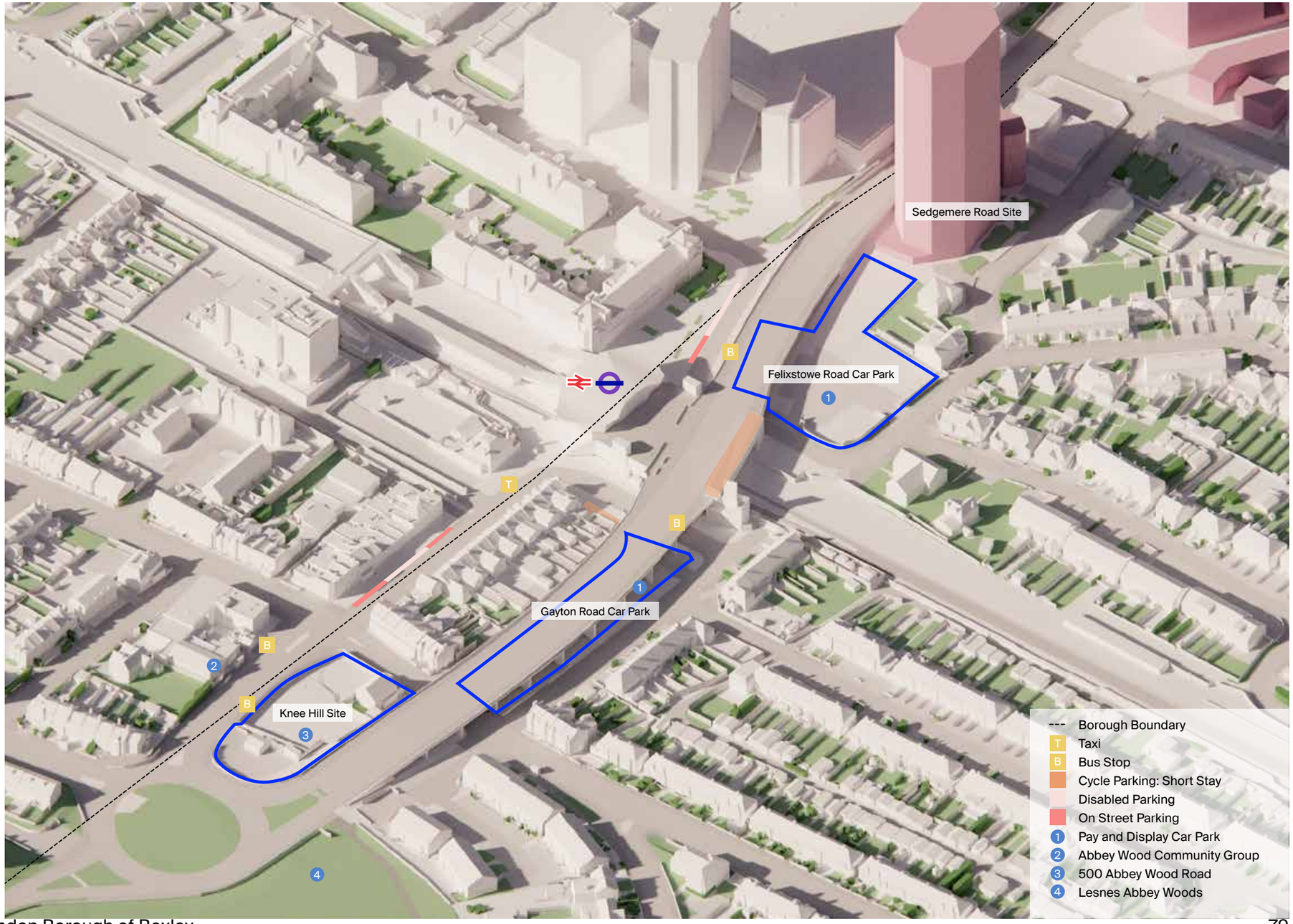
Following the construction of the Elizabeth Line, complex problems with congestion and overcrowding have emerged. Our Place Vision aims to relieve congestion, improve transport interchange, improve the pedestrian experience, enhance wayfinding and strengthen local businesses.

RBG Policy

- Greenwich Draft Local Plan 2026
- Tall Building Study recommendations: Heights along Harrow Manorway of up to 6 storeys including set back as appropriate. Same height around station, subject to appropriate response to the adjacent low rise development.
- Part of Characterisation Study site C8.1 (Harrow Manorway frontage) and site T8.3 (Abbey Wood Station Local Centre)

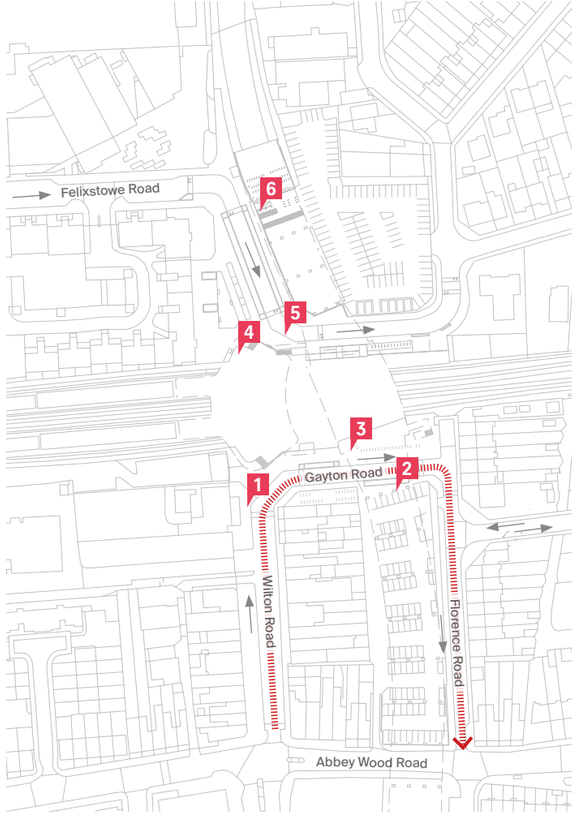
LBB Policy

- Bexley Local Plan Policy DP12:
  Maximum height of buildings shall not be more than 45 metres (extending northwards from the Felixstowe Road Car Park)
- Maximum height of buildings within and near the town centre of Abbey Wood Village is 25m.



Abbey Wood Village:
Transport and Interchange issues

There are a number of interconnected transport issues that are making Wilton Road an inhospitable place to spend time.



Direction of Travel

Site and Direction of Frequent Congestion



1 **Level change between station exit and Wilton Road. Congestion issues arise from station pick-up/drop-off.**



2 **Station drop off points and bus stops can compromise the public realm around the station. This is compounded by cars accessing Gayton Road pay and display car park.**



3 **Short stay cycle storage on Gayton Road located below the underpass and can be intimidating for commuters, making the parking unpopular.**



4 **Felixstowe Road high street area is lower and disconnected from the primary station exit, and is therefore not a highly used route and is therefore not used to its full advantage.**

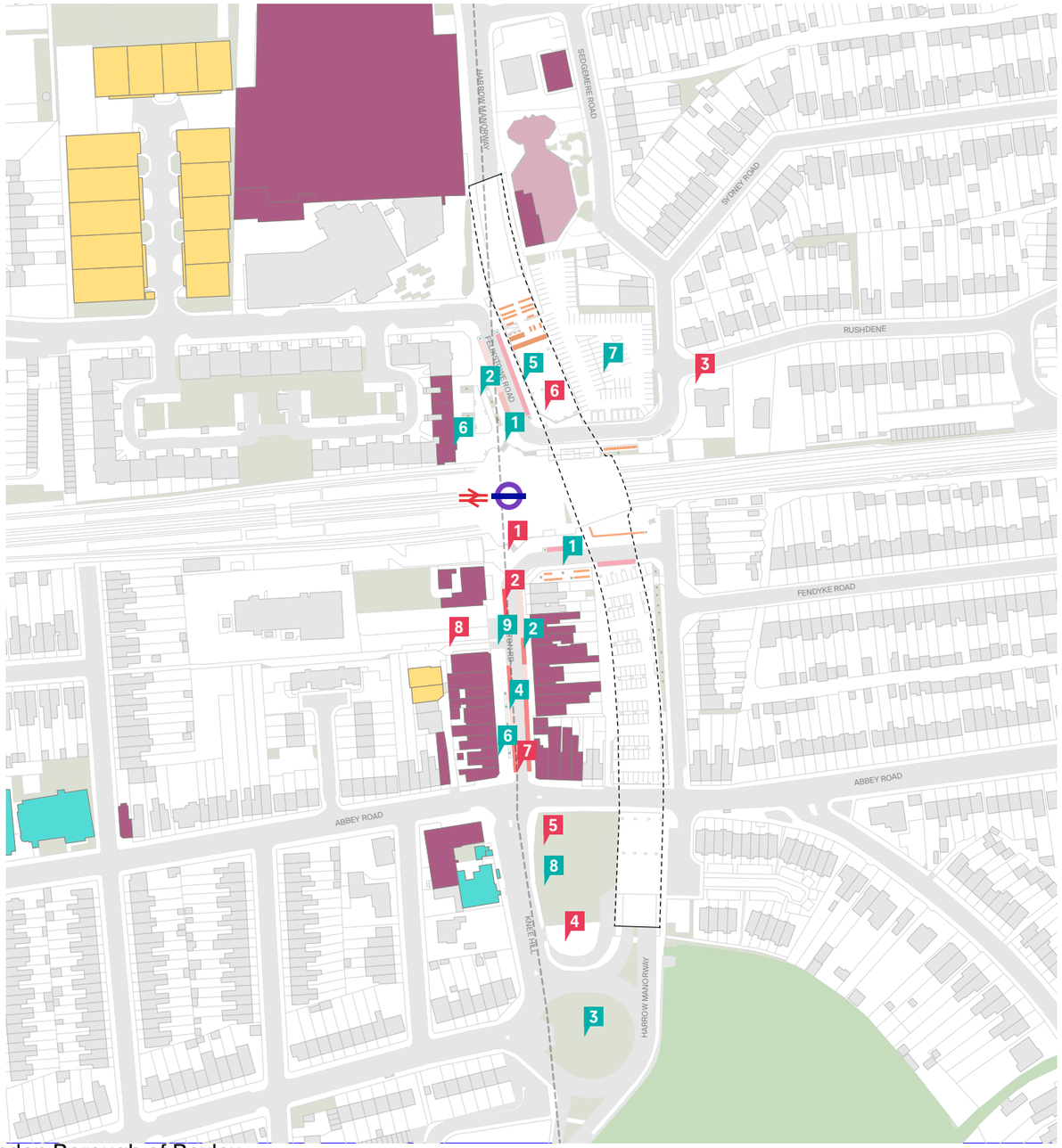


5 **The underpass is used for materials storage and creates an inactive frontage onto the main square, which may contribute to the square feeling unsafe in the evening.**



6 **Cycle storage under the overpass is currently closed to commuters due to antisocial behaviour. This will partially revert back to parking following repairs to the overpass.**

Abbey Wood Village



Issues and constraints

1. Compromised public realm and wayfinding from Abbey Wood station to surrounding areas.
2. Car-dominated high street area along Wilton Road to South of station.
3. Lower rise dwellings sensitive to height and overlooking.
4. Planning sensitivity to Lesnes Abbey Wood and associated views.
5. Vacant sites along Knee Hill, limiting high street activation towards Lesnes Abbey Wood.
6. Antisocial behaviour, safety and maintenance concerns.
7. Borough boundary at centre of high street making a holistic high street approach challenging between RGB and LBB.
8. Anti-social behaviour along Abbey Alley

Note. Town Centre Management and Regeneration and Placemaking teams from RBG and LBB have begun liaison over other joint initiatives, which could lead to more long term collaboration over management of the Town Centre.

- Inactive Frontages
- Active Frontages
- Education: Nursery
- Education: Primary School
- Education: Secondary School
- Health
- Gyms and Sports Centres
- Playing Fields
- Allotments
- Desirable Connections
- Children's' Play Areas
- Civic and Community Spaces
- Cultural Spaces
- Commercial: Industrial
- Commercial: Retail, F&B
- Parks and Green Spaces
- Rivers / Ponds

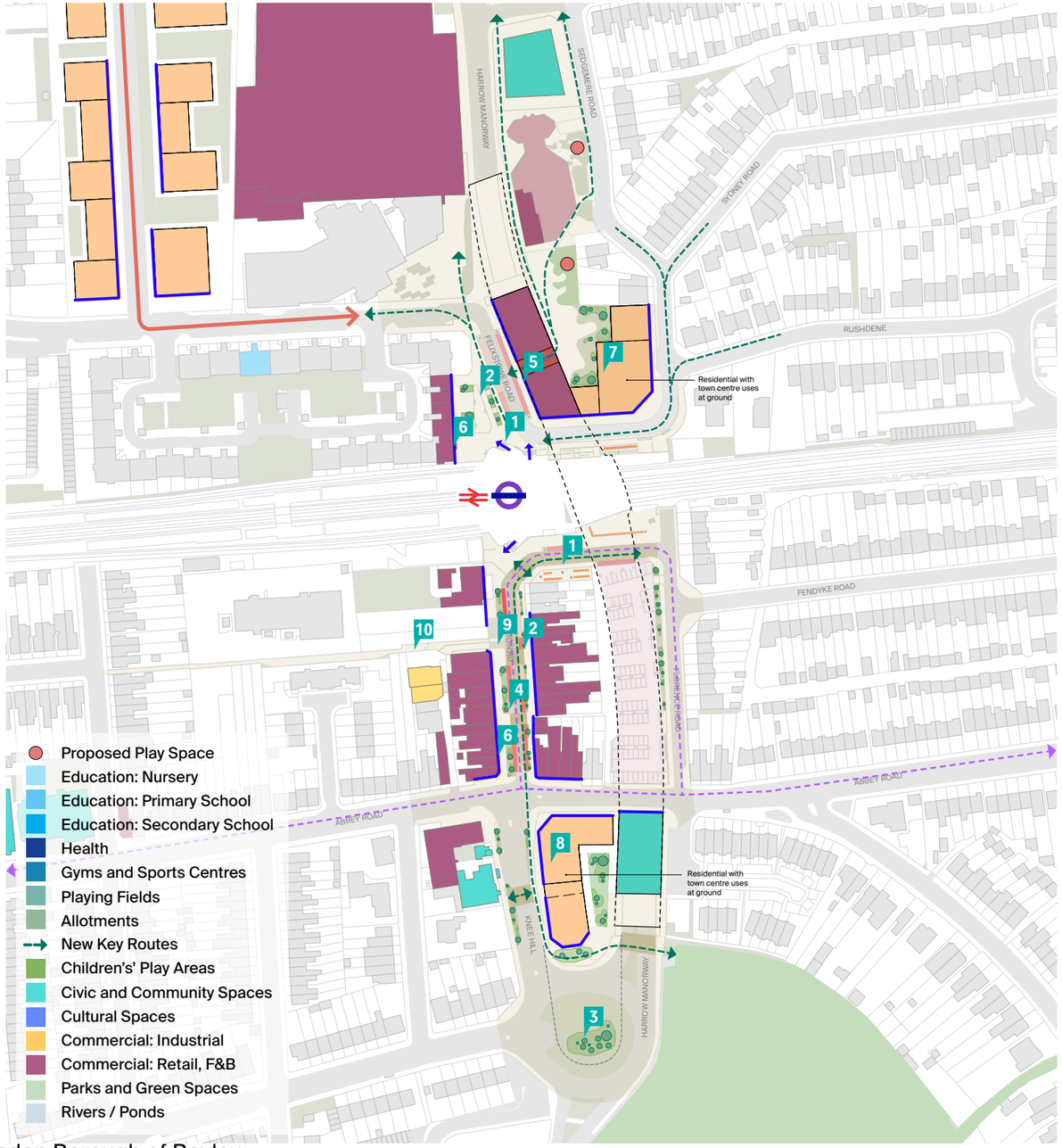
Opportunities

1. Improving station drop-off and wayfinding would relieve congestion making an improved, safer place to spend time.
2. Greening and public realm improvements will allow retail uses to use the street as well as making it a safer, more attractive place to spend time, boosting trade.
3. Exploring remodelling Knee Hill Roundabout would improve connections to Lesnes Abbey Woods.
4. Reviewing parking and crossings as part of public realm improvements could make it a less congested and more attractive place to spend time supporting the local economy.
5. Reprioritising Felixstowe Road for drop-off/pick-up by introducing a new direct vehicular route from Harrow Manorway could alleviate congestion on Wilton Road.
6. Introducing measures to support a vibrant local and evening economy would also improve safety.
7. Exploring ways to introduce active uses into Felixstowe Road car park and the undercroft would link the two halves of the town centre, improve safety and boost the economy.
8. Exploring development to activate Knee Hill would extend the high street and deliver more mixed-use space.
9. Introducing measures to create a cross-borough partnership to support a thriving cultural centre to boost the high street, local economy and improve safety.

Abbey Wood Village

Proposals

1. **Improve station drop off and wayfinding.** Relocate some pick-up / drop-off to Felixstowe Road, enabled by a new road connection through the Lyndean Industrial Estate. Create new safe drop off / parking locations at Gayton Road and Felixstowe Road.
2. **Public realm improvements.** Widen the eastern edge of Wilton Road to introduce more opportunities for greening and SuDs. Create dedicated cycle routes to and from the station.
3. **Explore remodelling Knee Hill roundabout** to encourage better links to Lesnes Abbey Woods
4. **Review parking and crossings.** Explore rationalising on-street parking to improve public realm experience, allowing for wider crossings and more seating to be added along the edges.
5. **Improve Felixstowe Road public realm.** Create new town centre uses under Harrow Manorway to create a two sided square. Prioritise egress / wayfinding from station entrances to Felixstowe Road.
6. **Strengthen Food & Beverage offering and evening offer.** Improve shop fronts and support local traders.
7. **Revitalise Felixstowe Road Car park** Reorganise and relocate parking to free up development area on Felixstowe Road Car Park.
8. **Encourage development on Knee Hill site** to continue high street to Lesnes Abbey Woods and surrounding areas.
9. **Create a thriving cultural centre.** Explore opportunities for cultural events along Wilton Way, Felixstowe Square and in vacant retail units.
10. **Create safer links** Lighting, paving, decluttering and CCTV to improve safety along Abbey Alley.



Safe, Well-Connected Green Spaces

- Improved key routes through site
- Enhanced wayfinding around station: rationalising parking, reducing congestion and creating pedestrian friendly places
- Potential to reorganize and relocate parking to relieve congestion.
- New road through Lyndean Industrial estate to help prioritise drop-off towards Felixstowe Road from Wilton Road
- Greening to public realm

Enhanced Local Centres & High Streets

- New active frontages at street level and improvements to shop fronts
- Underpass infill to create new commercial / community space with the potential for new recreation or play
- New local play spaces
- Potential to remodel junction

High-Quality Housing

- New high-quality housing

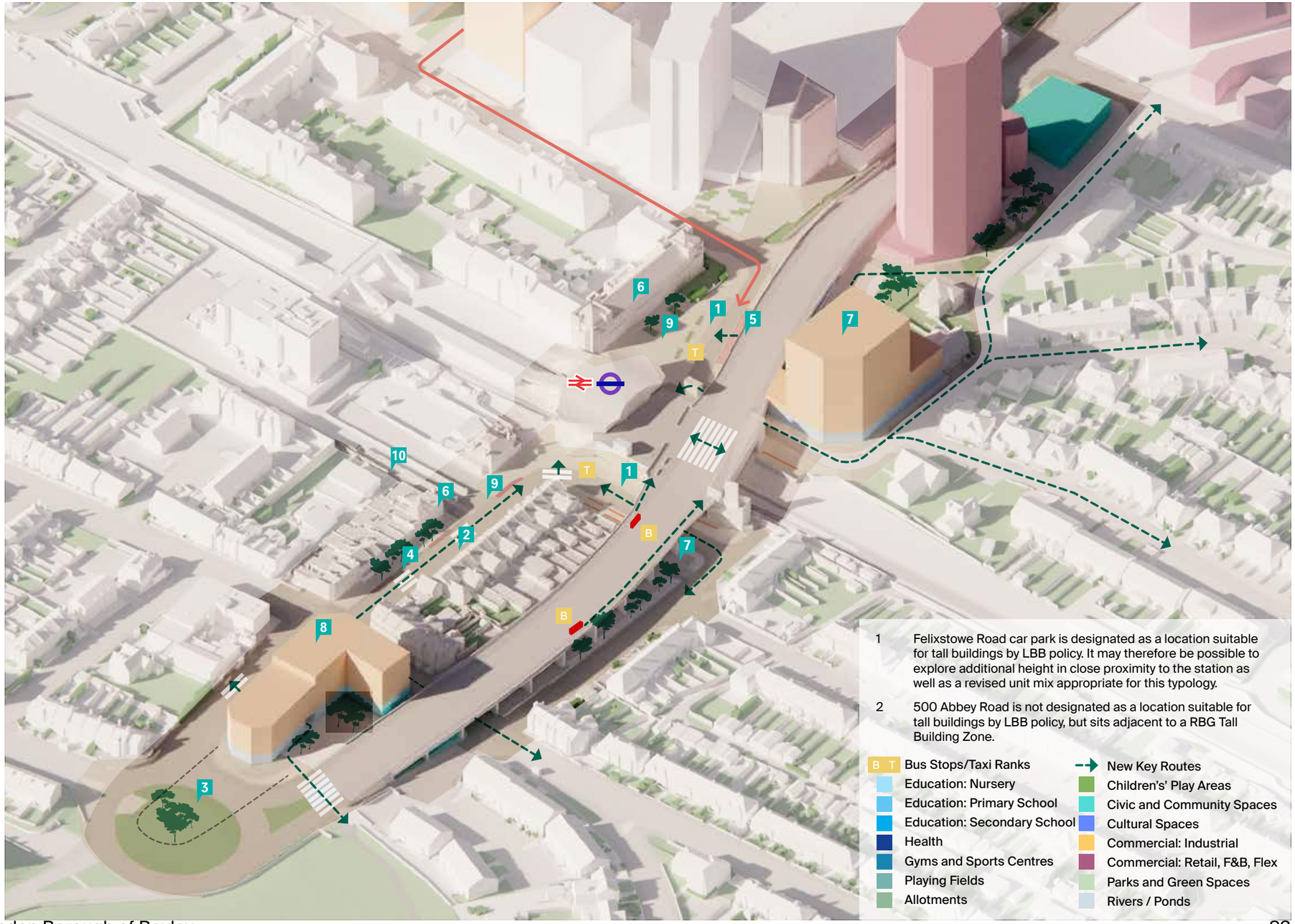
Key Resident Priorities
Develop a cross borough strategy to help to improve safety and support the high street, enhance the F&B offering and create a thriving cultural centre for Abbey Wood.

Key Opportunity Sectors.
Provide appropriate tenure housing on key Bexley sites. Encourage small spaces for flexible working. Create affordable places for community activity. Strengthen F&B offering to serve the demographic who commute in. Explore smaller healthcare facilities along the high-street.

Abbey Wood Village

Proposals

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Transport Improvements

Improve station drop off and wayfinding.

- Move some pick-up and drop-off activity to Felixstowe Road which is enabled by a new road connection through the Lyndean Industrial Estate. This will significantly reduce through-traffic on Wilton Road and restore it as a quieter, more pleasant street for residents, shoppers and visitors alike.
- Introduce short-stay parking bays in Gayton Road to further alleviate pressures caused by station pick up and drop off.
- Activate the public realm at Felixstowe Road with improved public realm, wayfinding and amenities, ensuring the first and last impression of Abbey Wood reflects the ambition of a well-connected, thriving neighbourhood.
- Reprioritise wayfinding and egress from the station to promote Felixstowe Road as the primary pedestrian route, relieving congestion at overpass level.

Explore remodelling Knee Hill roundabout.

- Explore peninsularising the Knee Hill / Harrow Manorway roundabout to increase land available for new development, reduce vehicle dominance, and create a far stronger sense of arrival at Abbey Wood Village's key gateway, transforming what is today a hostile junction into a welcoming, human-scaled place that reflects the neighbourhood's ambitions.
- Create continuous green links from Abbey Wood village to Lesnes Abbey Woods, by carefully managing traffic speeds and creating new pedestrian crossings along Knee Hill and at the southern end of Harrow Manorway.
- Help to reinforce a continuous green ecological corridor from Abbey Wood Village to Lesnes Abbey Woods.
- Extend the active high street frontage towards Lesnes Abbey Woods to create a more viable and diverse range of retail, community and F&B uses.

Review parking and crossings.

- Redesign key pedestrian crossings to improve the connection across the street incorporating sustainable drainage and high-quality streetscape enhancements that make walking the most natural way to move through Abbey Wood Village.
- Carefully review the quantity of on street parking and controlled parking zones to allow for targeted improvements to the quality and accessibility of the public realm while still maintaining similar provision for local businesses.
- Consider free short stay parking (20mins) in car parks to alleviate the congestion along Wilton Road, associated with pick up and drop off.
- Introduce prominent pedestrian crossings adjacent to the Abbey Wood Community Group to forge stronger links with new sites coming forwards and help to build a thriving community hub.
- Consider painted or patterned hard landscaping to help bring colour to the high street.

Revitalise Felixstowe Road Car Park.

- Unlock the Felixstowe Road car park for mixed-use development to deliver new homes, ground floor uses and public space. By increasing the capacity of Gayton Road car park to accommodate a loss of long stay parking north of the station Felixstowe Road can be freed up for positive village centre uses.
- Use travel behaviour data to understand how parking demand will reduce as sustainable transport options improve, ensuring that any reduction in car parking capacity is matched by genuine, concurrent investment in buses, cycling and walking, including the proposed Bus Rapid Transit connection to Thamesmead.
- Infill unsafe or underutilised spaces below the underpass with new commercial / community units.
- Replace failed cycle parking below the underpass with safe, well lit and lockable cycle hubs.



Shared surface. New Road, Brighton, Gehl Architects



Penisularisation of Highbury and Islington Roundabout.



Theoretical Foyer. Columbus, Indiana, Cody Hoyt



St Andrews, Bromley by Bow, Townshend Architects.

High Street Business Improvements

Create a vibrant local economy

The retail offer often defines how residents, visitors, and investors perceive the High Street. However a mix of businesses and community uses are essential to the high street's economic success. Together with daily spending by local residents, workforce, and commuters, these activities sustain and strengthen the area.

- Seek to develop a cross-borough approach to High Street Planning Policy and Licensing to curate a vibrant mix of uses that encourages people to spend time there. The offer should be accessible so all of the community can use it, in particular young people. Encourage and promote an appropriate tenant mix in relation to the current and future demographic and spaces for evening activity.
- Encourage and where possible facilitate the growth of the F&B and evening offer, including cafés and small delicatessens to serve demographics who commute in, work from home or frequent the high street for leisure.
- Explore shop front and other improvements to strengthen retail offer and make the high street more attractive. Explore whether opportunities for alfresco dining can be further developed or encouraged.

Town Centre vacancy and meanwhile use

Abbey Wood Village does not have significant commercial vacancy on the High Street. However, meanwhile use of any vacant premises may provide potential occupiers with limited resources the opportunity to test-trade and activate underutilised spaces. This could be addressed by:

- Outreach and assessment of RBG/LBB departmental needs, establish uses that could occupy empty space and their requirements. (space, financial and notice periods etc)
- Work with landowners where possible to introduce a vibrant mix of temporary and permanent uses in vacant or underused premises, matching businesses, community groups and RBG/LBB uses to available spaces. Consider play and educational uses.
- Explore options for a cross-borough collaborative approach to providing or brokering business support for both existing and new businesses, helping local enterprises to survive and thrive.
- Encourage small spaces for hybrid / flexible working in proximity to the station.

Create a thriving cultural centre

- Continue to build upon the cross-borough collaboration and seek to orchestrate events and utilise underused space to raise the profile of the town centre offering to encourage people to use it.
- Develop a cultural programme (appropriate to the location and space available) with events on the High Street to encourage greater activation around Felixstowe Road and foster existing links with Lesnes Abbey Wood to the south. Jointly identify and agree current space for cultural use and potential future demand and opportunities to develop new public spaces.
- Expand infrastructure and opportunities for promotional activity, wayfinding, banner locations and marketing assets that support markets, community events and business-led activation.
- Identify opportunities and funding streams to take forward public realm improvements in Abbey Wood, supported by both boroughs.
- Encourage a cross-borough partnership to take a joined-up approach to maintenance, litter control and anti-social behaviour, critical to creating a vibrant town centre. Enhance lighting and active and passive surveillance to improve the safety of Wilton Road.

Skills and youth training

Explore using empty or underused spaces in the High Street for skills and training spaces. This could include:

- Pop-up training spaces on the High Street, designed to be visible and accessible to young people.



Mayor of London, High Streets for All



Fore Street Living Room, Jan Kattein Architects



Visit Greenwich, Greenwich Market



What if Projects, Sutherland Road

Greening and Public Realm Improvements

Wilton Road public realm improvements

By replacing hard, underused surfaces with high-quality paving, street trees and planted landscape features, seating and improved lighting, Wilton Road can become a greener, safer and more welcoming destination, a place to dwell rather than simply pass through. Introducing improved cycle parking close to the station will enable and encourage greater use of active for both visitors and residents.

Felixstowe Road public realm improvements.

By re-imagining Felixstowe Road as a pedestrian-friendly civic square, the area could accommodate markets, community events and informal gathering, shifting its character away from a traffic and servicing corridor towards an active, flexible public space. Infilling the underpass will activate Felixstowe Road on both sides, and also alleviate many of the concerns raised at engagement about safety and anti-social behaviour. A new lockable cycle hub can be provided in this location. This will improve the quality and security of active travel facilities near the station.

Strengthen F&B offering and evening offer.

Introducing consistent shop front improvements, coordinated wayfinding signage, and carefully considered lighting will reinforce a sense of arrival associated with Abbey Wood lower approach. The same key actions will make Wilton Road a local destination for long-standing and newer residents. A stronger food, drink and evening offer, with active frontages and outdoor seating, would bring natural surveillance and vibrancy, addressing resident concerns about safety.



A sequence of public realm interventions aimed to bring investment to Plumstead town centre. Plumstead High Street.



The relocation of a Decathlon store, integrated into the design of a residential led scheme. Canada Water.



Physical improvements to streetscape and building frontages. Croydon South End High Street Improvements.



Public realm improvements around stations. Deptford Market Yard Station forecourt, London, Farrer Huxley.



Active frontages along the high street create vibrant, animated streetscapes. Eltham High Street, East.



12,000 sqm of industrial and office workspace under the Silvertown Way flyover. Expressway by Architecture 00.

2 - Transform Eynsham Drive

Vision

2 - Transform Eynsham Drive

Safe, Well-Connected Green Spaces

Create new, green connections to Abbey Wood Park the Ridgeway and Abbey Wood Station.

Design new pedestrian and cycle friendly routes too and from the local centre.

Redesign the parking to allow for more pedestrian focused public realm improvements within the street network.

Improve Abbey Wood park, introduce new sports facilities and enhance existing play spaces.

Local Centres & High Streets

Improve the neighbourhood centre retail, food and beverage offering

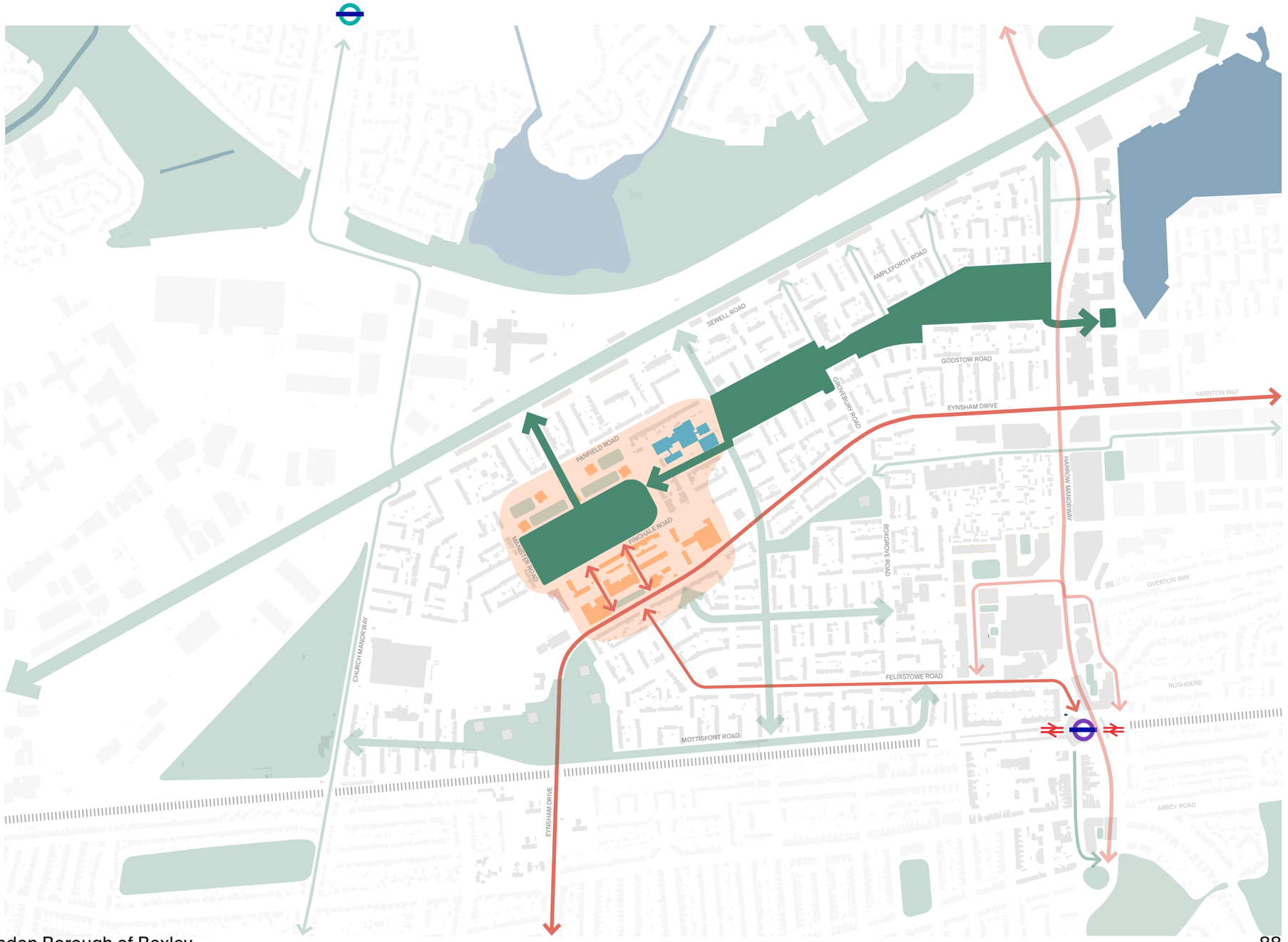
Enhance the street-scape to create a safer, well connected and attractive public realm.

High-quality Housing

Invest in housing and amenities at the heart of the estate. Explore options for retrofitting and extending existing homes, as well as opportunities for the delivery of new homes with a focus on families.

Healthy Places to Learn & Work

Make improvements to community, health, and education facilities within the local centre.



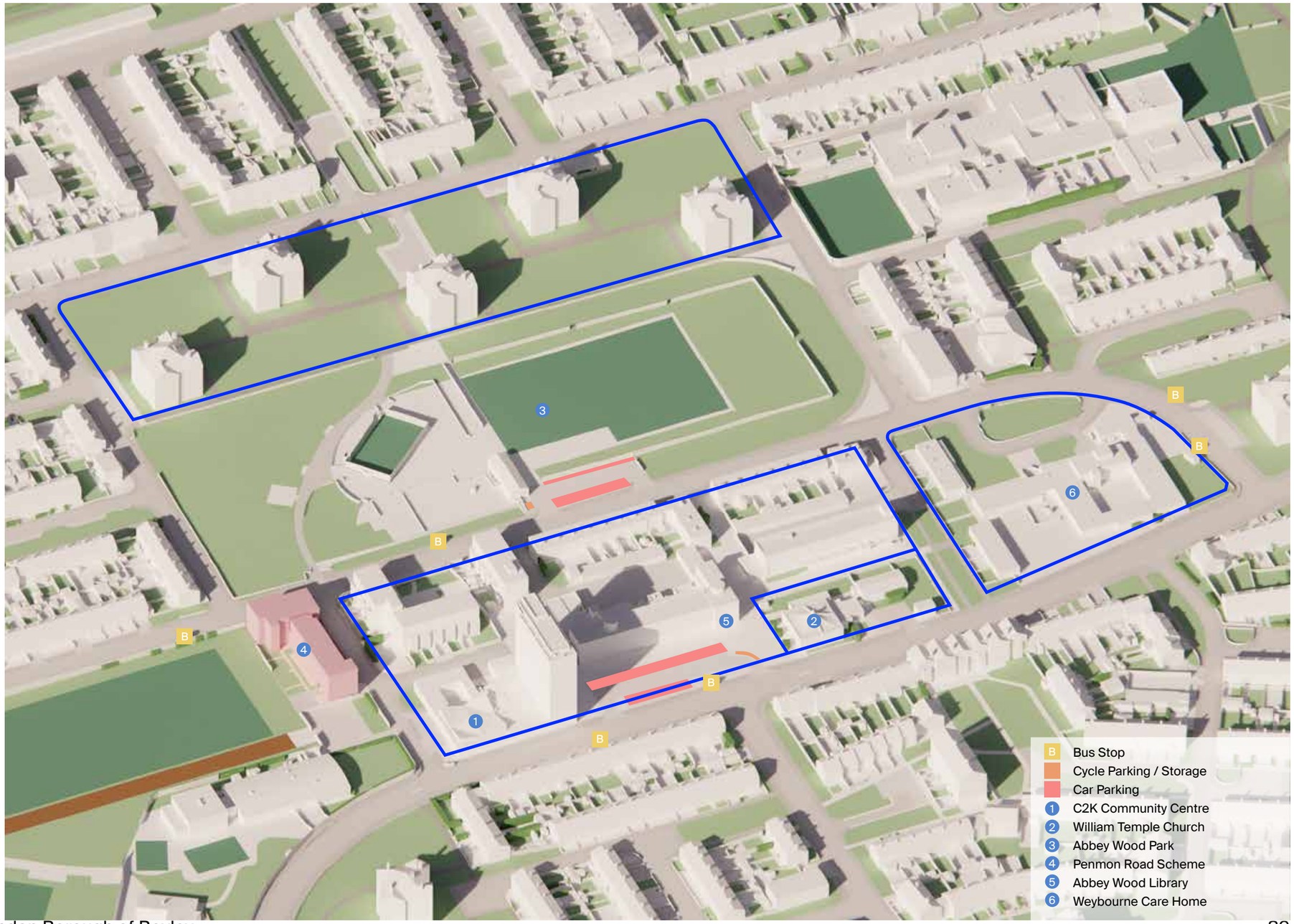
Abbey Wood Park & Eynsham Drive

Eynsham Drive was conceived as a thriving neighbourhood centre in the heart of the Abbey Wood Estate. Planned around a formal square this hosts many of the sites civic and community uses, as well as strong connectivity to the recreation ground and The Ridgeway beyond. Despite its good intentions, the retain offering, character and accessibility was rated poorly by residents during public consultation.

Almost 70 years on, investment in both housing and amenities will breathe life into this central point of the estate. Thoughtfully exploring strategies for improvements here could secure new homes for families and improved amenities for residents and visitors

RBG Policy

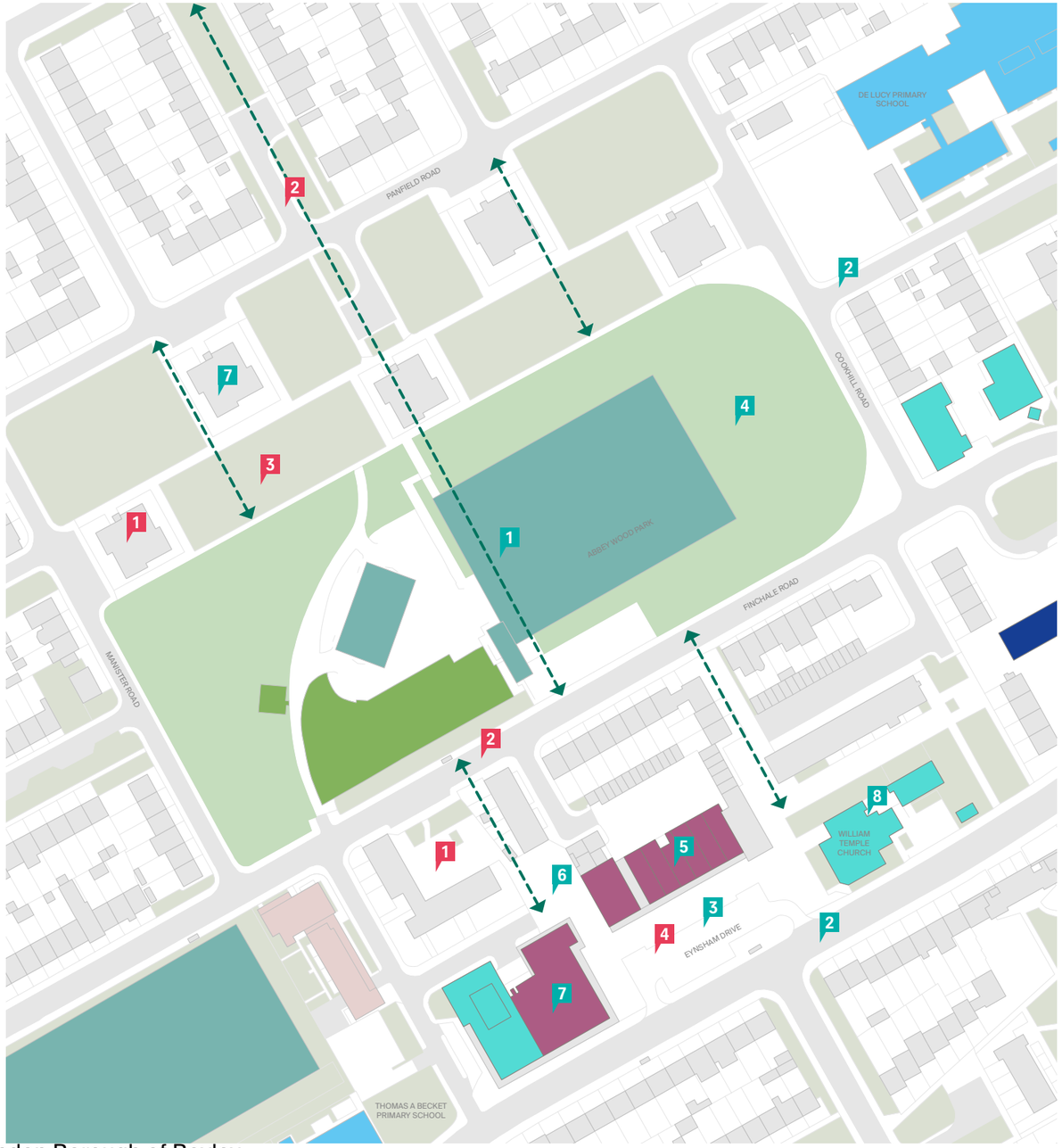
- Height restrictions: 2-3 storeys (varied), potential for up to 8 storeys
- Tall Building Study Recommendation Zone AS8.2
- Characterisation Study Zone T8.1



Abbey Wood Park & Eynsham Drive

Issues and constraints

1. Low rise blocks of flats occupy large areas of open space.
2. Lack of connectivity towards Eynsham Drive high street area and Ridgeway.
3. Green space surrounding housing not used to fullest advantage.
4. Car dominated public realm with less footfall supporting local retail units



- Education: Nursery
- Education: Primary School
- Education: Secondary School
- Health
- Gyms and Sports Centres
- Playing Fields
- Allotments
- New Key Routes
- Children's' Play Areas
- Civic and Community Spaces
- Cultural Spaces
- Commercial: Industrial
- Commercial: Retail, F&B
- Parks and Green Spaces
- Rivers / Ponds

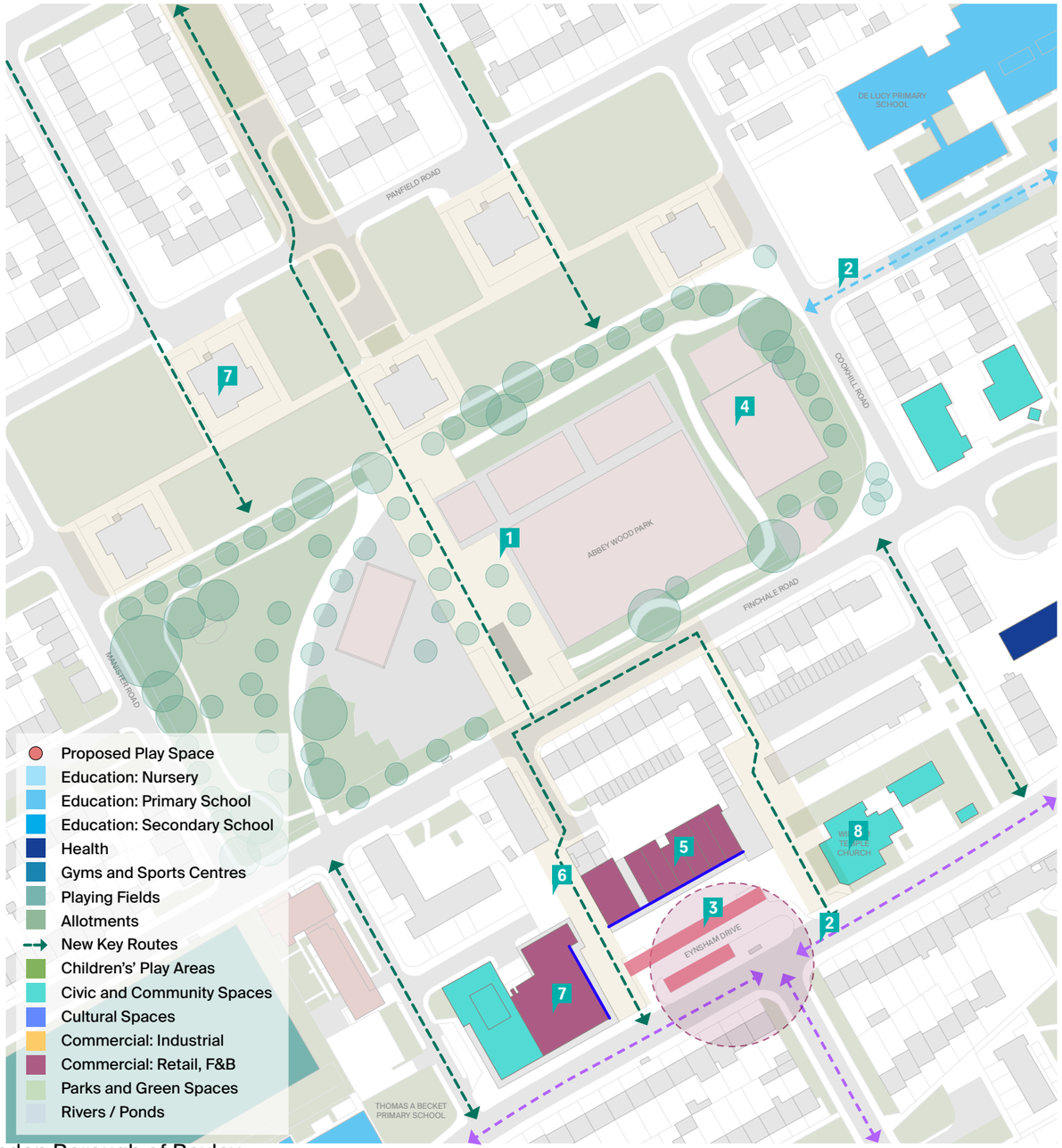
Opportunities

1. Creating new, green connections will improve safe walking through the Abbey Wood Estate.
2. Creating pedestrian and cycle friendly routes will encourage and support active travel for short journeys
3. Redesigning the parking will give key areas of public realm back to residents, shoppers and visitors.
4. Improving Abbey Wood Park with new sports, play and recreational facilities will reinforce the centre of the estate as an asset for residents and children and young people attending local schools
5. Improving the retail and F&B offering at the neighbourhood centre will encourage visitors to stay and increase economic investment in Eynsham Drive.
6. Enhancing the street-scape will create a more pleasant, safe and accessible environment for people using the neighbourhood centre.
7. Investing in high quality housing and amenities at the heart of the estate will signal a clear commitment to building a high quality and thriving residential centre.
8. Making improvements to community, health, and education facilities will provide much needed supporting social infrastructure where it can deliver maximum benefit.

Abbey Wood Park & Eynsham Drive

Proposals

1. **Create new, green connections.** Enhancing the green corridor north towards Ridgeway and south towards Abbey Wood station to encourage active travel across site.
2. **Create pedestrian and cycle friendly routes** by creating a cycle priority route along Eynsham Drive.
3. **Redesign the parking.** Reallocating kerbside space between parking and pedestrians to improve public realm experience.
4. **Improve Abbey Wood park** by introducing new sports and recreational facilities, enhancing biodiversity and creating now walking and running routes.
5. **Improve the neighbourhood centre** retail, food and beverage offering by extending the neighbourhood parade, attracting new businesses and improving shop fronts.
6. **Enhance the street-scape.** Enhance wayfinding and hard and soft landscaping to improve key primary and secondary streets.
7. **Invest in housing and amenities** at the heart of the estate. Opportunity to retrofit or provide new homes to improve the heart of the Abbey Wood Estate and enhance the local centre.
8. **Make improvements to community, health, and education facilities** through a mix of maintenance, retrofit and new build.



Safe, Well-Connected Green Spaces

Enhancing existing green routes through the site.

Enhanced Local Centres & High Streets

Enhancements to public realm.
Rationalised parking.
Improved connections to recreation ground.

High-Quality Housing

A mix of retrofit and new build homes to activate and enhance a key neighbourhood centre at the heart of the Abbey Wood Estate.

Healthy Places to Learn & Work

Improved connections to surrounding schools.
Enhancements to existing play space.
Improvements to civic and community buildings.

Key Resident Priorities

Support green links and active travel links to the neighbourhood centre. Improve the public realm reducing car dominance along key routes. Enhance community assets and social spaces.

Key Opportunity Sectors.

Opportunity for housing growth accompanied by community, healthcare and cultural infrastructure with excellent connections to green spaces. Potential for a mixed care home with extra care. Enhanced retail, cafe, restaurant and affordable food offer at the neighbourhood centre.

Neighbourhood Centre Improvement Approach

Create new green connections

Eynsham Drive is disconnected from key assets, Abbey Wood Station, The Ridgeway and Abbey Wood Park by compromised streets and green walks. Restoring these connections is essential to the centre's long-term vitality.

- Strengthen and enhance existing green pedestrian routes linking Eynsham Drive south to Abbey Wood Station and north to the Ridgeway.
- Introduce clear, continuous and cycle-friendly active travel routes connecting the centre to Cygnet Square, the station and the wider green network.
- Review physical boundaries and pathways that currently inhibit natural movement between the local centre and surrounding residential areas.
- Improve recreation, play and biodiversity at Abbey Wood Park and strengthen its function as a connecting route to Cygnet Square and beyond.



Sowerby Sports Village, Reform Landscape Architecture

Enhance the streetscape

Eynsham Drive's central space is currently dominated by car parking and poorly defined public realm, creating an environment that feels unwelcoming and unsafe. Rationalising parking and redesigning the street scape is fundamental to the centre's transformation.

- Redesign the vehicle-dominated central space at Eynsham Drive to create a legible, safe and attractive public realm that welcomes all residents.
- Rationalise existing car parking to free up space for enhanced public realm, such as more seating, landscaping and incidental play.
- Upgrade streetscapes throughout the centre to improve safety, lighting and passive surveillance, designing out isolated and neglected spots.
- Introduce planting, seating and wayfinding to improve dwell time, with strong visual and physical connections to Abbey Wood Park.



Greenland Place, Townshend Landscape Architects

Invest in housing and amenities

The long-term vitality of Eynsham Drive depends also on the quality of the residential neighbourhoods that surround it. Thoughtful investment in housing generates the footfall, confidence and spending power that a thriving neighbourhood centre requires.

- Explore opportunities to improve the quality of the housing at Eynsham Drive, including bringing existing homes up to a higher standard and new homes that meet identified local need.
- Introduce a more diverse and higher-quality residential offer to create the sustained demand needed to support a stronger, more varied local retail and commercial presence in the centre.
- Bring together adjacent sites, currently under separate land ownerships to create more legible and cohesive residential neighbourhoods at the heart of the estate.



The Malings Neighbourhood, Ash Sakula Architects

Make improvements to community health and educational facilities.

Eynsham Drive is the civic heart of Abbey Wood Estate, but its community facilities, retail offer and health provision are under performing. Targeted investment in the quality and range of uses at the centre is essential to meet the needs of existing and future residents.

- Explore enhancements to existing retail, community and health facilities within the local centre.
- Introduce high-quality, modern healthcare, education and community amenities that genuinely serve the needs of a growing and diverse local population.
- Support a more diverse commercial offer, including cafés, services and community spaces that encourage people to stay, visit and browse.
- Pursue a joined-up approach to management, maintenance and activation to raise the quality and profile of the centre as a whole.



Studio Weave, Lea Bridge Library Pavilion

3 - Improve Harrow Manorway

Vision

3 - Improve Harrow Manorway

Safe, Well-Connected Green Spaces

Create new green pedestrian and cycle connections, linking the Abbey Wood estate, Abbey Wood Park, Cygnet Square, and the redeveloped Lesnes estate.

Improve roundabout junctions and crossings at Eynsham Drive, Sainsbury's access road, and Knee Hill to change driver behaviour to improve road safety.

Improve transport interchange and relocate bus stops south of the station to reduce congestion.

Local Centres & High Streets

Introduce flexible commercial uses along Harrow Manorway to create active street frontages and support local business.

Introduce public art projects to support wayfinding and explore meanwhile use interventions on vacant sites.

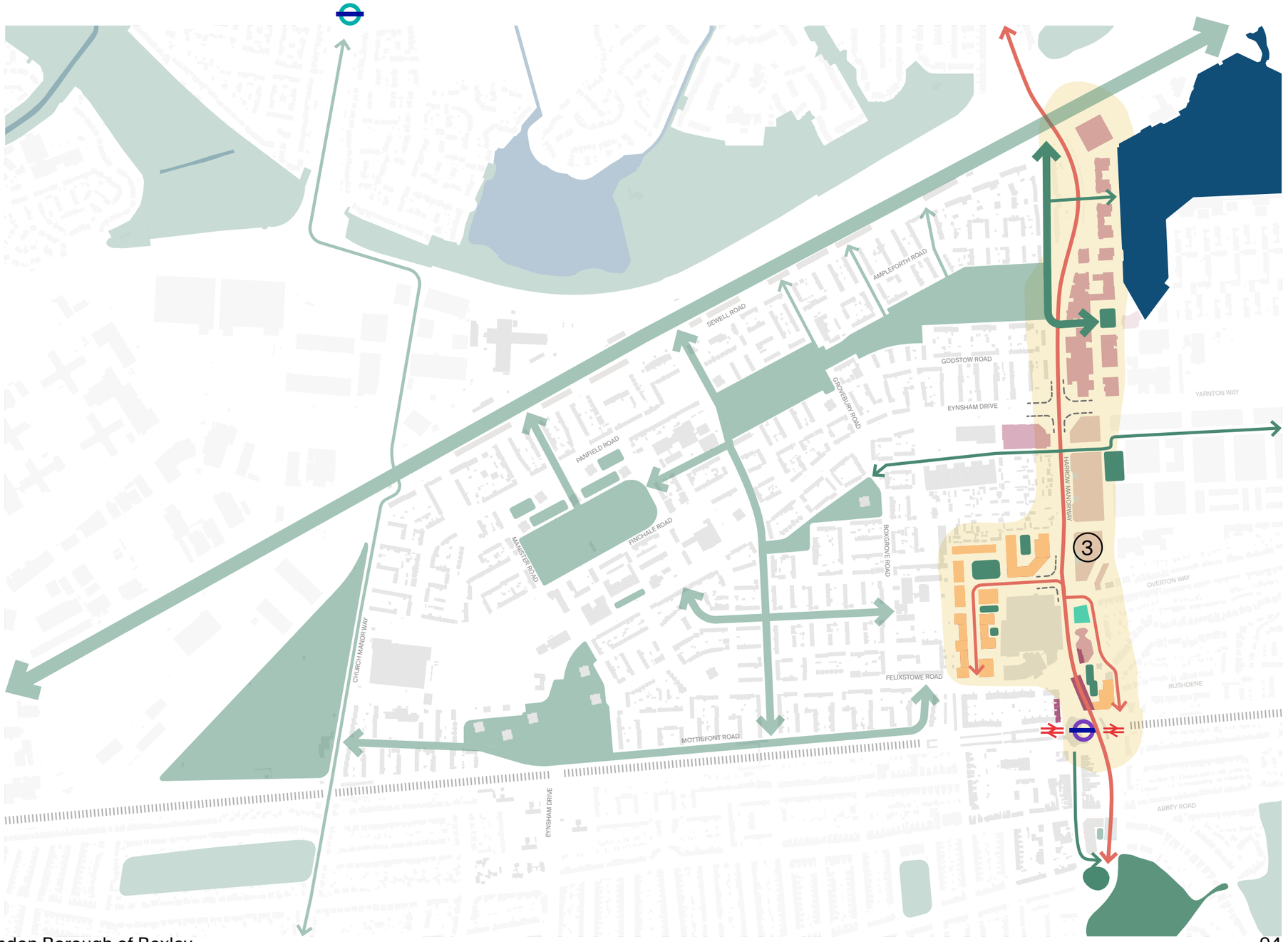
High-quality Housing

Develop the Lyndean Industrial Estate to deliver new high-quality homes, workspace and amenity spaces.

Build connections across the Manorway. By responding to the new Lesnes Estate proposals create a thriving and cohesive residential neighbourhood.

Improve the Traveller Site with shared amenity that promotes wellbeing, developing improvements in collaboration with residents

Incorporate mixed uses into new residential neighbourhoods to support local business.



Harrow Manorway

Harrow Manorway is a key arterial road connecting Thamesmead, Abbey Wood and Plumstead. It is critical to connecting the existing industrial sites but feels over engineered and does not successfully integrate the needs of pedestrians and cyclists. Hard boundaries along Harrow Manorway currently create severance between Greenwich and Bexley, blocking opportunities to enhance connections to nearby green walks and community assets.

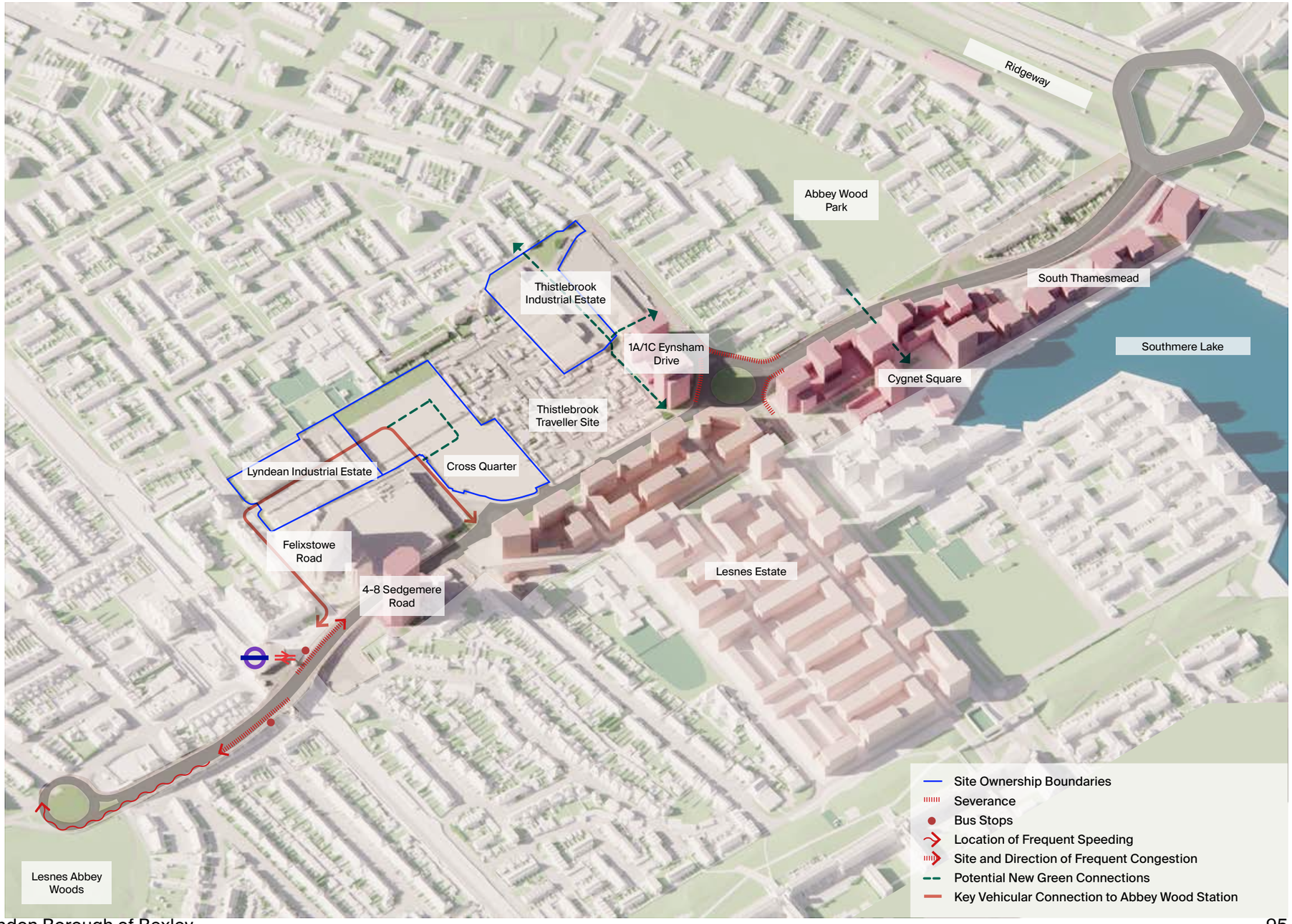
Development at the Lesnes Estate currently feels disconnected from the wider Abbey Wood Estate. There is potential to create better connections across Harrow Manorway by effectively developing key opportunity sites on RBG land.

RBG Policy

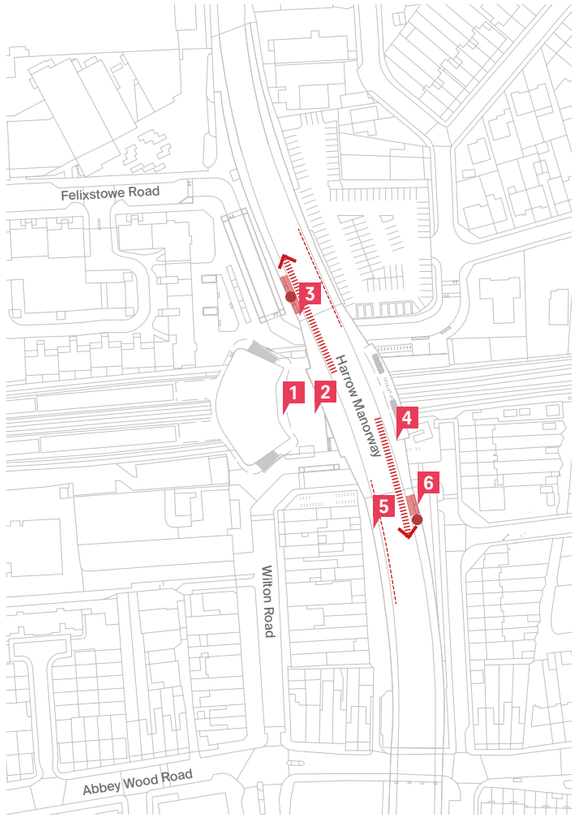
- Emerging Local Plan 2026 Site Allocations for Cross Quarter and Lyndean Industrial Estate: *Mixed used development including retention and intensification of B use workspace suitable for SMEs, commercial, community use and residential.*
- Lyndean and Thistlebrook Industrial Estates designated Locally Significant Industrial Site (LSIS) in Emerging Local Plan
- Tall Buildings Study recommendations for Tall Building Zone TZ8.1

Nearby Consented Schemes

- Lesnes Estate Regeneration (Approved)
- Land at 4-8 Sedgemere Road (Approved)
- 1A and 1C Eynsham Drive (Approved)
- Land at Felixstowe Road (Approved)



Issues Around Harrow Manorway



- Bus Stops on Overpass
- Cycle Lanes Occupied by Waiting Cars
- Site and Direction of Frequent Congestion
- Pedestrian Pavement Blockages



1 The elevated station exit bridges Harrow Manorway overpass and the retail areas at grade, but also creates severance.



2 The station exit brings travellers straight out onto the heavily trafficked Harrow Manorway.



3 Pedestrians walking towards Cygnet square cannot easily pass commuters waiting at key bus stops.



4 Cycle storage is well provisioned but less frequently used because of lack of security and CCTV.



5 Pick-up and drop-off can cause severe congestion at Harrow Manorway level, with cars also waiting on on-road cycle lanes.

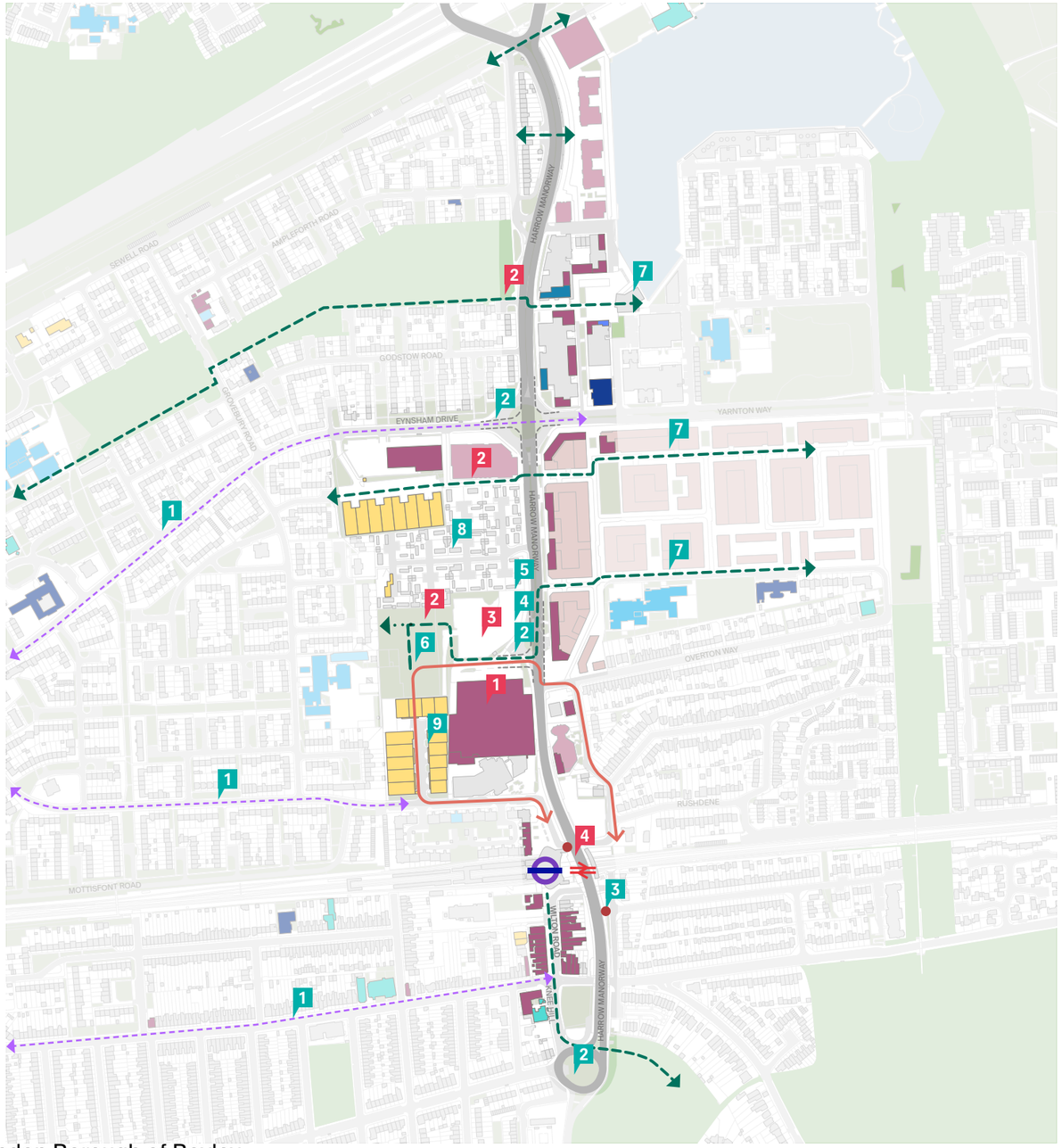


6 People waiting for buses frequently cause pedestrian blockages either side of the station, especially at peak hours.

Harrow Manorway

Issues and constraints

1. Disconnected public realm to north side of Sainsbury's superstore and along Harrow Manorway.
2. Lack of connectivity into Abbey Wood park and across to Lesnes Estate.
3. Key opportunity sites, currently cleared for new development, create severance between the Abbey Wood Estate and proposed Lesnes Estate.
4. Congestion and crowding around station making Harrow Manorway unfriendly for pedestrians.



- Harrow Manorway
- Bus Stops
- Changes to Roundabouts
- Potential New Green Connections
- Key Vehicular Connections

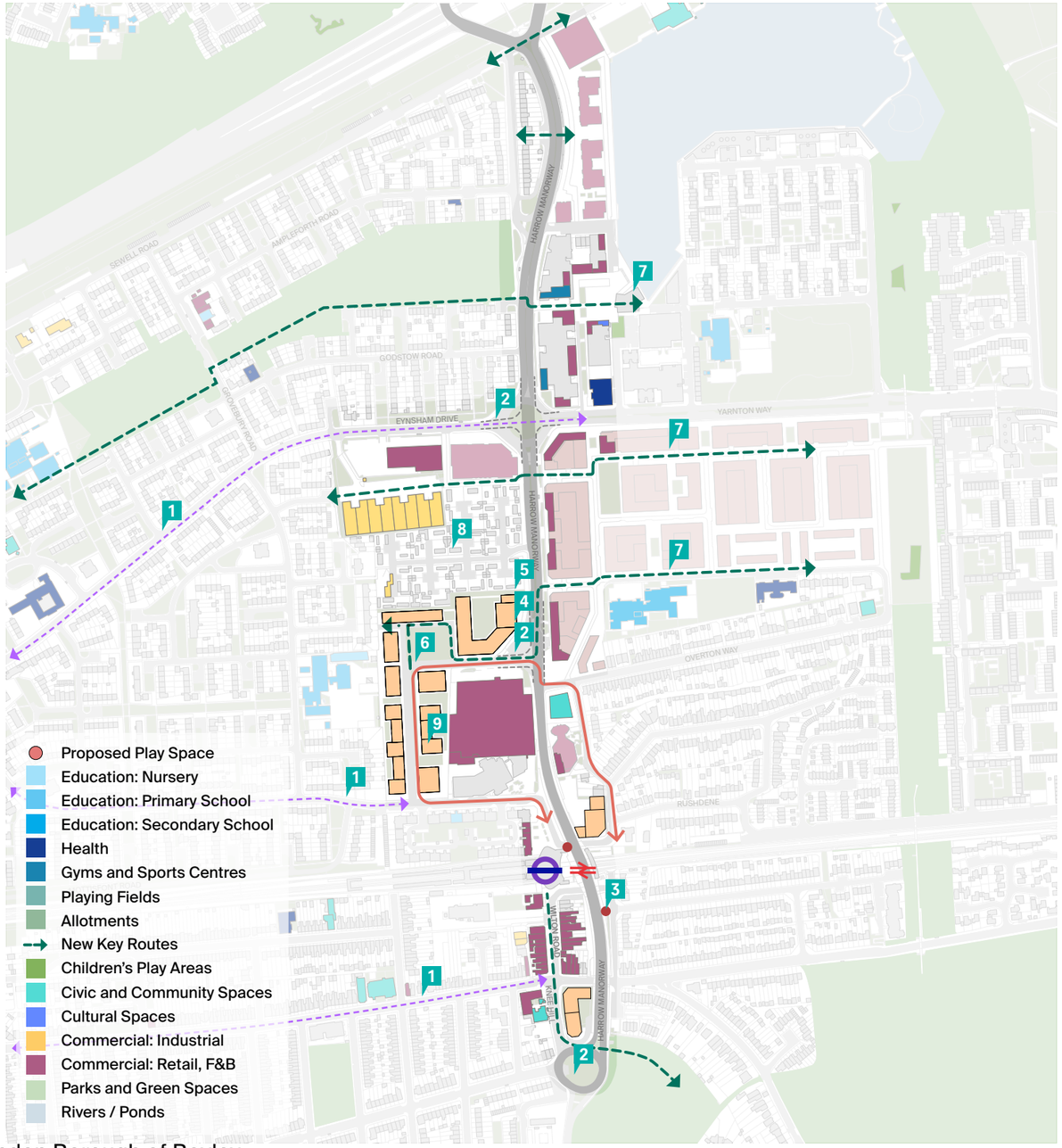
Opportunities

1. Creating new green pedestrian and cycle connections will encourage short journeys to be taken on foot or by bike, and relieve congestion around the station.
2. Improving roundabout junctions and crossings will help to change driver behaviour and reduce car dominance and improve safety.
3. Improving transport interchange and relocating bus stops will help to alleviate known traffic and congestion issues around the station and Wilton Road.
4. Introducing flexible commercial uses at along Harrow Manorway will help to support enterprise north of the station.
5. Introducing public art projects to support wayfinding will activate black façades and hard boundaries that currently compromise Harrow Manorway.
6. Developing the Lyndean Industrial Estate will help to create a new residential centre that responds to and supports new homes at the Lesnes Estate.
7. Building connections across the Manorway will introduce much needed east/west routes between Greenwich and Bexley.
8. Improving the Traveller Site will support an established and long-standing community.
9. Incorporating mixed uses into new residential neighbourhoods will diversity the business offering in Abbey Wood and support the local economy.

Harrow Manorway

Proposals

1. **Create new green pedestrian and cycle connections** by connecting the cycle routes between Harrow Manorway and Eynsham Drive and exploring opportunities for landscape and SuDs improvements along Harrow Manorway.
2. **Improve roundabout junctions and crossings** to change driver behaviour to improve road safety and create a shared, mixed mode, high street.
3. **Improve transport interchange and relocate bus stops** further south of the station to ease crowding and congestion and improve cycle safety.
4. **Introduce diverse flexible commercial uses along Harrow Manorway**
5. **Introduce public art projects to support wayfinding** on hoardings, blank walls and pavements.
6. **Develop the Lyndean Industrial Estate** by bringing forwards a new major residential neighbourhood north of the station
7. **Build connections across the Manorway** by creating green walking and cycle routes through new development sites connecting the Abbey Wood Estate with the Lesnes Estate.
8. **Improve the Traveller Site** with shared amenity that promotes wellbeing, developing improvements in collaboration with residents
9. **Incorporate mixed uses into new residential neighbourhoods** by ensuring appropriately sized commercial units with active frontage are designed into new developments.



Safe, Well-Connected Green Spaces

- Improving roundabouts to make Harrow Manorway pedestrian and cyclist friendly.
- New green routes to Abbey Wood Estate. Improved connections to public amenity space and provision of new green space.
- New vehicular route through Lyndean Estate to ease drop-off/pick-up pressure.
- Move bus stops south to improve passenger comfort and ease pedestrian congestion on footways.

Enhanced Local Centres & High Streets

- New active frontages at street level.
- Enhancements to public realm.

High-Quality Housing

- Provision of new high-quality homes.

Healthy Places to Learn & Work

- Re-provision of industrial space and provision of new workspace. Improved connections to local schools.

Key Resident Priorities

Create a more pedestrian friendly Harrow Manorway with improved enterprise and ground floor activation. Address traffic concerns as well as day to day maintenance and security.

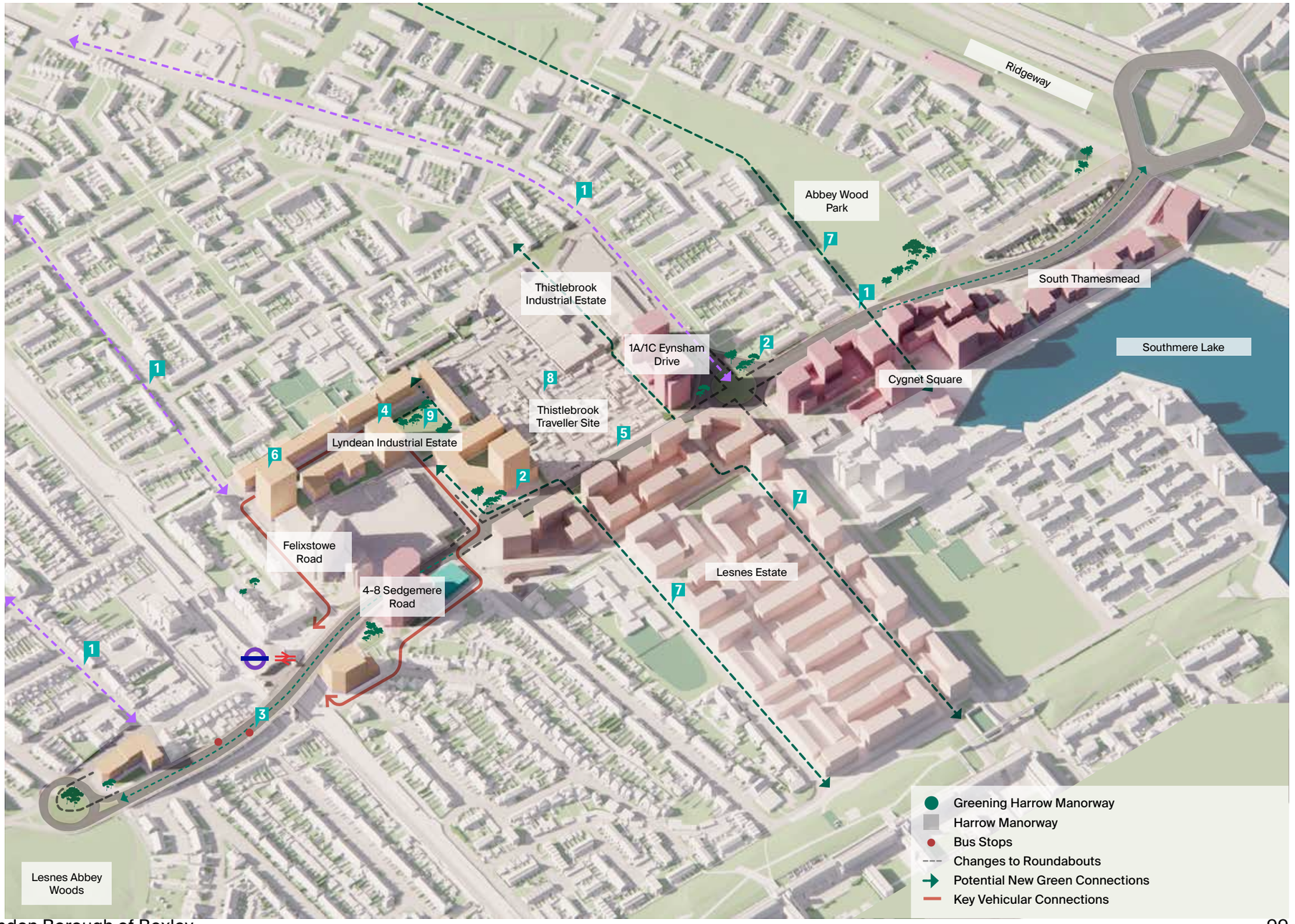
Key Opportunity Sectors.

Alongside a mixed and balanced housing offer provide a ladder of premises from very small studios and units to larger grow on space for established firms. Consider workspace and education linked uses. Explore an integrated health hub close to the Elizabeth Line.

Harrow Manorway

Proposals

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Transport Interventions

Create new green pedestrian and cycle connections

- Extend stepped cycle lanes on Harrow Manorway over the railway bridge, improving one of the more challenging connections in the local cycling network. Physically separating cyclists from faster-moving traffic at this critical pinch point will give people of all ages and abilities the confidence to cycle to Abbey Wood station, making cycling a genuine everyday alternative to the driving.
- Create safer mixed-traffic routes to Felixstowe Road and Eynsham Drive through traffic calming, improved surfacing, clearer signage and targeted parking controls, ensuring that cycling feels safe and intuitive across the whole neighbourhood.
- On Eynsham Drive connect existing dedicated cycle lanes into new cycle friendly streets, so that trips from Cygnet Square to Eynsham Drive neighbourhood centre can be made quickly and safely by bicycle.

Improve roundabout junctions and crossings.

- Introduce a prominent new connection between Abbey Wood Park and Cygnet Square, by improving the eastern entrance and creating new accessible routes through Abbey Wood Park.
- Redesign key roundabout junctions at Eynsham Drive, Sainsbury's access road and Knee Hill to change driver behaviour and improve crossing conditions for pedestrians and cyclists, enhancing east-west connections across Harrow Manorway.
- Create active frontage with a range of different commercial and community uses along both edges, to make the walking experience safer and more comfortable, particularly after dark when the road currently feels isolated and unwelcoming.
- New public realm improvements and traffic calming measures aim to change behaviour of drivers along Harrow Manorway in order to make the commercial / retail experience more pleasant for residents and visitors.

Improve transport interchange and relocate bus stops.

- Relocate bus stops further south on Harrow Manorway where greater pavement widths are available, reducing conflict between waiting passengers and passing pedestrians. Better-positioned stops, with improved shelters, seating and real-time information, will make catching the bus a more attractive and reliable experience, encouraging more residents to leave the car at home, reducing congestion along one of Abbey Wood's busiest routes, and connecting more people to the Elizabeth Line and beyond. Potential to explore splitting bus stops with two stops in each direction to further alleviate congestion.
- Ensure footway are wider at bus stops along Harrow Manorway to create safe, comfortable and accessible waiting environments for all passengers, including those with pushchairs, wheelchairs and heavy luggage. Current narrow pavements create dangerous crowding at peak times.

Introduce public art projects to support wayfinding.

- Introduce clear wayfinding and signage referencing key destinations and green links including Abbey Wood Station, Lesnes Abbey Woods and the Ridgeway to encourage movement for public health.
- Commission murals or public art on blank frontages where sites await development, giving Harrow Manorway a stronger sense of identity and helping it feel like a welcoming, connected part of the neighbourhood rather than simply a traffic corridor.
- Explore opportunities for local schools to design murals and signage for the area, communicating the ambitions and creativity of local young people and bringing life and colour into the heart of the Abbey Wood Estate, fostering community pride and ownership.
- Explore opportunities to enliven the blank walls along the Thistlebrook Traveller Site with art and murals, co-designed with the community, that celebrate the history, heritage and distinct identity of the site.



Bike Path, Mermoz Lyon. Gautier+Conquer Architectes.



Example of Dutch style roundabout.



Bus Shelter, University of East Anglia. LSI Architects.



The Tooley Street Triangle. Charles Holland Architects

Greening Harrow Manorway

Harrow Manorway is currently a hostile environment for pedestrians and cyclists, a wide, fast-moving road with poor crossings, limited greenery and long stretches of blank or underused frontage. Targeted landscape improvements along its length could transform the Manorway from a barrier into a safer, greener and more legible corridor connecting Abbey Wood Station to the wider neighbourhood.

The central planted reservation and SuDS features along the road edges, can manage surface water run-off, but a long term plan for effective maintenance and management is needed to ensure the street's visual character and ecological value will be protected in future. Maintenance should include tree pitches which historically have caused footway depressions and created pinch points in areas along the road.

By greening Harrow Manorway, the intention is to stitch together a continuous network of green space across the area, connecting proposed green amenity spaces at the Lyndean Industrial Estate with the emerging green routes of the new Lesnes Estate, and extending further east to Abbey Way. The same principle applies on the north-south axis, with Harrow Manorway becoming a key green spine that links the communities of Thamesmead in the north with the ancient woodland and open space of Lesnes Abbey Woods to the south.



Surface water issues on site can be mitigated through the introduction of SuDS. Sankt-Kjelds Square and Bryggervangen.



Colour differentiated crossings can be integrated into a central planted reservation to calm traffic.



Incidental seating to improve accessibility along a pedestrian passageway, Gateway West, Gort Scott



Roadside SuDS features can create key features that provide biodiversity around junctions. Hackney Council.



SuDS Planting buffer next to major road can separate pedestrians from faster moving traffic. Grey to Green.



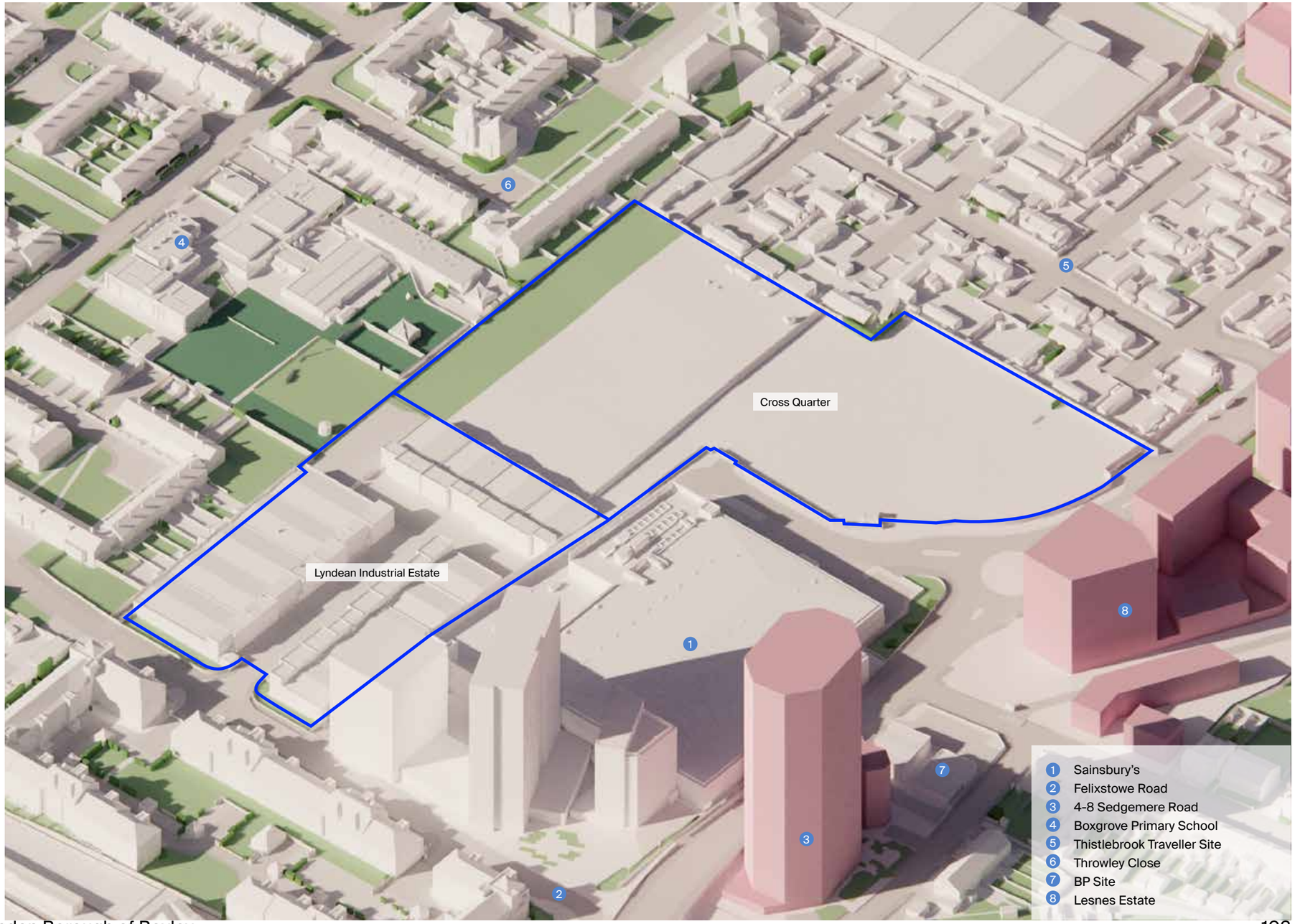
Road improvements using SuDS. Railton Low Traffic Neighbourhood, Lambeth Council

Lyndean Industrial Estate & Cross Quarter

The Lyndean Industrial Estate currently has significant levels of vacancy. It borders the Cross Quarter site, owned by Peabody but with no active planning applications or development proposals. If assembled the two sites create a strong opportunity to create a linking residential neighbourhood behind Sainsbury's. The site occupies a tall building zone but has obvious sensitivities at its border with the Traveller Site to the north.

RBG Policy

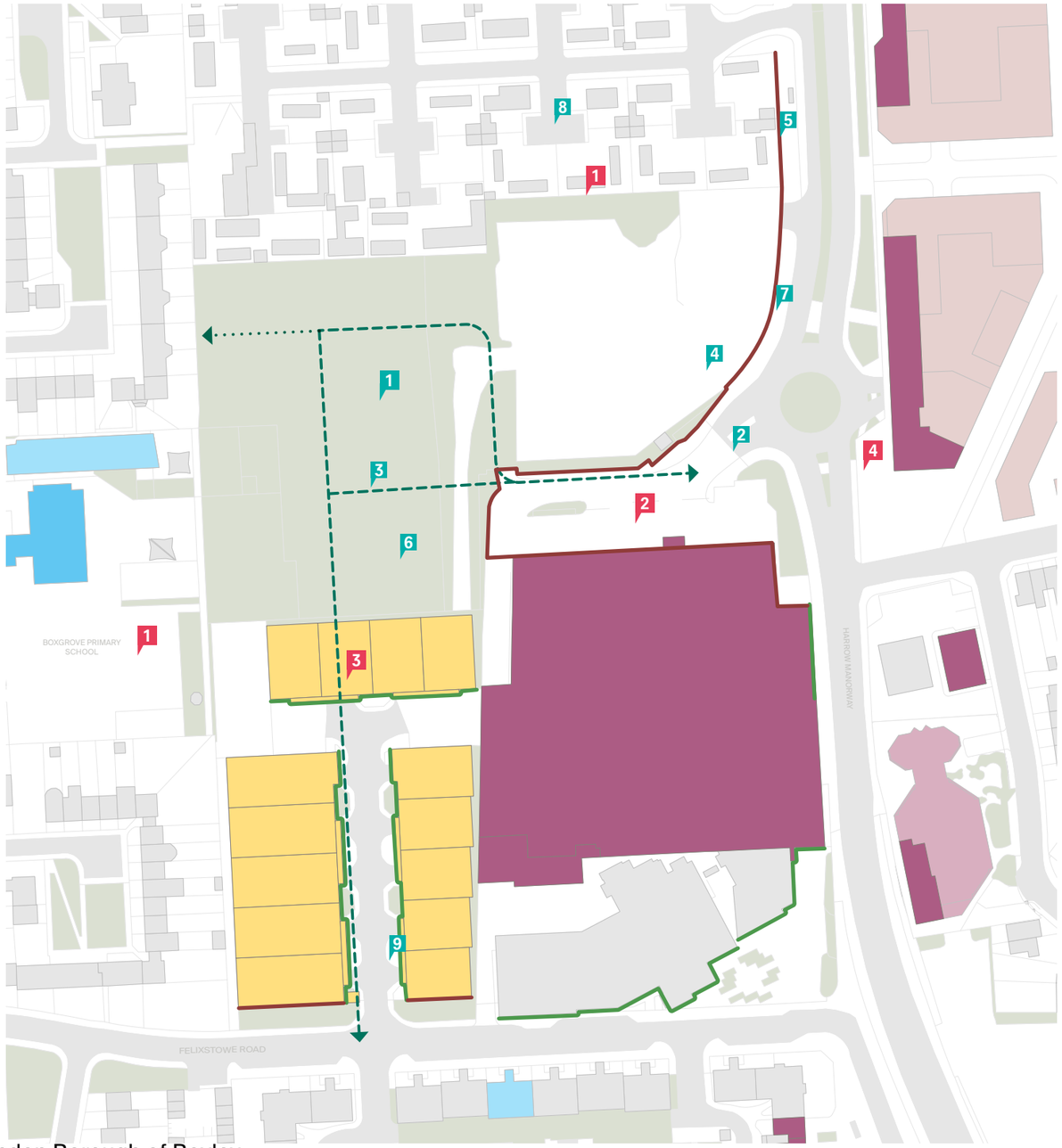
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- Emerging Local Plan 2026 Lyndean Industrial Estate designated Locally significant industrial Site (LSIS)
- Tall Building Study recommendations Tall Building Zone TZ8.1



Lyndean Industrial Estate & Cross Quarter

Issues and constraints

1. Thistlebrook Traveller Site and Boxgrove Primary School, both require a sensitive approach to any adjacent new development.
2. Vehicle dominated public realm to north side of Sainsbury's superstore.
3. Severance of potential through-route by rear block of Lyndean industrial estate.
4. Lack of safe pedestrian and cycle connections east west across Harrow Manorway.



- Inactive Frontages
- Active Frontages
- Education: Nursery
- Education: Primary School
- Education: Secondary School
- Health
- Gyms and Sports Centres
- Playing Fields
- Allotments
- Desirable Connections
- Children's' Play Areas
- Civic and Community Spaces
- Cultural Spaces
- Commercial: Industrial
- Commercial: Retail, F&B
- Parks and Green Spaces
- Rivers / Ponds

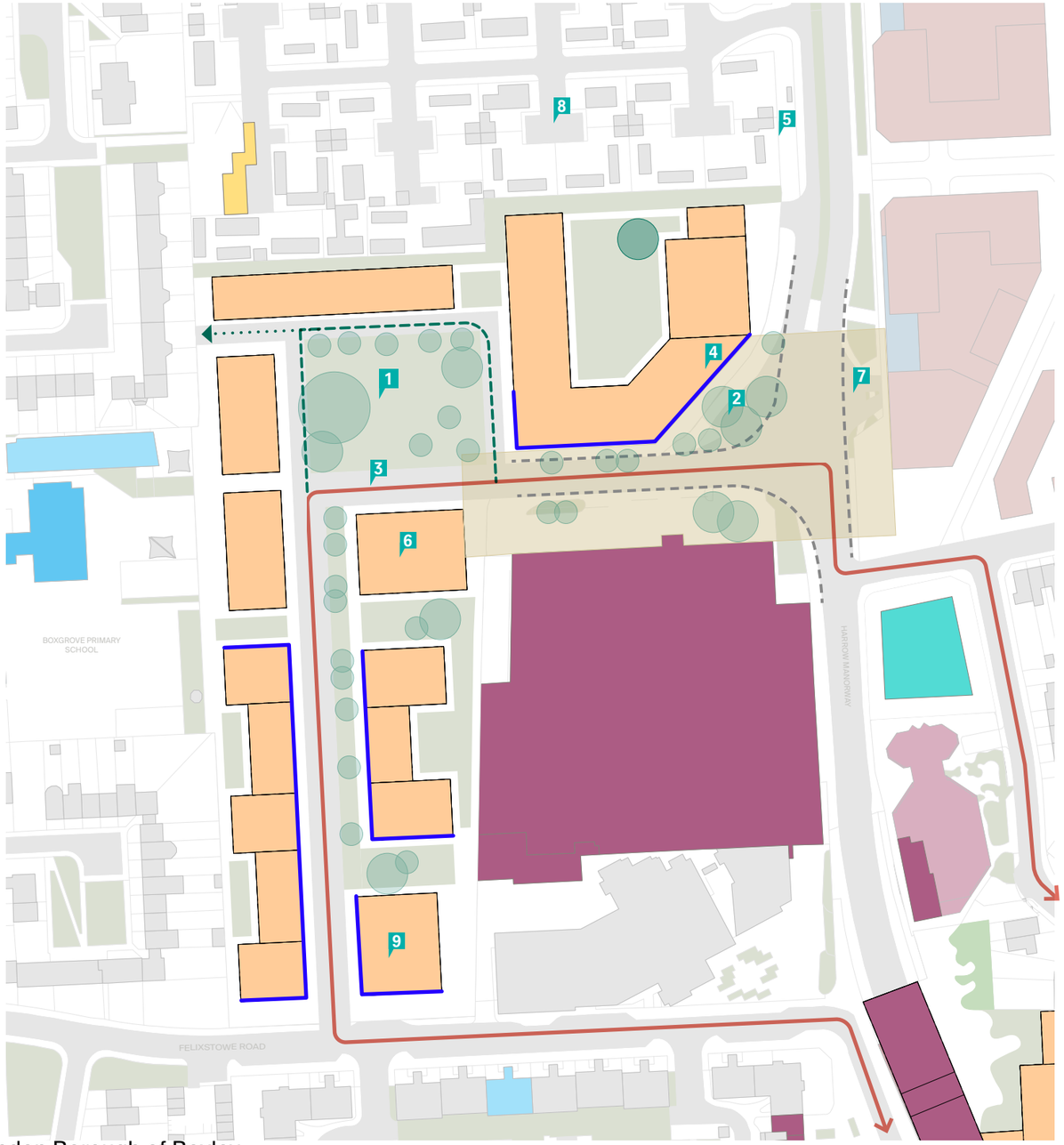
Opportunities

1. Enhancing and connecting key pedestrian and cycle routes in co-ordination with adjacent Peabody sites will alleviate car dominance along Harrow Manorway.
2. Improving the junction to the rear of Sainsburys will create a shared public realm that directly addressing a new public square.
3. Creating a new continuous vehicular route through the Lyndean Industrial Estate will re-prioritise drop off along Felixstowe Road and relieve pressure on Wilton Road.
4. Introducing a range of ground floor uses including units at a range of scales to support, SME's, light industrial space, shared workspace and community space will help activate the neighbourhood.
5. Introducing public art projects along the blank walls of the Thistlebrook Traveller Site will help to enhance Harrow Manorway and celebrate the rich history of the community.
6. Encouraging connections between the Cross Quarter and Lyndean Industrial site will ensure key principles are in place the ensure the future success of any residential neighbourhood.
7. Creating new connections across Harrow Manorway will create new active travel corridors to the New Lesnes Estate and linear park beyond.
8. Improving the Travellers site will help to improve the amenity of an established Abbey Wood community.
9. Creating a mixed use centre of Harrow Manorway will help to extend the high street north from Abbey Wood Village.

Lyndean Industrial Estate & Cross Quarter

Proposals

1. **Create new green pedestrian and cycle connections** providing more ways to move through Abbey Wood Estate and surrounding area.
2. **Improve roundabout junctions and crossings** north of Sainsburys and create a shared public realm for driving, walking and cycling.
3. **Improve transport interchange** by creating a new route through the Lyndean Industrial estate to re-prioritise Felixstowe Road for station drop off.
4. **Introduce diverse flexible commercial uses along Harrow Manorway** by focusing active ground floor uses at key junctions.
5. **Introduce public art projects to support wayfinding** to improve blank façades and enhance vacant sites before they are brought forwards.
6. **Develop the Lyndean Industrial Estate** into new residential neighbourhoods by encouraging a collaborative development approach between Lyndean and Cross Quarter sites.
7. **Build connections across Harrow Manorway** by improving crossings and active travel corridors across to the new Lesnes Estate.
8. **Improve the Traveller Site** with shared amenity that promotes wellbeing, developing improvements in collaboration with residents.
9. **Incorporate mixed uses into new residential neighbourhoods** by introducing other community, health and workspace uses into the heart of new developments.



Safe, Well-Connected Green Spaces

- New green routes in/out of Abbey Wood estate
- New green amenity space provision

Enhanced Local Centres & High Streets

- New active frontages
- New development to include flexible commercial space at ground
- Improvements to public realm outside Sainsbury's

High-Quality Housing

- Provision of new high-quality homes

Healthy Places to Learn & Work

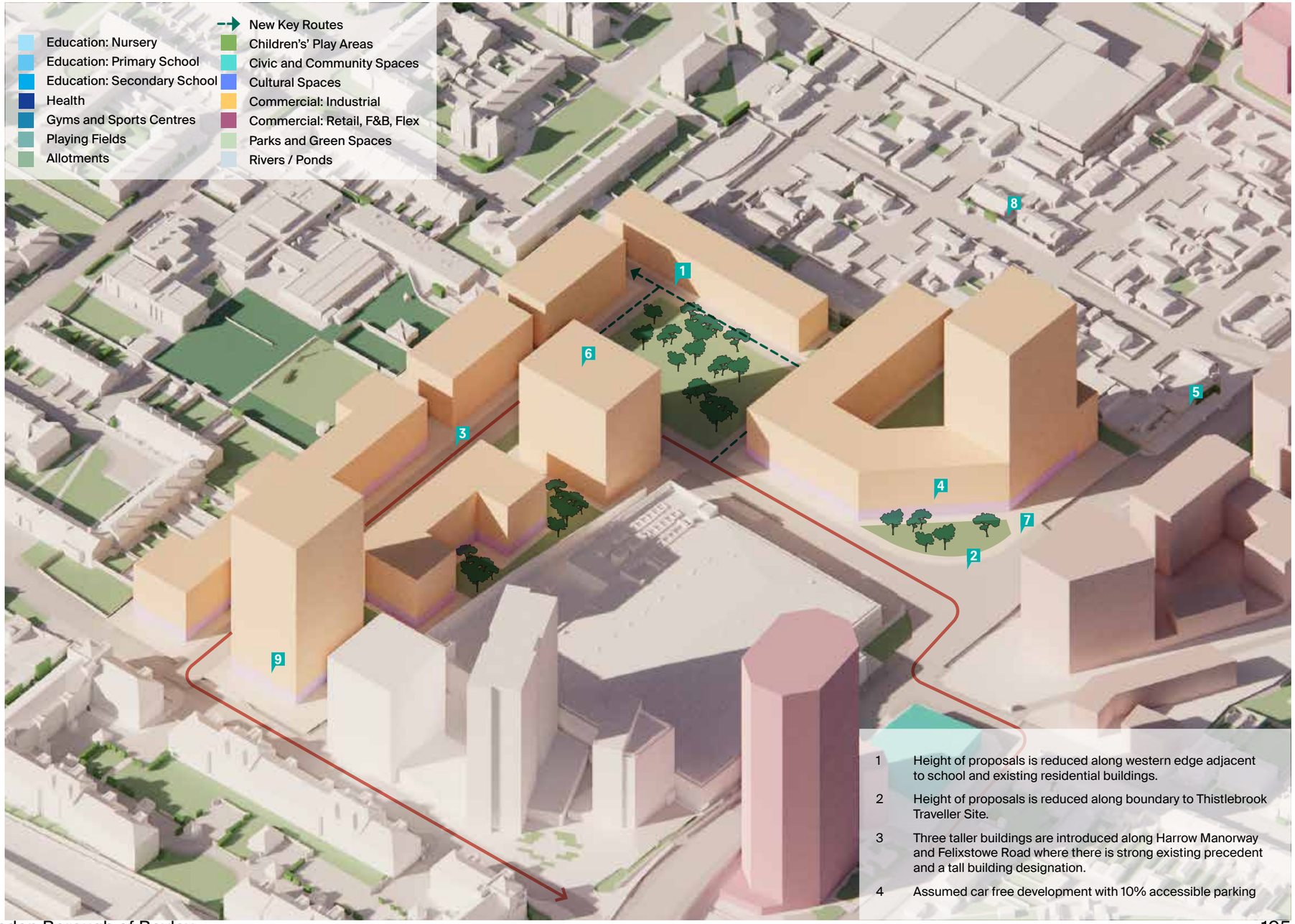
- Re-provision/improvement of non-residential space.
- New workspace provision
- Better connections to local schools

- Education: Nursery
- Education: Primary School
- Education: Secondary School
- Health
- Gyms and Sports Centres
- Playing Fields
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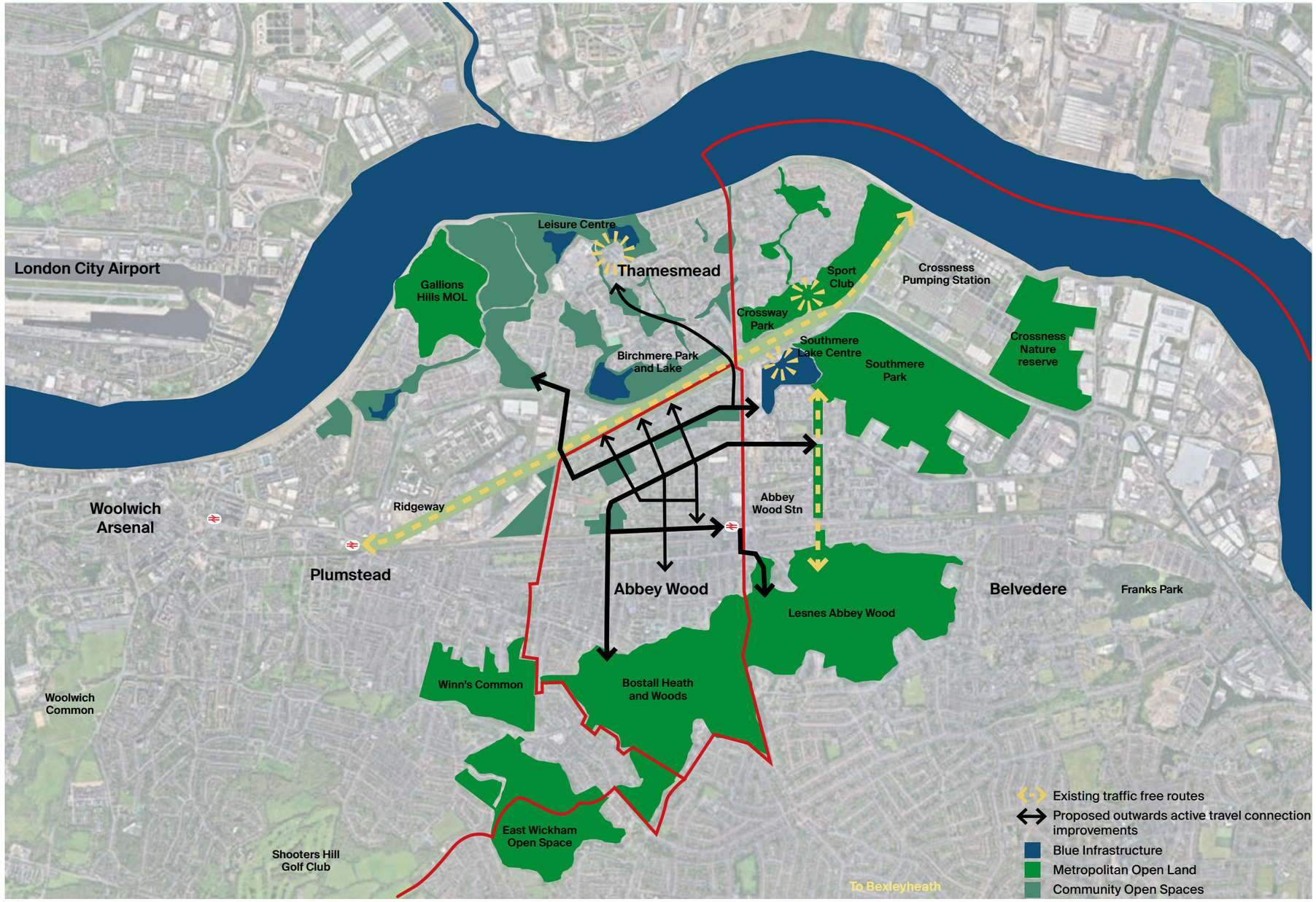
4 - Create Safe Green Links and Parks

Create Safe Green Links & Parks

The framework proposal identifies and enhances key points that connect the site with nearby areas to the north, south, and east. To overcome historical constraints on movement in and out of the site, routes have been chosen to strengthen existing important assets, such as the Ridgeway and Abbey Way. The proposed network creates strong opportunities for closer connections with open spaces that are unique and vital to the wider area, such as the Thames Path, Lesnes Abbey Woods, and Crossness Nature Reserve, which forms part of the Erith Marshes Site of Metropolitan Importance for Nature Conservation and is the last remaining area of the original marshland in the area.

RBG/LBB Policy

- Policy EN2 permits development in Borough Open Land only under specific circumstances that protect or enhance the openness of the space and its existing recreational uses. (RBG)



Vision

4 - Create Safe Green Links & Parks

Safe, Well-Connected Green Spaces

Enhance existing green corridors running East-West and North-South to establish safe, well-connected pedestrian and cycling routes throughout Abbey Wood. Enhance ecological corridors towards Lesnes Abbey Woods.

Create sustainable travel routes, by designating Eynsham Drive as a cycle and bus priority street, reducing traffic and improving pedestrian experience.

Introduce rain gardens and SuDS throughout the area to reduce surface water flood risk while enhancing local biodiversity.

Improve and create new play and recreation facilities for residents of all ages in Abbey Wood Park, Eynsham Drive and near schools.

Improve the quality and accessibility of Abbey Wood Park and its wider green connections

Create additional access points along the Ridgeway to establish a safe leisure cycling route connecting Abbey Wood to Woolwich and the River Thames.

Healthy Places to Learn & Work

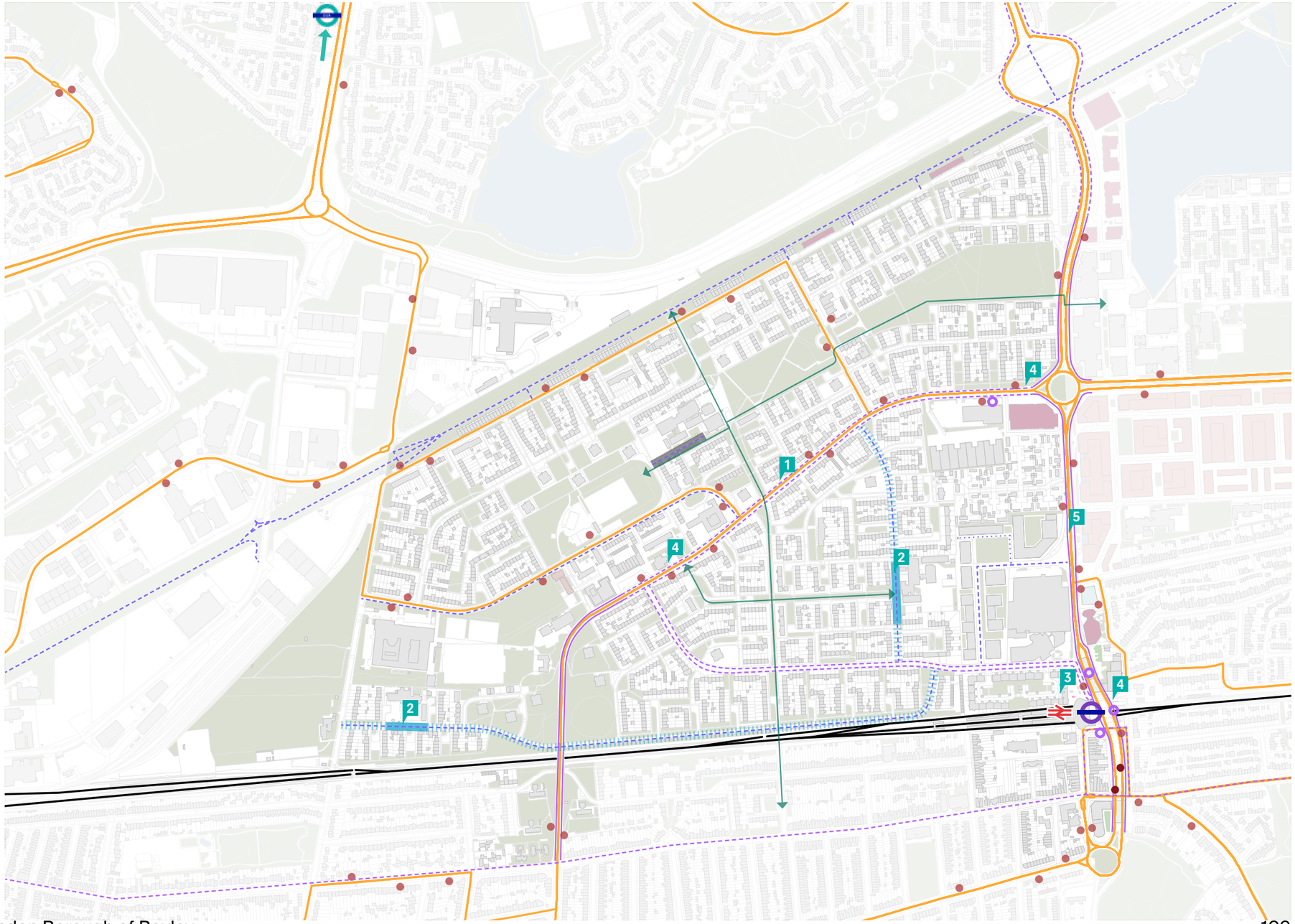
Implement pedestrian-priority school streets in the Abbey Wood Estate to create safer environments for children and families travelling to and from school.

Integrate De Lucy Primary School. Future capital improvements works would provide an opportunity to reconnect important green links through Abbey Wood Estate.



Vehicular, Bus and Active Travel Routes

1. Connect existing severed cycle routes with cycle friendly streets to enable greener and healthier transport towards key transport links.
2. Implement designated pedestrian and cycle only school streets (during drop off and pick up times) at Boxgrove Road and Mottisfont Road to introduce safe quiet routes for young people across the site.
3. Improve the high street and station entrances around Abbey Wood Station, including assessments of parking areas to create pedestrian-friendly squares.
4. Introduce safe cycle hubs at key locations to link neighbourhood centres along Eynsham Drive and Felixstowe Road.
5. Develop new pedestrian prioritised crossings, traffic calming measures and safer alternative routes.



- Railway
- Bus Route
- Bus Stops: Retained
- Bus Stops: Moved
- Key Green Routes
- School Street: Existing
- School Street: Proposed Pedestrianised
- School Street: Proposed Traffic Calming
- Existing Dedicated Cycle Lane
- Proposed Cycle-Friendly Road
- Cycle Hub

Cycle and Pedestrian Friendly routes

Type A: Cycle-friendly Street
Streets and Routes Type A streets become direct, safe and legible routes, with pedestrian crossings provided in the right places and supported by traffic-calming measures that prioritise people. Comfortable places to stop and rest are woven into the street, and SuDS are integrated as a continuous linear feature within the existing road corridor.

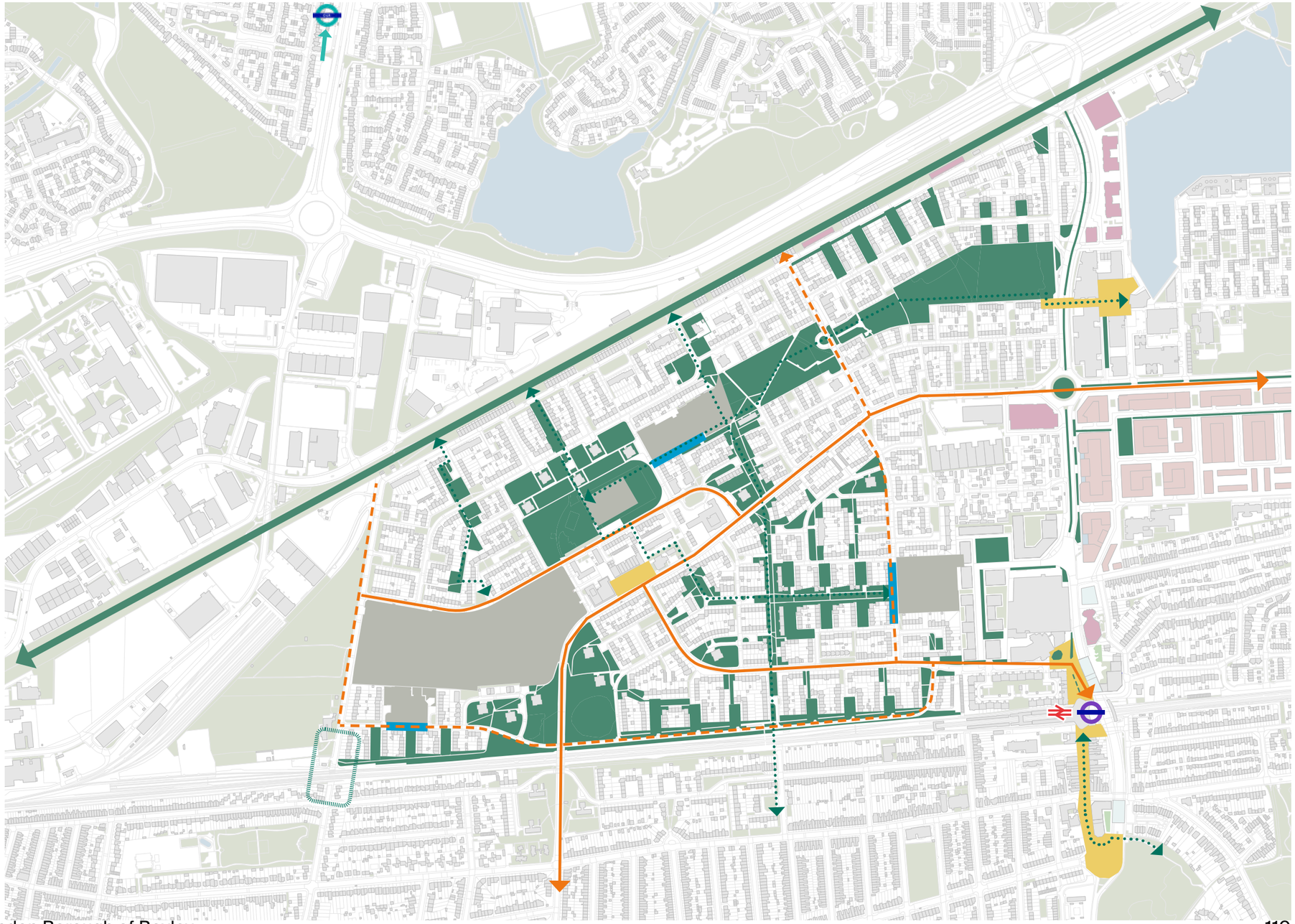
Type B: Pedestrian-friendly and School Streets
Type B streets operate as slower, safer connectors, with speeds reduced at key intersections (e.g. school entrance, park approach, retail street, bus stop) and, where feasible, simplified traffic arrangements enabling wider pavements. Improved lighting and signage to make these streets clearer and more welcoming.

Type C: Green Walks
Type C routes form a coherent green network with a shared identity, supported by site-wide naming and wayfinding. The path network is simplified into clear, primary routes with inviting places to pause and rest. Greener edges and small landscape interventions create opportunities for informal play, while improved lighting and signage make the routes comfortable and intuitive.

Key

- Public realm key spaces
- Public green spaces within Abbey Wood Estate

- Type A: Cycle-friendly Street
- Type B: Pedestrian-Friendly and School Streets
- Type C: Green Walks

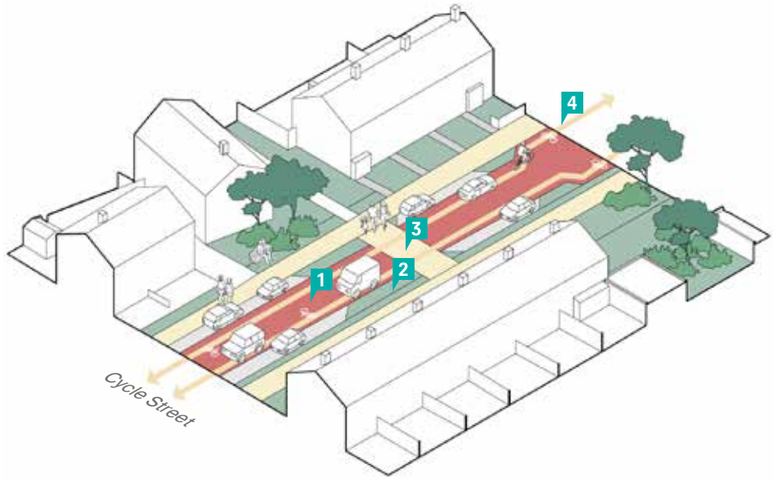


Streets and Pedestrian Routes

Type A - Cycle-friendly Street

Example: Eynsham Drive

Eynsham Drive is a primary route to Cygnet Square, but is disconnected from designated cycle ways at the eastern and western ends. The strategy aims to create a safe shared surface that can be used by vehicles and cyclists alike. Narrowing the carriageway, introducing SuDs features in between parking, new crossings, cycleways and traffic calming measures aims to reduce vehicle dominance and improve safety and the reliability of active travel including cycling.



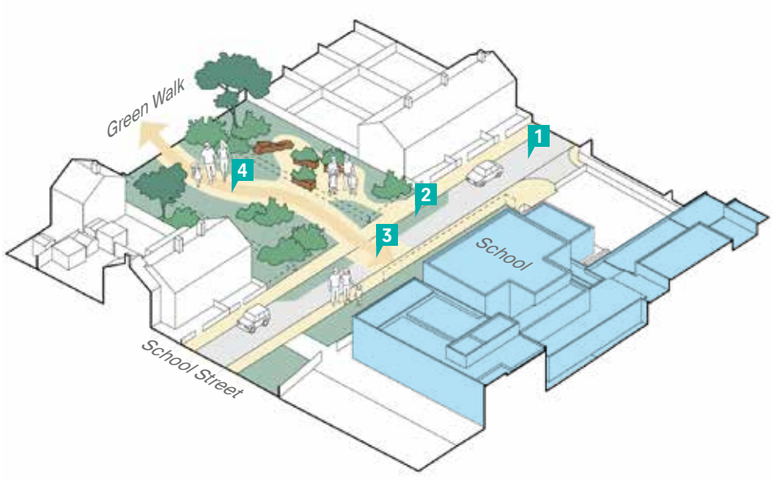
1. Shared Vehicular and Cycle Street
2. SuDS
3. Improved Crossings
4. Dedicated Cycle Lanes

Type B - Pedestrian-friendly and School Streets

Example: Boxgrove Road

These streets like Boxgrove Road, are key routes for parents and students and are currently dominated by vehicle movement during drop-off/pick-up and are lined with on-street parking which limits movement and sight-lines.

Introducing measures such as landscaping and SUDs and pedestrianising a stretch of road during school hours along with connecting into nearby green walks will improve safety and amenity for parents and children.

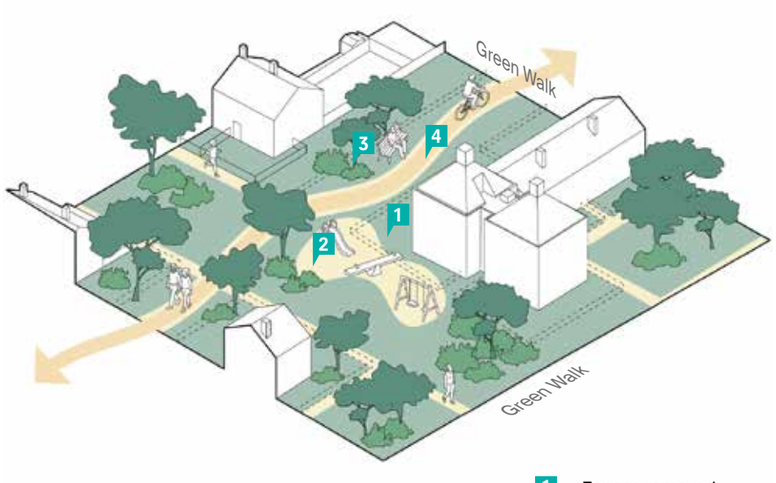


1. School Street with timed pedestrianisation
2. SuDS
3. Improved crossings
4. Improved Green Walk with landscape and play features

Type C - Green Walks

Example: Heart of Abbey Wood

The Abbey Wood Estate has established green walks running east-west and north south which are underused and don't always feel safe. There are currently low fences separating council-owned land around flats which are seemingly not well-used and may contribute to the feeling of a lack of safety. By exploring removing these fences and replacing with defensible space planting there is an opportunity to increase the width of these green walks making them more pleasant and usable for pedestrians. This, paired with new lighting, SUDs and biodiversity planting, areas for play, seating and socialising will improve connectivity and footfall making for a safer, greener place.



1. Fences removed where appropriate with defensible planting near windows
2. Play / seating
3. Trees / SUDS and biodiverse landscaping
4. Improved pedestrian and cycle route

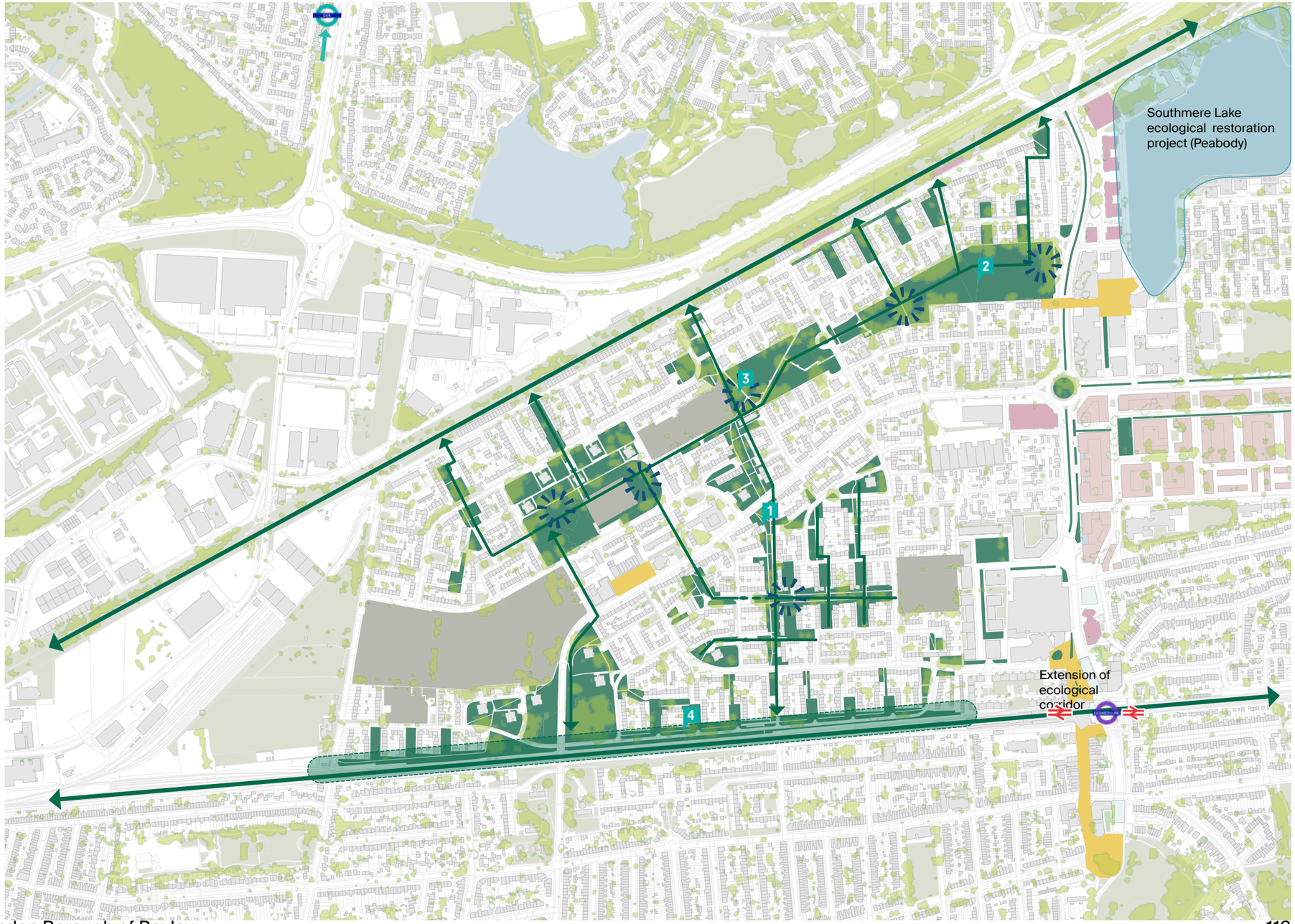
Ecology and Green Infrastructure

The vision is to enhance ecological value within the existing open spaces in Abbey Wood Estate, strengthening north-south links that connect the Ridgeway to the railway line: these two linear infrastructures are of key importance for ecological connectivity in the wider area, as they help connect fragmented habitats across urban landscapes, facilitating the movement of various flora and fauna, including insects, birds, and small mammals. Along this proposed network the following strategies are proposed:

1. Create continuous linear corridor along desire lines connecting fragmented spaces when possible;
2. Turn green lawns into open mosaic habitats by introducing native wildflower meadows and small shrubs to create a chain of patches for wildlife;
3. Build biodiversity hotspots or “nodes” at key moments where new habitats act as destination and sources of the green network;
4. Improve permeability across barriers. Existing tree canopies will contribute significantly to the green infrastructure system, helping to bridge over roads and other constraints across the site.

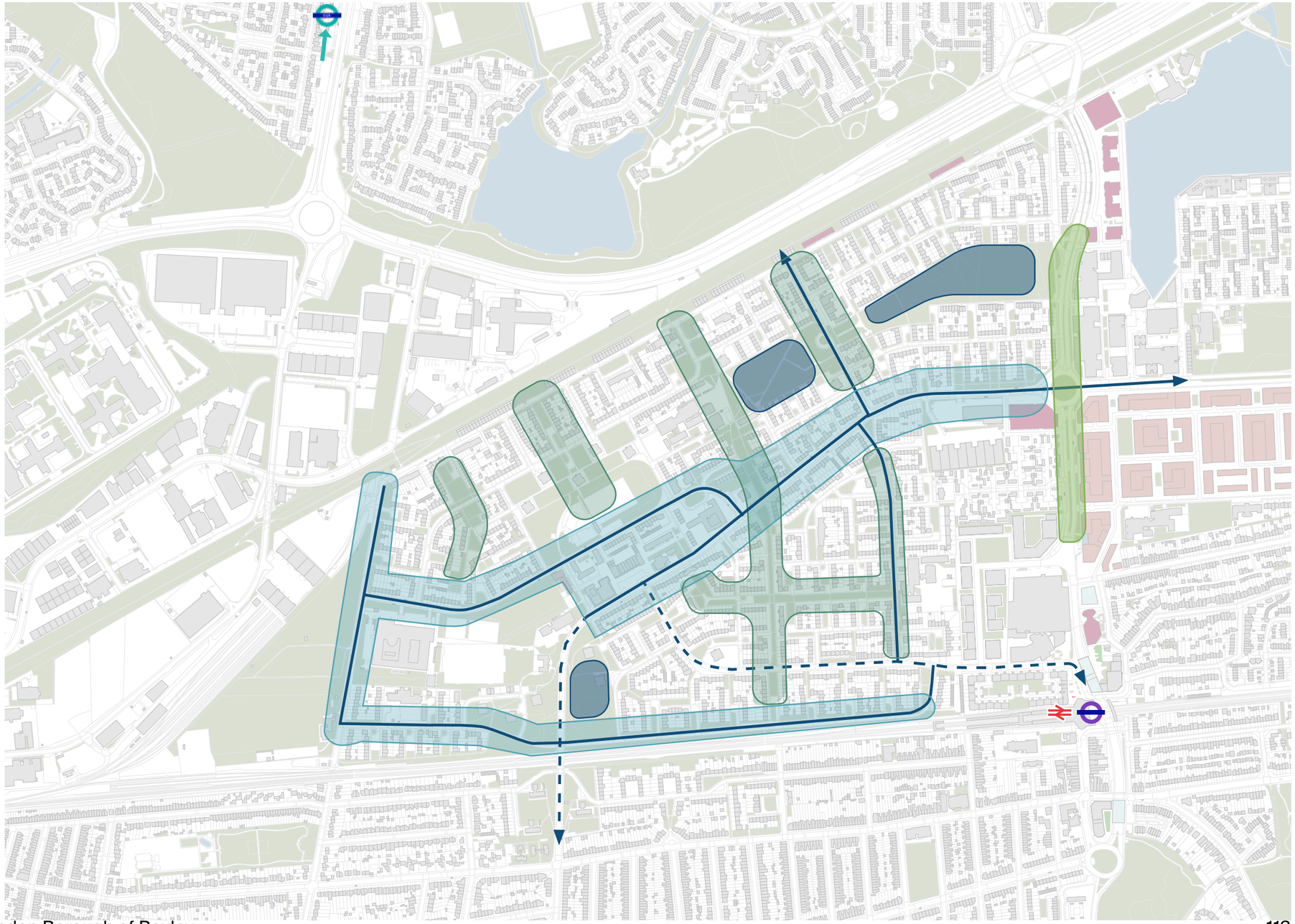
Key

- Area Plan boundary
- Existing open spaces selected for ecological enhancement
- Extension of rail infrastructure ecological corridor
- Potential key biodiversity “nodes” in the network
- Existing Tree Canopies
- Ecological Corridors
- Proposed Primary green infrastructure network



SuDS

The SuDS strategy for Abbey Wood is to locate linear, strategic SuDS elements along key roads, while larger public open spaces can accommodate retention features that provide additional mitigation. Linear informal green spaces also offer opportunities for more localised SuDS interventions, which do not necessarily need to be connected, and can instead focus on enhancing biodiversity and integrating informal play features.



Key

- Area Plan boundary
- Proposed roads improvements including strategic SuDS
- Proposed roads improvements excluding strategic SuDS
- SuDS currently integrated into roads corridors
- Opportunities for Strategic SuDS introduced as part of street improvement
- Opportunities for Strategic SuDS introduced as part of open spaces improvement
- Opportunities for local SuDS features, integrated with playable space

All earth works and SuDS strategies subject to further details surveys and design development.

Play

The formal play provision is currently concentrated only in the Abbey Wood Park multi sport site. This should be retained as primary site for play provision in the area for its strategic location, as it is 500m away from most of the homes in the estate. Additional sport facilities could be introduced in the centre and east part of Abbey Wood Park.

The play strategy for the future of Abbey Wood is for formal play features to be complemented by a series of playable spaces along traffic free routes and improved greenways that provide a sequence of local destination, enhance the experience of people walking and cycling through these routes, and encourage residents and visitors of all ages to spend more time outdoor and engage in playful and physical activities.



Key

- Area Plan boundary
- Proposed improvements on key traffic free routes
- Opportunities for enhanced green spaces, local SuDS features, play on the way incidental playable space
- Potential location for new Doorstep Playable Spaces (DPS)
- Existing Local Play Space (LPS)
- Potential location for new Local Play Space (LPS)
- Existing Neighbourhood Play Space with football pitch and basketball court (NPS)
- Potential location proposed for new Neighbourhood Play Space (NPS)
- 100 meter distance radius (1 minute walking)
- 500 meter distance radius (5-6 minute walking)

Sport and Recreation

A sports strategy would complement the play provision at Abbey Wood Estate by creating new opportunities for exercise and social sporting activities. This would involve not only introducing more pitches along the park, but also identifying running trails that connect the formal park, Green ways and the Ridgeway.

To support these more informal activities, the strategy would include simple information totems and wayfinding, which could also promote initiatives already established by local communities, such as the roller-skating scene at Cygnet Square and the recently completed Southmere Water Sports Centre.

This approach would improve passive surveillance by increasing activity in open spaces, encourage residents to explore more of the area, and help change perceptions of where sports activities can take place.

The strategy also includes earthworks to raise the ground level for the football pitch at Seven Acres Sports & Social Club, which is currently affected by regular flooding.



Key

- Area Plan boundary
- Proposed 5 km running trail route
- Existing Sport Facilities
- Improved Sport Facilities
- Proposed Sport Facilities

Informal Play and SuDS

The Abbey Wood Estate and nearby areas have a fantastic provision of green open spaces, but they lack opportunities for both formal and incidental play, are generally covered in simple grass lawns and present a very homogeneous character across the whole site. The framework will look at ways to transition these areas into a connected sequence of high performance landscape areas with a distinct, welcoming and functional character. This will not only provide public amenity within the existing space, but will also enrich the experience of a person walking and cycling from, into and through the site, encouraging active travel.

A high-performance landscape is an outdoor environment designed to work hard for both people and nature. It provides attractive, usable spaces for residents and visitors, like parks, paths, and gathering areas, while also improving local ecology by supporting biodiversity, cleaning air and water, and restoring natural systems. It's a landscape that is beautiful, functional, and environmentally regenerative at the same time.



Integrating nature play can be integrated within SuDS. Sky Meadows State Park, Virginia.



Paving and planting design solutions. Sankt-Kjelds Square and Bryggervangen. SLA, Copenhagen..



Framing crossing points to improve legibility in pedestrian routes. Sankt-Kjelds Square and Bryggervangen. SLA, Copenhagen.



Landscape integrating informal seating elements. St Andrew, Bromley-by-Bow, Townshend, London.



Quiet residential streets featuring elements that encourage incidental play. Chestnut Road, Adams and Sutherland, London.



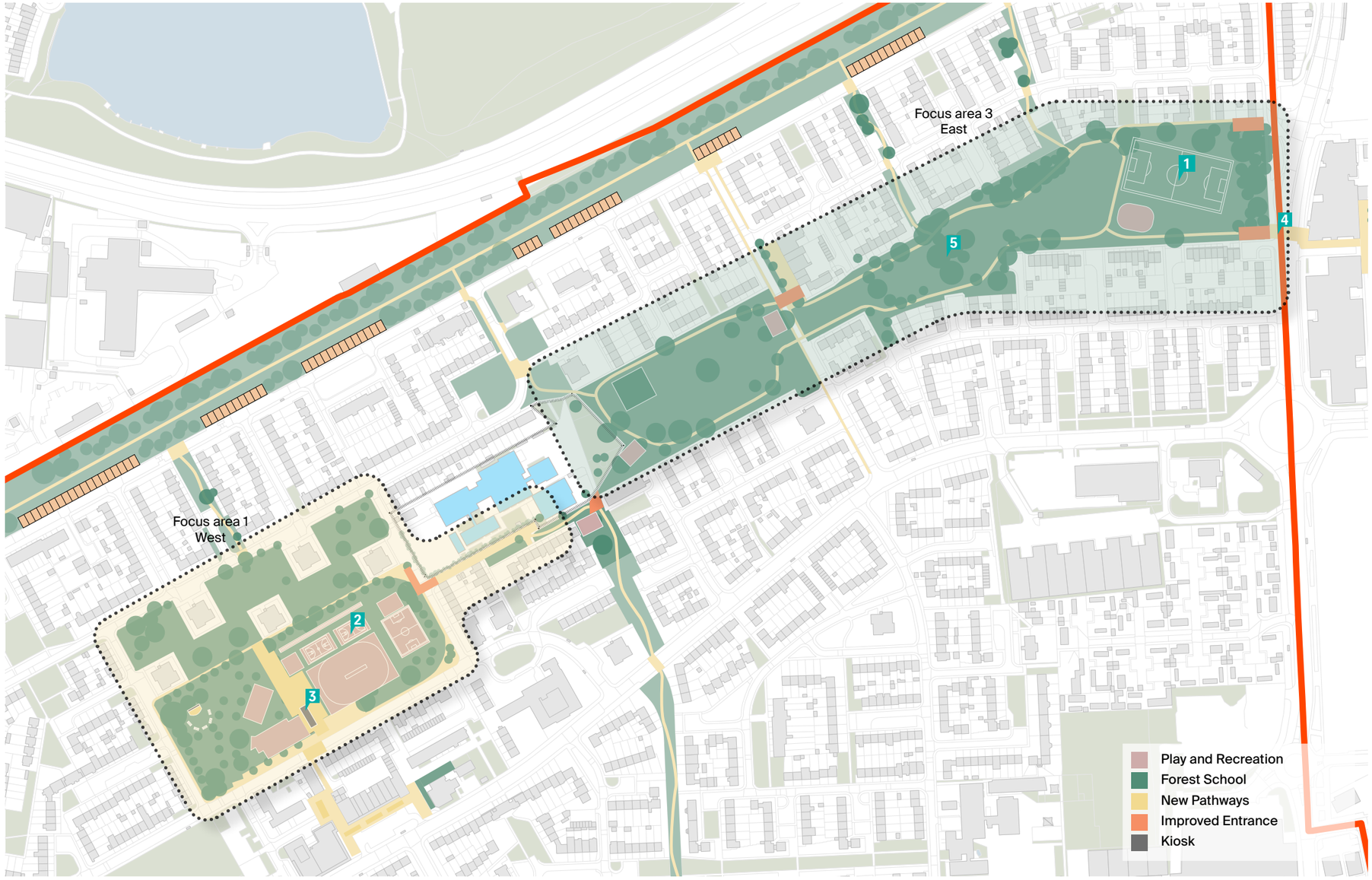
Double Serpent Nature Walk. Jardins de Metis, Reford Gardens, Grand-Métis, Québec, Canada.

Abbey Wood Park

Abbey Wood Park is the green lung of the estate: a generous 900m-long chain of open spaces extending from Harrow Manorway to Manister Road. The overarching objective is to enrich the open space offer by identifying key opportunities to introduce new uses centred on sport and recreation. In doing so, the strategy seeks to activate these spaces more effectively and transform the park into a chain of local public amenity spaces organised around an east–west connector for people moving through the site. Its key priorities are to: improve safety; provide high-quality play and sport facilities; and create clearer entrances and distinct character areas.

Key Interventions

1. Enrich the open space offer by identifying key opportunities to introduce new uses centred on sport and recreation
2. Retain and upgrade the existing facilities including resurfacing the hard-standing areas.
3. Refurbish the central pavilion to provide public toilets and a multifunctional community hub.
4. Improve to the parks entrances on both sides and introduce public realm enhancements at key connectors.
5. Enhance biodiversity and introduce sustainable drainage features.



Abbey Wood Park West

The western area of the park is more intensively programmed, and the strategy aims to establish a stronger relationship between the park and the nearby De Lucy Primary School, particularly its pedestrian entrance and exit points.

The green open space between the standalone six-storey blocks could accommodate an open gym or exercise equipment for adults and older people. The Cookhill Road dead end, located on the southern side of the De Lucy School site, forms a key connection between different parts of Abbey Wood Park and the north–south Greenway.

The proposed key interventions should create opportunities for parts of the park to be used as a forest school, as well as for community growing spaces.

1. The perimeter of De Lucy Primary School currently interrupts and servers link north- south along green walk and east-west along Abbey Wood Park. Future capital improvement works to the school could provide an opportunity to address this and reconnect important green links through Abbey Wood Estate
2. A mini masterplan vision for the western area of Abbey Wood Park has been developed in partnership with the Council's Parks and Open Spaces team, RBG Sports Partnership, Regeneration, The Friends of Abbey Wood Park and Adam Khan Architect's (Mayor of London Town Architect) following engagement on provision of sports and play & activity space within the park (refer next page).



Abbey Wood Park West

The Royal Borough of Greenwich with the Mayor of London Town Architect Adam Khan Architects (AKA) have developed ideas suggested through engagement for how Abbey Wood park could be enhanced with new play and greening. AKA have studied what is already there and working well, and what interventions could be improved for better play, safety and socialising.

While not a final proposal the vision is intended to help the council identify projects and funding opportunities to make it a reality. Through a process of public engagement the ideas will be refined ahead of implementation. The final scheme may look different, or be delivered over a number of years, but the vision should have the core ideas to help future designers.

The key ideas are:

1. Improved lighting and paths
2. High quality play surfaces
3. More space for sitting
4. More trees and biodiversity
5. Places to have a snack or go to the toilet



Credit Adam Khan Architects - Design Strategy for Abbey Wood Recreation Area.

Abbey Wood Park East

The eastern area of the park is characterised by clusters of mature trees and broad expanses of grassland that currently lack a clearly defined purpose. The main aim of the strategy is to reconnect the different parts of the park through a network of informal primary paths, while introducing a small number of carefully placed new facilities that encourage more regular use by local residents and visitors.

Beyond improving access and movement, the strategy seeks to foster a way of life in which people feel more closely connected to nature in their everyday routines. By strengthening the park's natural character, making it easier to move through, and creating more reasons to spend time there, the proposal encourages walking, resting, gathering, and informal recreation within a greener setting. In this way, the park is envisioned not simply as an open space, but as a living landscape that supports wellbeing, community life, and a stronger relationship between neighbourhood and nature.

This approach is also integrated with the improved local retail area on Grovesbury Road and with the park's main entrance from Harrow Manorway.



Key

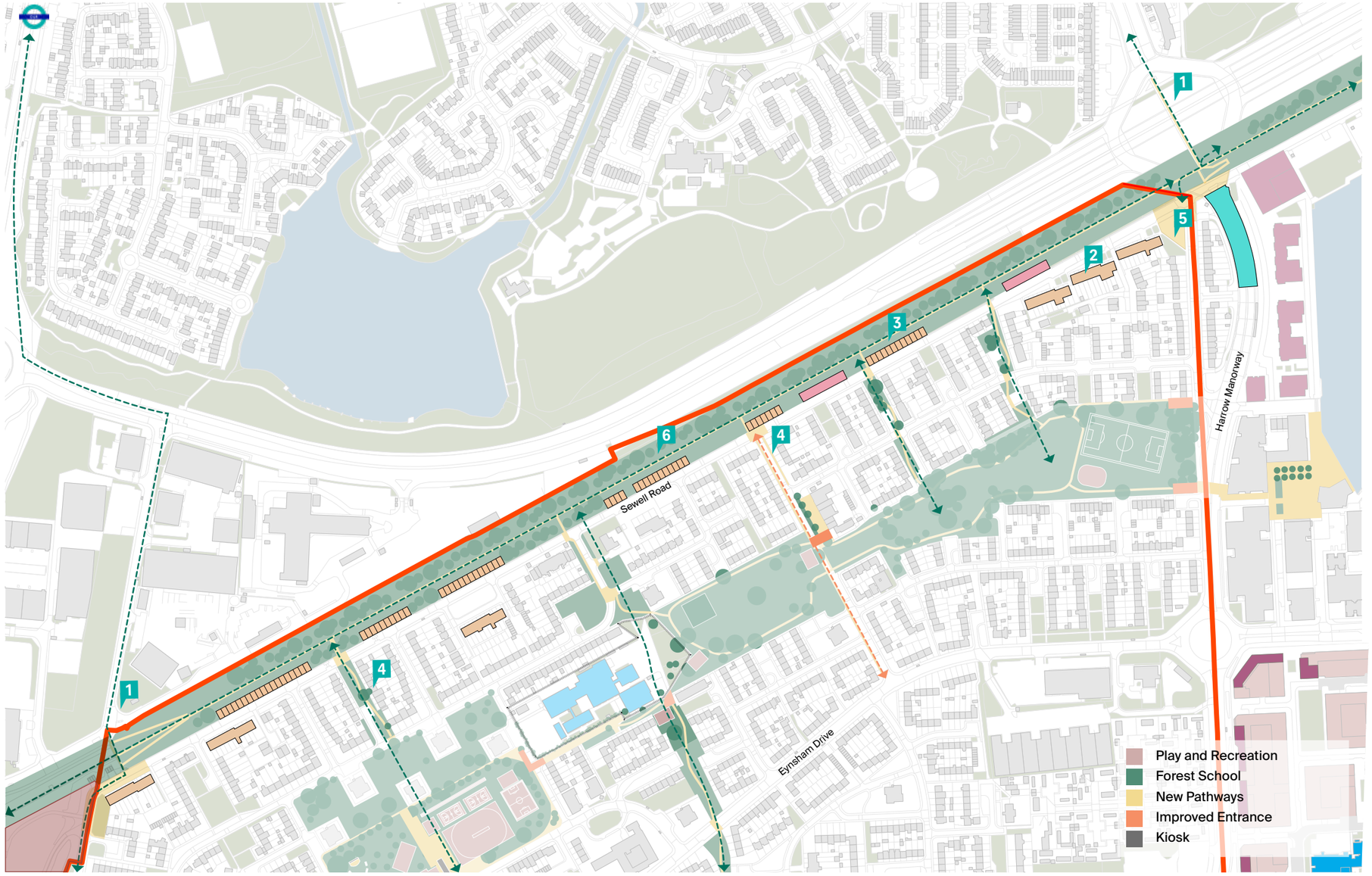
— Area Plan boundary

The Ridgeway

The Ridgeway represents a key leisure movement corridor between Abbey Wood and Plumstead with significant potential to support active travel, biodiversity, improved connections across the wider area, and as a linear green space to enjoy. The Ridgeway can capitalise on hosting an active travel route and green connections along its length, though simultaneously needs to positively mitigate issues of severance. Enhancements should therefore focus on improving the experience along its length, including improving perceptions of safety through sight lines and general accessibility. A key feature of this is enhancing access points, both by widened staircases and by new and improved ramps.

Key Interventions

1. Improvements to key crossing points to improve connections with Thamesmead and the future DLR station.
2. Reviewing opportunities to improve existing housing stock along Sewell Road to create a safe and vibrant boundary to the estate.
3. Replacing existing garages with housing in order to create active frontage on both sides of Sewell Road.
4. Improving green connections, safety and wayfinding through to the rest of the Abbey Wood Estate from the Ridgeway by creating new accessible entry points.
5. Creating targeted public realm improvements at entry points to the Ridgeway.
6. Introducing landscape improvements along the route edge to enhance biodiversity and visual quality



The Ridgeway

Targeted landscape improvements are proposed to strengthen the Ridgeway's role as a safe, accessible, and well-integrated movement corridor connecting Abbey Wood to Plumstead. *(All interventions subject to design development and detailed ecological assessment).*

Key Interventions

1. Widen and clearing out the primary route to increase visibility and better accommodate pedestrians, cyclists, and micromobility users.
2. Introduce managed planting along the route edge, retaining existing greenery while improving biodiversity and visual quality.
3. Provide seating and rest points at regular intervals and in strategic location such as at key entrances.
4. Focusing new development around vacant garage sites at key entrances to the Ridgeway.
5. Increase the number of access points, improving connectivity and permeability with surrounding streets.
6. Introduce safe and legible transitions at street crossings, prioritising pedestrian and cycle movement and linking into Green Walk improvements.
7. Where possible, upgrade existing access point to make accessible to wheelchair and mobility scooter users.
8. Incorporate wildlife-sensitive lighting, balancing safety with ecological considerations.
9. Widening and decluttering the steps and ramps up onto The Ridgeway.



4.0 Delivery

Delivery

The Future Abbey Wood Urban Regeneration Framework sets out a strategy to help secure investment and guide the delivery of a better-connected, more resilient Abbey Wood. In the short term, priority is given to establishing cross-borough partnerships and securing early public realm improvements.

Over the medium term, critical development decisions will be progressed, transport proposals refined and community, healthcare and education briefs advanced.

In the long term, the framework will guide transformative investment in infrastructure, green spaces and housing that will realise Abbey Wood's potential for existing and future residents.

Monitor delivery and community outcomes.

Establish a cross-borough delivery group and regular review process to track progress against the URF's four aims, including delivery of affordable homes, health and community infrastructure, business space, public-realm quality, safety, active travel and park improvements. Continue engagement with residents, businesses and community partners as proposals develop. (RBG & LBB)

Feasibility studies and research

Early-stage investment in feasibility, technical studies, and business case development may be required to progress strategic opportunities to attract public and private sector investment. Priorities should be reviewed regularly as sites, market conditions, funding opportunities, and stakeholder priorities evolve. Ongoing monitoring and periodic review will enable the Council and its partners to adapt delivery priorities while maintaining the long-term vision and objectives established by the Framework.

Delivery Mechanisms and Funding

The successful delivery of the Framework will depend upon aligning land assembly, delivery mechanisms, and funding strategies with the Council's objectives and the specific characteristics of individual sites. Decisions on delivery and investment should be informed by a clear understanding of ownership, viability, delivery responsibilities, risk profile, and funding requirements.

Delivery: Community Priorities

Revitalise Abbey Wood Village

- **Transform Abbey Wood Village into an vibrant and active high street**, with improved crossings, greening, retail, food and beverage and a renewed public realm at Felixstowe Road.
- **Create a safer, clearer station arrival** by redistributing drop-off, parking and pedestrian movement between Wilton Road, Felixstowe Road and Gayton Road.
- **Unlock key gateway sites at Felixstowe Road and Knee Hill** for homes, flexible town centre uses and public realm that strengthen links to Lesnes Abbey Wood.

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Transform Eynsham Drive

- **Re-establish Eynsham Drive as a neighbourhood centre** by improving its parade, public realm, community spaces and the potential for integrated health and care provision.
- **Invest in the heart of the estate** through retrofit, affordable housing opportunities, improved play and sport, and safer, less car-dominated streets.
- **Reconnect the estate** through safe, accessible active travel corridors linking Eynsham Drive with Abbey Wood Station, Abbey Wood Park and the Ridgeway.

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Improve Harrow Manorway

- **Rebalance Harrow Manorway** as a green, people-friendly boulevard, with safer crossings and re-designed junctions at Eynsham Drive, Sainsbury's and Knee Hill.
- **Improve the station interchange** by relocating bus stops south of the station and reducing pedestrian congestion while strengthening cycle connections.
- **Bring forward Lyndean and Cross Quarter** as connected mixed-use neighbourhoods, providing homes, active frontages, workspace and retained or re-provided productive employment space.

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Create Safe Green Links & Parks

- **Create a connected network of Green Walks**, combining safer, more accessible, walking and cycling routes with rain gardens, informal play and spaces to stop, rest and socialise.
- **Turn Abbey Wood Park into an active green heart,** with improved entrances, paths, play, sport, biodiversity, sustainable drainage and a renewed community pavilion.
- **Make the Ridgeway a safe and accessible leisure route** through better entrances, ramps, lighting, planting, wayfinding, seating and connections to surrounding streets.

Delivery

Short Term (1-3 years)

Revitalise Abbey Wood Village

- Establish a cross-borough partnership approach to maintenance, litter control, licencing, antisocial behaviour, retail curation and events with funding, critical to creating a vibrant and welcoming town centre (RBG & LBB)
- Commission a transport and public realm study to explore and develop improvements for Wilton Road and Felixstowe Road (RBG & LBB)
- Commission a feasibility study alongside detailed transport and parking assessments to explore options for Felixstowe Road and Gayton Road car parks. This would include definition of the proposed height, massing and mix of any new residential development given its location within a tall building zone and its proximity to the Elizabeth Line station (LBB)
- Undertake local business, commercial premises and asset mapping across Abbey Wood to understand the needs of existing SMEs, traders, makers, community organisations and workspace operators, including demand for affordable, flexible and productive employment space (RBG)

Transform Eynsham Drive

- Commission a feasibility study to explore options for the long-term improvement of Eynsham Drive, its public and community uses, housing and connections to neighbouring sites (RBG).
- Engage with Weybourne Care Home and relevant adult social care colleagues to understand existing capacity, future operational needs and aspirations for improvement, expansion, re-provision or an extra-care offer (RBG)

Improve Harrow Manor Way

- Initiate discussions with TfL to agree moving bus stops south to mitigate pedestrian congestion and improve existing cycle routes (LBB)
- Develop proposals for improvements and greening along Harrow Manorway, alongside defining funding and programme for ongoing maintenance (LBB)
- Develop further design guidance for the Lyndean Industrial Estate and Cross Quarter, engaging with landowners and including residential typologies and mix and defining the amount and use of flexible commercial space at ground floor to establish a viable and deliverable development proposal (RBG).
- Progress commitments to the Traveller Site as set out in the URF, working closely with residents and stakeholders (RBG)
- Engage with NHS and healthcare colleagues undertaking a review of the area to determine briefs for healthcare uses at Eynsham Drive and along Harrow Manorway (RBG/LBB)
- Commission an employment and workspace brief for Lyndean Industrial Estate and Cross Quarter, identifying the appropriate mix of retained, re-provided and new industrial, maker, workshop, flexible workspace and retail (RBG)

Create Green Links and Parks

- Align URF transport proposals for cycle-friendly and school streets with emerging borough transport strategies such as the Plumstead to Abbey Wood cycleway (RBG)
- Engage with De Lucy Primary School to understand future plans and ensure URF principles are embedded in proposals (RBG)
- Secure further funding for improvements to Abbey Wood recreation area and Parks improvements in collaboration with the Friends of Abbey Wood Park (RBG)
- Explore and develop proposals for Green Walk public realm improvements including removal of existing fences separating council-owned land around housing blocks (RBG)
- Develop an inclusive access and safety audit for the Ridgeway, Green Walks and key park routes, with particular input from disabled people, older residents, young people and micromobility users (RGB/LBB)

Commercial Viability

- **Land Assembly:** Conduct a land referencing exercise to establish a clear understanding of land ownerships, leasehold interests, title constraints, rights, easements, and other encumbrances that may affect development potential.
- **Land Assembly:** Prepare a Land Assembly Strategy to identify and address ownership fragmentation, title constraints, third-party interests, and other land assembly challenges that could impede delivery. This could involve the use of Council CPO powers as a last resort.
- **Delivery Models:** Scope, test and assess potential delivery models and implementation mechanisms (e.g. Joint Venture, Development Agreement, direct delivery, market-led delivery) against project objectives, risk appetite, funding requirements, and delivery capacity.
- **Viability/Funding:** Commission high-level viability work for site capacity testing to understand development potential.
- **Viability/Funding:** Prepare business cases for public sector funding, identifying priority projects, funding requirements, and potential funding sources.

Delivery

Mid Term (3-5 Years)

Revitalise Abbey Wood Village

- Engage on and refine design proposals and move towards delivery of Wilton Rd / Felixstowe Rd high street improvements (RGB/LBB)
- Embed cross-borough management approach to Abbey Wood Village (RBG/LBB)
- Engage on and refine proposals for Felixstowe and Gayton Road car parks (LBB)
- Establish a programme of meanwhile and cultural uses for vacant or underused premises and public spaces, working with local organisations, schools, traders and cultural partners (RBG/LBB)

Transform Eynsham Drive

- Engage on and further develop proposals for long-term improvements to Eynsham Drive (RBG)
- Develop and test options for community-led cultural, youth and adult social spaces within Eynsham Drive (RBG)

Improve Harrow Manor Way

- Refine and move towards delivery of transport proposals along Harrow Manorway, including bus stops, junctions, crossings, active travel, greening and SuDs (RBG/LBB)
- Commission a transport and public realm study to make the case for and explore improvement proposals to Knee Hill roundabout to support active travel, safety and sense of place. This might include exploring development capacity on any land gained (LBB)
- Refine the brief and use for the BP garage site, critical to improving the north/south link to Abbey Wood Village (LBB)
- Engage with workspace operators, local businesses and enterprise-support providers to identify an appropriate operating, management and funding model for affordable workspace and business support (RBG)

Create Green Links and Parks

- Agree sustained funding for parks and green spaces to support ongoing maintenance, establishing early improvements as a catalyst for wider regeneration (RBG)
- Co-design the Abbey Wood Park programme with local schools, youth groups, sports clubs and the Friends of Abbey Wood Park, confirming priority facilities for play, informal recreation, sport, seating, community events and the pavilion (RGB)
- Move towards delivery of Abbey Wood Street improvements including cycle-friendly and school streets (RBG)
- Delivery of public realm improvements to create Green Walks (RBG)

Commercial Viability

- **Land Assembly:** Begin implementation of the Land Assembly Strategy, including engagement with landowners and stakeholders, resolution of identified constraints, and progression of priority land assembly actions where required.
- **Viability/Funding:** Refine viability assessments as proposals evolve and pursue identified funding opportunities to support feasibility, design development, and project delivery.
- **Delivery Models:** Prepare and implement a Delivery Model Strategy that establishes the preferred delivery mechanisms for key sites, informed by delivery objectives, risk considerations, and funding requirements.

Delivery

Longer Term 5-10 Years

Revitalise Abbey Wood Village

- Deliver the high street strategy for Wilton Road / Felixstowe Road, bringing forward key improvements in phases (LBB)
- Bring forward council-led improvements and development of Gayton and Felixstowe Road car park sites (LBB).
- Deliver a coordinated programme of affordable retail, food-and-drink, cultural and community space as part of high-street and development projects, ensuring new ground floors contribute to a diverse and active town-centre offer (RBG/LBB)

Transform Eynsham Drive

- Deliver agreed health, care, community and cultural infrastructure alongside housing growth, with development phased to ensure new homes are supported by the services and amenities required by existing and future residents (RBG).
- Bring forward any agreed care-home, supported-living or extra-care provision (RBG)

Improve Harrow Manor Way

- Implement transport improvement proposals along Harrow Manorway in collaboration with adjacent development sites (RBG/LBB)
- Deliver new commercial and community uses below Harrow Manorway, activating sites with meanwhile uses in the interim to bring them to life earlier (RBG)
- Secure and deliver a managed portfolio of affordable and productive employment space within major development sites, supporting local SMEs, makers, trades, social enterprises and growing businesses to remain and expand in Abbey Wood. (RBG)
- Establish long-term stewardship and management for public realm, active frontages and meanwhile spaces, including maintenance, security, waste management, lighting and programming (RBG/LBB)

Create Green Links and Parks

- Further develop and deliver remaining proposals for play, sports and recreation in parks and Green Walks (RBG)
- Implement the Ridgeway strategy in coordination with the Plumstead URF, including improved entrances, accessible ramps and steps, lighting, wayfinding, maintenance, biodiversity and connections to surrounding neighbourhoods. (RBG)

Commercial Viability

- **Land Assembly:** Continue implementation of the Land Assembly Strategy, responding to changing site circumstances, ownership structures and development opportunities as they arise.

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