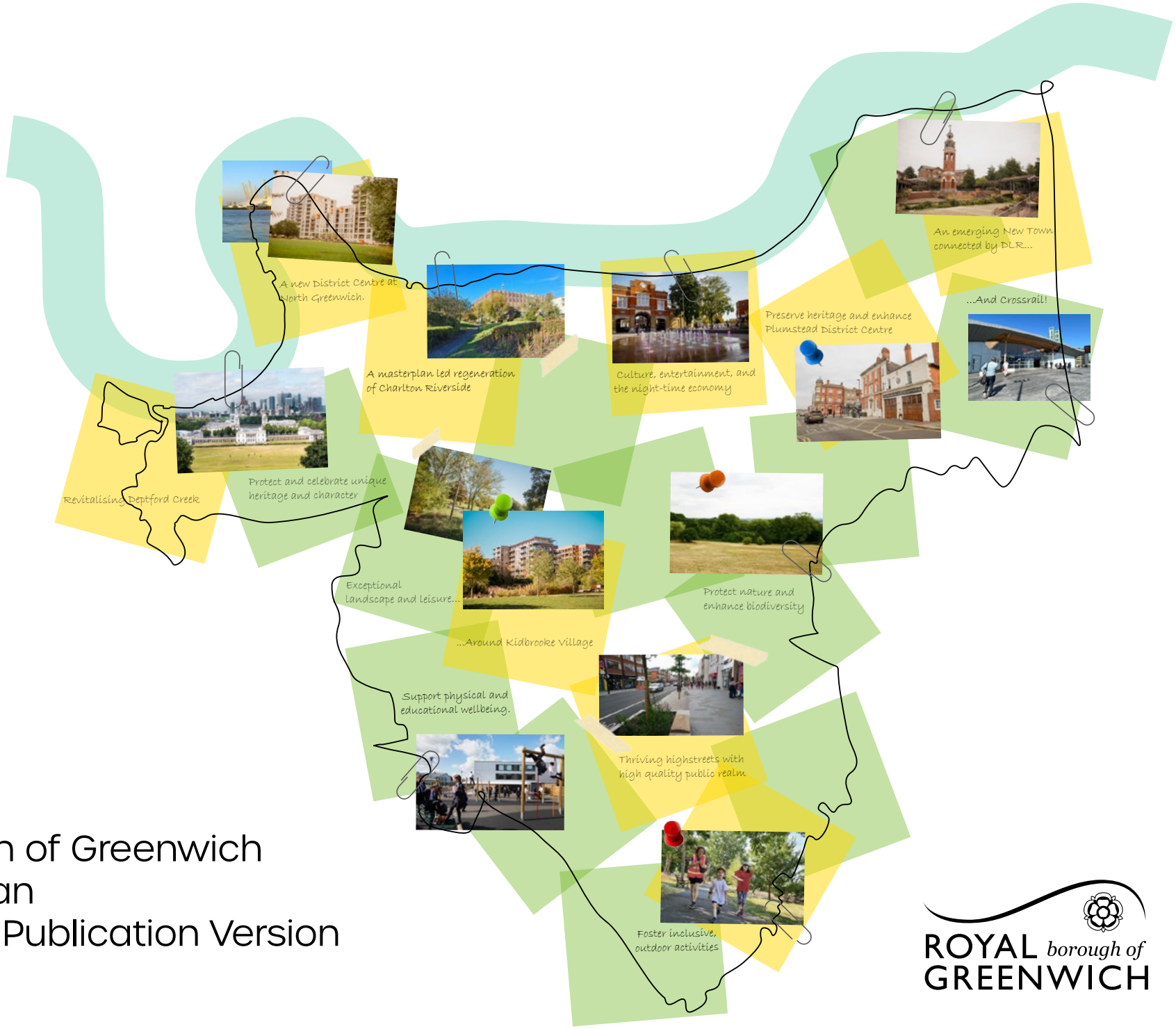

Royal Borough of Greenwich
Draft Local Plan
Regulation 19 Publication Version
July 2026

ROYAL borough of GREENWICH

Foreword

When asked what this Local Plan means for the hardworking people of our borough, I have one clear answer: new homes, new jobs, new opportunities – the future on our doorstep.

This is a Plan for the young people, desperately looking for a place to call home; the community groups, fed up with anti-social behaviour in their town centres; the parents, who want the best future for their children; the older generation, who want the dignity of retirement in a neighbourhood that meets their needs but still echoes the heritage of their youth. Whoever you are, whatever your background and aspirations, this is a Plan for you.

Some politicians would have you believe that community spirit is a thing of the past. They couldn't be more wrong. This draft of the Local Plan has been shaped by the nearly 3000 responses you gave over last Winter. You took up the call to shape our future, to take pride in your community, and to embrace the huge potential we have right across our borough. And we have listened.

This next stage of the process offers you a chance to see the changes we have made in response to your feedback before we submit it for government approval. It is an opportunity to ensure the Plan is sound and legally complaint, so that we can secure Greenwich's future as the place to be through to 2040 and beyond.

The Local Plan is built around eight themes which step up to the challenges facing our borough.

Places: The Plan proposes a set of dedicated strategies which support investment in housing, infrastructure, and jobs in every one of our unique and diverse communities. It seizes the opportunities of the Thamesmead New Town and Charlton Riverside regeneration, and ensures our green spaces thrive. The differences in local character between North and South, East and West, are what make our borough special. Recognising this, the Plan provides a tailored approach that reinforces a strong sense of place, whilst also serving the needs of residents today and in the years to come.

Housing: Our housing strategy remains firmly ambitious. We are committed to delivering just under 50,000 new homes over the Local Plan period, with a focus on quality and affordability. The Plan sets a borough-wide target of 50% affordable housing to create thousands more social and low-rent homes, a principle we will be ruthless in delivering. In this draft, we have strengthened the proposed restrictions on HMO concentration across the borough to protect family homes, and ensured that conversions may only take place in houses with an internal area of 130sqm or more. The Plan also supports specialist housing, such as that for older people, disabled people, and students, and ensures that every development is backed by the right infrastructure across transport, nature, education, and health provision

Economy: Greenwich hosts a diverse range of businesses, providing opportunity and jobs for local residents and beyond. Developing skills sits at the heart of our vision for an inclusive economy, and our initiatives such as Greenwich Local Labour and Business (GLLaB) will continue to help more people into work. Vital new SMEs and start-ups will benefit from proposals for flexible workspaces, including across the creative and cultural sectors, and we will continue to protect land for re-industrialisation.

Town Centres: Communities grow from the core outwards, and we want the town centres of the future to be the soul of every area. Our aim is to deliver town centres adaptable enough to be economically successful, environmentally sustainable, and rich in culture and inclusivity all at the same time. The measures outlined in the Local Plan means that they will serve the needs of residents, workers, and visitors around the clock.

Design and Heritage: We are privileged in our borough to be custodians of historic artefacts with a deep national and international significance, the UNESCO World Heritage Site of Maritime Greenwich being just one. Design expectations set out in the Plan are rooted in this history, responding to the local area sensitively and promoting architectural innovation which celebrates the character of our neighbourhoods.

Foreword

Environment: A healthy environment is instrumental to improving the wellbeing of our communities and our planet. Underpinned by enhancing biodiversity, we will look after and improve our parks, commons, woodland, and rivers for the next generation, all whilst improving flood protections, air quality, and urban greening.

Climate Emergency: We are committed to decisive climate action, targeting net zero carbon emissions ahead of the national 2050 deadline. Our collective effort needs the ambitious, evidence-based planning policies outlined in these pages. Under these proposals, new developments must be net zero in operation, minimise energy demand, and embed climate resilience, ensuring every building helps tackle climate change with the urgency it demands.

Transport: Increased connectivity around our borough is not just a convenience, it is a vital bridge to bring friends, families, and colleagues together. We will continue to champion active travel policies (walking, cycling, and public transport) and protect disabled parking. Bold public transport projects – such as extending the DLR to Thamesmead or expanding bus routes – are backed by this Plan, investing in community infrastructure which will serve us for years to come.

Running through every one of these themes is a single conviction: that you have the power to shape your future. New homes, new jobs, new opportunities – that's the borough we're building.

I encourage you to engage with the Local Plan's final public consultation. However you choose to take part, please do. This is your borough, and this is your plan, this is your future.

Councillor Tom Creswell
Cabinet Member for Planning and Development
Royal Borough of Greenwich

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Abbreviations:

Abbreviation	Term
AHAP	Area of High Archaeological Potential
AHAPA	Area of High Archaeological Potential Appraisals
AOD	Above Ordnance Datum
AMR	Authority Monitoring Report
ATZ	Active Travel Zone
AVRs	Verified Accurate Visual Representations
BEPIT	Building Energy Performance Improvement Toolkit
BOL	Borough Open Land
BNG	Biodiversity Net Gain
BREEAM	Building Research Establishment Environmental Assessment Method
BtR	Build to Rent
CAMRA	Campaign for Real Ale
CIL	Community Infrastructure Levy
CCC	Climate Change Committee
CPZs	Controlled Parking Zones
CTSAs	Counter Terrorism Security Advisors
DLR	Docklands Light Railway
DOCOs	Designing Out Crime Officers
EA	Environment Agency

Abbreviation	Term
ENTE	Evening and Night-Time Economy
EUI	Energy Use Intensity
FORS	Fleet Operator Recognition Scheme
GEA	Gross External Area
GI	Green Infrastructure / Green and Blue Infrastructure
GIA	Gross Internal Area
GLA	Greater London Authority
GLLaB	Greenwich Local Labour and Business
HDTAP	Housing Delivery Test Action Plan
HEP	Higher Education Provider
HIA	Health Impact Assessment
HMO	House in Multiple Occupation
ICOMOS	International Council on Monuments and Sites
IDP	Infrastructure Delivery Plan
LETI	London Energy Transformation Initiative
LHNA	Local Housing Needs Assessment
LIP	Local Implementation Plan
LDS	Local Development Scheme
London Plan	London Plan 2021
LPG	London Plan Guidance

Abbreviation	Term
LSIS	Locally Significant Industrial Sites
LSPBSL	Large-scale Purpose-Built Shared Living
LVMF	London View Management Framework
LOZ	Limited Opportunity Zone
MOL	Metropolitan Open Land
NHS	National Health Service
NPPF	National Planning Policy Framework
OA	Opportunity Area
OHID	Office for Health Improvement and Disparities
OSD	Over Station Development
OUV	Outstanding Universal Value
PBSA	Purpose-Built Student Accommodation
PHPP	Passive House Planning Package
PLD	Planning London Datahub
PPG	Planning Practice Guidance
PSA	Primary Shopping Area
PTAL	Public Transport Accessibility Level
RIBA	Royal Institute of British Architects
RICS	Royal Institution of Chartered Surveyors
S106	Section 106
SAP	Standard Assessment Procedure

Abbreviation	Term
SCI	Statement of Community Involvement
SELJWPG	South East London Joint Waste Planning Group
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHD	Space Heating Demand
SIL	Strategic Industrial Location
SINC	Site of Importance for Nature Conservation
SMEs	Small and medium-sized enterprises
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TBZ	Tall Building Zone
TfL	Transport for London
TVIA	Townscape and Visual Impact Assessments
UGF	Urban Greening Factor
UKGBC	UK Green Building Council
WBA	Whole Building Approach
WHS	World Heritage Site
WSA	Whole Site Approach

Chapter 1
Introduction

"The new Royal Greenwich Local Plan sets out the Council's vision for how the borough will grow and change over the next 15 years from 2025 to 2040. It includes the planning policies and site allocations that will support this vision."

What is the local plan?

1.1. All local planning authorities are required to produce a Local Plan that guides how their area will grow and change over the next 15 years. The Local Plan must present a clear vision for future growth, detailing where new homes, jobs, transport links, services, facilities, and infrastructure should be located, as well as how the natural and historic environment will be protected and climate change addressed. It helps shape decisions about what can be built and where, ensuring that changes to the borough are well-planned and meet the needs of local communities. The Local Plan helps shape the future of Royal Greenwich by creating well-designed and adaptable places, promoting inclusion, reducing inequality, enhancing the environment, tackling climate change and creating sustainable neighbourhoods where communities can thrive.

1.2. A Local Plan must be prepared by a Local Planning Authority and must be developed in line with legislation and national and regional planning policy requirements as well as in consultation with the local community. The Local Plan, together with the London Plan and Neighbourhood Plans, will form the statutory Development Plan framework for Royal Greenwich and will be used to assess all planning applications. The Royal Borough of Greenwich Local Plan period is 2025-2040.

Legislative Framework

1.3. The Local Plan is shaped by national laws that make sure councils follow a fair and consistent process. **The Planning and Compulsory Purchase Act 2004** sets out how councils should plan for future development. More detailed rules are provided by **the Town and Country Planning Regulations**, which explain how councils must prepare, consult on, and adopt the Local Plan and related documents. These laws help ensure that plans are based on evidence, involve the community, and support sustainable growth.

National and Regional Policy

1.4. Government sets out national planning policy in the form of the National Planning Policy Framework (NPPF) and the London Plan sets out the spatial development strategy for London. The policies in the local plan are consistent with the NPPF and in conformity with the London Plan. To keep the Local Plan spatial and succinct, this document does not seek to repeat policies already contained in the NPPF and London Plan except for where it is considered necessary to meet local objectives. This Local Plan should therefore be read in conjunction with the NPPF, the associated national Planning Practice Guidance (PPG) and the London Plan.

Neighbourhood Plans

1.5. Neighbourhood plans are an opportunity for local communities to develop additional, area-specific policies that are in general conformity with strategic policies. Once made, they form part of Royal Greenwich's development plan. The Lee Neighbourhood Plan is currently the only neighbourhood plan in the borough. It was adopted in April 2024 and the area it covers overlaps with the London Borough of Lewisham.

The process of producing a local plan

1.6. Developing a Local Plan is a process which begins with gathering evidence on issues such as housing needs, employment capacity, and environmental constraints to understand what the area requires. Councils then engage with the community and invite suggestions for potential development sites. The Statement of Community Involvement (SCI) outlines how we will engage with the public throughout the Local Plan review. It ensures that Local Plan consultations are inclusive, transparent, and accessible and engage with residents, businesses, and community groups.

1.7. The Council undertook initial engagement with local communities and other stakeholders in 2023, and invited suggestions for potential sites in 2024 which helped to shape the draft site allocations contained in this document.

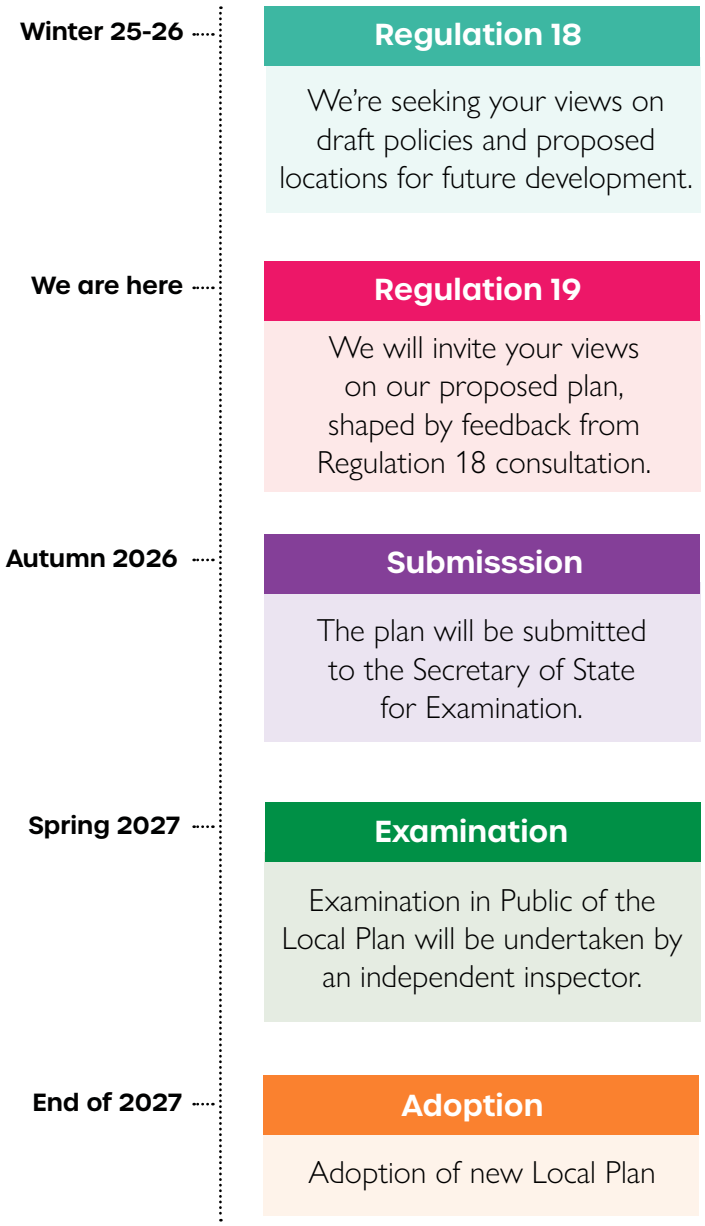
1.8. We then produced a draft plan which was shared for public consultation under Regulation 18; this took place in December 2025-February 2026.

1.9. We undertook a mix of traditional and digital consultation methods including public exhibitions in local libraries, our online Commonplace platform, webinars and printed materials. We also held our Big Community Assembly which provided attendees with an overview of the draft Local Plan and allowed residents to engage in more in-depth discussions. The event was organised as two parts: a discussion-based workshop focused on theme policies and an exhibition focused on place policies.

1.10. Following a review of the consultation responses, we have now prepared a final draft Plan under Regulation 19 and will hold another consultation to gather views on its soundness and legal compliance.

1.11. The plan will then be submitted to the government, and if it meets legal requirements, an independent inspector examines it in public.

Figure IN1: The Local Plan process



Evidence to support the Local Plan

1.12. The Local Plan evidence base is the research and information that underpins the Plan and explains why certain choices are made. It covers a wide range of topics, including housing need, jobs and the economy, infrastructure such as transport, schools and health facilities; open spaces, the environment, climate change, and heritage. The evidence draws upon market trends, population forecasts, site assessments, expert advice, statistical data and community insights to provide the most robust and reliable information available. By bringing this information together, the evidence base helps us understand current and future needs, identify local challenges and opportunities, and ensure the policies in the Local Plan are well-informed, realistic, and deliverable. The evidence base documents which support the Local Plan are published on our website.

Integrated Impact Assessment (IIA)

1.13. This Local Plan has been the subject of an ongoing Integrated Impact Assessment (IIA) during its preparation. The draft IIA incorporates requirements for a Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), and Habitats Regulations Assessment (HRA) into one document. This assessment has considered sustainability objectives, health, equalities and habitats. The integrated approach avoids the need to undertake and report on separate assessments and seeks to reduce any duplication of assessment work. This assessment will be continued through the whole Local Plan process and will be updated in later consultation stages. The IIA is published alongside the Regulation 19 draft Local Plan for consultation.

Co-operation

1.14. Historically, under the Localism Act 2011 and the NPPF, local planning authorities were required to work with neighbouring boroughs and prescribed bodies on strategic planning matters that cross administrative boundaries. This statutory Duty to Cooperate has been abolished through subsequent legislative reform. Nevertheless, the Royal Borough of Greenwich will continue to engage constructively, actively and on an ongoing basis with neighbouring authorities and relevant public bodies to address strategic cross boundary issues in plan making and implementation, in line with current national policy expectations for effective joint working.

How to use this plan

1.15. The policies within the Local Plan are designed to guide and manage development across the borough. They are structured around eight key themes:

- Places
- Housing
- Economy
- Town Centres
- Design and Heritage
- Environment
- Climate Emergency
- Transport

Types of Policies

1.16. The policies can be divided into two categories as set out in Appendix 1:

Strategic Policies: These address the borough's overarching priorities and broader challenges. They provide a clear foundation for delivering the Local Plan's vision and objectives, setting the direction for long-term development.

Development Management Policies: These provide detailed criteria for each specific theme and issue. They may include specific thresholds, requirements, and targets that must be met for development proposals to comply with the Plan.

Site allocations

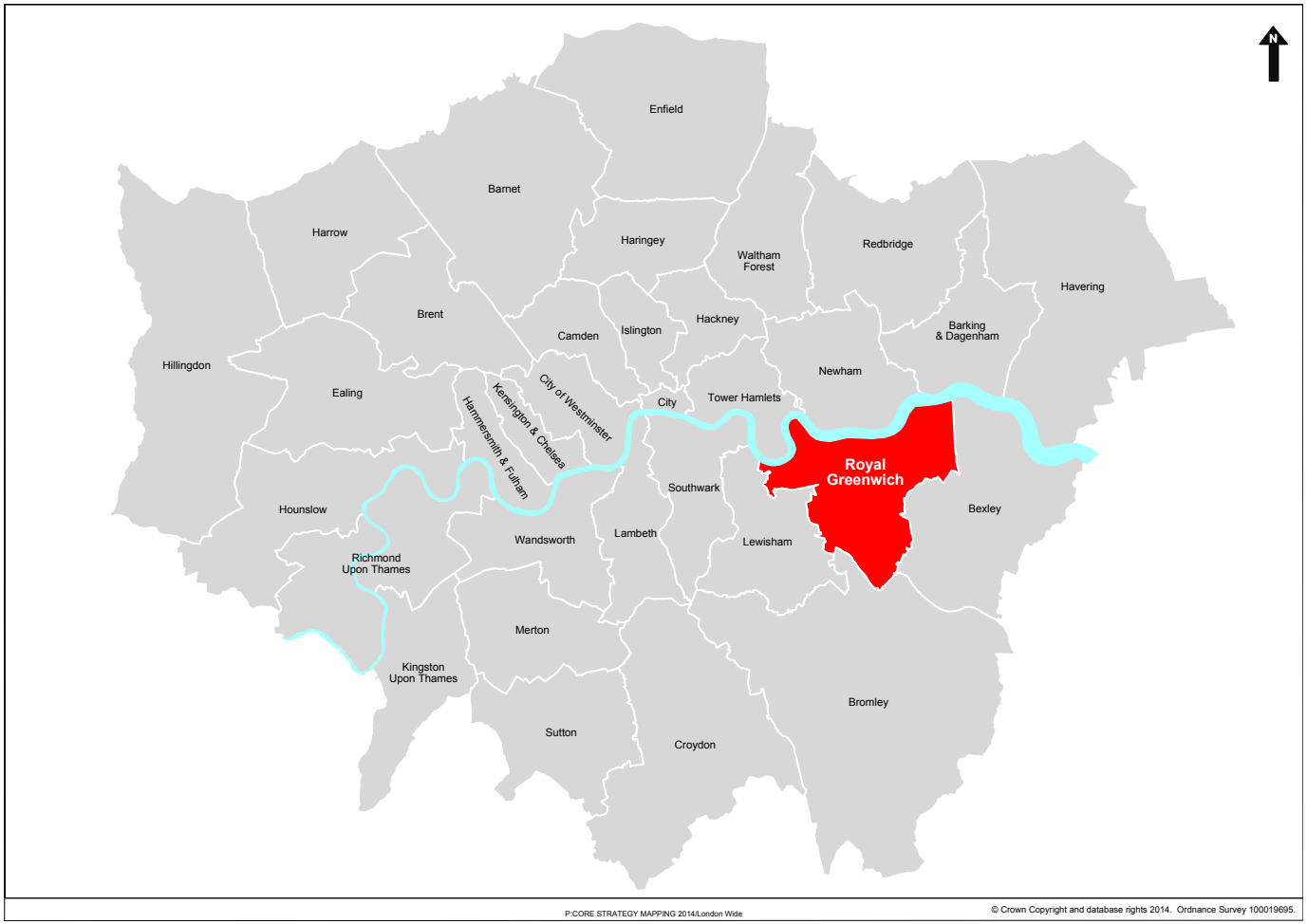
1.17. Site allocation policies are presented under each relevant spatial area in the Places chapter. Each site allocation outlines the priorities and guiding principles for the development of strategic sites across the borough. There are 54 site allocations in total and each site has undergone a robust testing process to evaluate its suitability and availability for strategic development opportunities.

Other relevant strategies

1.18. In addition to the evidence base documents, The Local Plan brings together a wide range of other plans, policies and strategies prepared by Royal Greenwich which should be read alongside the plan. These include:

- Our Greenwich Plan
- Carbon Neutral Plan
- Children and Young Peoples Plan
- Cultural Strategy
- Cycling Strategy
- Digital Strategy 2020 – 2024
- Health and Wellbeing Strategy
- Housing and Homelessness Strategy 2021-2026
- Inclusive Economy Strategy
- Parking Strategy
- Parks and Open Spaces Strategy
- Playing Pitch Strategy
- Transport Strategy
- Waste Strategy

Figure IN2: Location of Royal Borough of Greenwich



Context

1.19. The Royal Borough of Greenwich, covering approximately 47.6 square kilometres, is a vibrant and historically rich area of Southeast London.

People

1.20. The Royal Borough is home to a diverse and growing population of over 280,000 residents, with demographic trends indicating the borough has experienced a population increase of 13.6% over the past decade, a faster rate of growth than both the London and national averages. This growth reflects Royal Greenwich's appeal as a place to live, work, and visit, but also presents challenges in ensuring that infrastructure, housing, and services keep pace with demand.

1.21. Royal Greenwich's population is relatively young, with a median age of 35, though the number of residents aged 50–64 increased by 35% between 2011 and 2021. The borough is ethnically diverse, with 44.3% of residents identifying with non-White ethnic groups. English is the main language for 81.8% of residents, with Nepalese and Romanian being the next most common.

1.22. Despite its economic strengths, Royal Greenwich ranks 60th most deprived out of 317 English local authorities. Key challenges include lower resident incomes, high food bank usage, and significant ethnic disparities in unemployment (8.8% for ethnic minorities vs. 3.8% for White residents). The gender pay gap is also notable, with women earning 17.1% less than men.

Housing

1.23. Royal Greenwich also plays a vital role in the strategic regeneration and development of London with one of the highest housing targets in London and a number of designated Opportunity Areas including Greenwich Peninsula, Woolwich, Charlton Riverside, and Thamesmead and Abbey Wood. The London Plan (2021) identifies an indicative capacity of 25,500 new jobs, and 43,500 new homes in Royal Greenwich's opportunity areas reinforcing Greenwich's role in supporting London's wider development goals.

1.24. The borough has seen significant increases in property prices and rents over the past decade, while average incomes remain below the London average. Ownership rates have declined to 41.1% in 2021 from 43.3% in 2011 and private renting has risen from 19.8% to 25.5% over the same period. These shifts, alongside a growing housing waiting list, highlight the need for more affordable and varied housing options to meet the needs of both existing and future residents. While overall overcrowding in Royal Greenwich slightly decreased from 10.9% to 10.7% between the 2011 and 2021 Censuses, pressures remain in the rented sectors, particularly in affordable housing (6.3%) and private renting (4.6%), underscoring the importance of addressing housing quality and suitability across tenures.

Economy and Town Centres

1.25. The Royal Borough hosts over 9,800 businesses, the majority of which are small businesses, and contributes over £5 billion annually to the UK economy. Key sectors include real estate, health and social care, construction, education, and public administration. Royal Greenwich has approximately 106,000 jobs, but offers fewer local employment opportunities relative to its workforce than London as a whole. The borough also has a high share of part-time employment (37.5%). Many residents therefore commute out of the borough for work, indicating a need to expand and diversify the local economy and attract higher-value industries.

1.26. Town centres play a vital role in the borough's economy and community life. Royal Greenwich has a well-defined town centre hierarchy, including three Major Centres (Woolwich, Eltham and Greenwich), seven District Centres, 9 Local Centres, and 37 Neighbourhood Centres. Town centre vitality is improving, with

footfall in Woolwich and Eltham increasing by over 50% between 2022 and 2024. However, vacancy rates remain high in Woolwich (13.8%) and Greenwich (11.5%) town centres, indicating a need for revitalisation. Retail transaction data shows growth in both spend and volume, particularly in Woolwich, suggesting rising economic activity.

Health, Well-being and Education

1.27. Royal Greenwich performs well on several health and wellbeing indicators, with above-average levels of physical activity (66.4% of adults), lower adult obesity rates (23.2% vs. 26.2% nationally), and lower recorded depression rates (10.7% vs. 13.2% in England). The borough also benefits from a highly qualified population, ranking in the 85th percentile nationally, and 94% of schools are rated Good or Outstanding. However, life expectancy for men is among the lowest in London, and child obesity rates are higher than national averages. Educational attainment at GCSE level is slightly below the London average, and health inequalities persist, particularly in deprived areas. These mixed outcomes highlight the need for integrated planning that supports both physical and educational wellbeing across all communities.

Heritage

1.28. The Royal Borough's built environment is shaped by its historic assets, including the UNESCO World Heritage Site at Maritime Greenwich, and its strategic location along the River Thames. Royal Greenwich's rich history is central to its identity, and the borough contains 559 nationally listed buildings, including 28 Grade I and 45 Grade II* assets, alongside 830 locally listed buildings and 23 conservation areas as well as registered parks and gardens such as Grade I listed Greenwich Park, Grade II* Eltham Palace, Grade II listed Repository Woods and Grade II listed Well Hall Pleasaunce. It is home to the Maritime Greenwich UNESCO World Heritage Site, encompassing the Queen's House, Royal Observatory, Old Royal Naval College, Greenwich Park, Cutty Sark, National Maritime Museum and Greenwich Market. These assets contribute to the Royal Borough's cultural richness and tourism economy, which welcomed 19 million visitors in 2025 spending £2.13 billion.

Environment and Open Spaces

1.29. Royal Greenwich is rich in green and blue infrastructure and environmental assets and benefits from an extensive network of open spaces, which cover nearly 39% of its land area including Metropolitan Open Land and Sites of Importance for Nature Conservation (SINCs). Biodiversity hotspots include Greenwich Park. And areas in the south such as Fairy Hill Park and the Tarn Bird Sanctuary. However, 13.8% of the borough is deficient in access to nature. The borough also contains significant waterbodies, including the River Thames, Deptford Creek, the River Quaggy and Birchmere Lake which offer opportunities for recreation and ecological enhancement.

1.30. Environmental challenges include air quality, with 80% of areas in the worst decile for pollution in London. Climate risks such as flooding and heat stress are concentrated in northern areas like Woolwich and Plumstead. While per capita carbon emissions (2.7 tonnes CO_2) are below London and national averages, the domestic and transport sectors account for 72% of emissions. Greenwich has been designated an Air Quality Management Area since 2001 and contains eight Air Quality Focus Areas. Climate adaptation measures include solar energy, heat networks, and transport electrification, though social housing stock lags in energy efficiency.

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Chapter 2
Vision and Objectives

Vision

Royal Greenwich will be a borough of thriving, inclusive, and resilient communities. Good growth will be delivered through high-quality homes, vibrant town centres, sustainable transport, economic investment and green infrastructure. We will shape a future that celebrates our heritage, champions design excellence, and leads the way in climate action.

Objectives

1. Places

Sustainable growth: We will unlock the full potential of development sites to deliver well-designed, inclusive, and connected places. Through strategic investment and optimising densities, we will enable sustainable growth, strengthen local identity, and create thriving communities supported by infrastructure, jobs, and green spaces.

2. Housing

Deliver adaptable and inclusive homes for all: We will ensure the delivery of high-quality homes that meet the diverse needs of residents across all life stages, including older people, and people with disabilities. This includes promoting accessible and adaptable housing, including wheelchair user dwellings, supported and specialist housing and encouraging innovative building types.

Promote balanced, mixed, and affordable communities: We will promote the development of balanced and inclusive communities by significantly increasing the supply of affordable homes and ensuring a diverse mix of housing types, tenures, and sizes. This includes prioritising family-sized homes to reduce overcrowding in Royal Greenwich. We will work to ensure that both new and existing residents can access suitable, high-quality homes and remain rooted in their communities.

Align housing growth with infrastructure capacity: We will ensure that new housing development is supported by sufficient infrastructure capacity, including transport, education, health, and green spaces, to maintain high living standards and equitable access to services and amenities.

3. Employment and Town Centres

Facilitate Economic Investment and Resilience: We will facilitate inward investment and deliver a resilient and inclusive economy by strengthening and protecting existing employment sites, enabling job growth and providing opportunities for the local supply chain.

Business Growth and Workspace Provision: We will support business growth by delivering high-quality, affordable, and flexible workspace in town centres and designated employment areas such as Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS).

Promote vibrant and diverse town centres: We will support the adaptive reuse and revitalisation of our town centres; by encouraging thriving town centres which provide high-quality new homes and a mix of daytime and evening retail, leisure, community, culture and service uses that meet the evolving needs of residents, businesses, and visitors.

Support the visitor economy and social infrastructure: We will strengthen Royal Greenwich's role as a visitor destination, supporting sustainable tourism, culture, leisure and hospitality uses, while ensuring a high-quality and inclusive offer. We will support and protect social infrastructure, including community, health, education and cultural facilities, and require development to contribute appropriately to its delivery.

4. Design and Heritage

Promote high-quality design across all development: We will ensure new development achieves a high standard of design responding positively to local character, context, and identity, encouraging innovation in architecture while respecting our rich historic environment.

Celebrate, protect and enhance Greenwich's unique heritage assets: We will promote awareness and appreciation of the borough's rich heritage, safeguard the integrity of the Maritime Greenwich World Heritage Site, and protect and enhance our conservation areas, listed buildings, locally significant heritage assets, and strategic and local views.

Promote heritage-led regeneration: We will support the adaptive reuse of historic buildings to support sustainable development and cultural vitality, as well as encourage the use of heritage as a catalyst for placemaking and economic growth, especially in town centres and waterfront areas.

5. Environment

Create healthy, high-quality and resilient environments: We will deliver attractive, accessible and sustainable places that people want to use, and which support our communities' health and wellbeing. We will do this through strengthening environmental quality in both green spaces and urban environments, improving air and water conditions, minimising pollution, and creating resilience to climate change through provision of infrastructure and urban greening.

Protect natural assets and promote sustainable environmental management: We will enhance biodiversity and green and blue infrastructure and ensure development responsibly manages impacts such as flood risk, contamination and waste, supporting a more sustainable and resource-efficient borough.

6. Climate Emergency

Reaching Net Zero: We will ensure development supports the aspiration to reach net zero and significantly reduce carbon emissions. New buildings will be designed and constructed to the highest standards of energy efficiency, incorporating low carbon technologies and sustainable design principles.

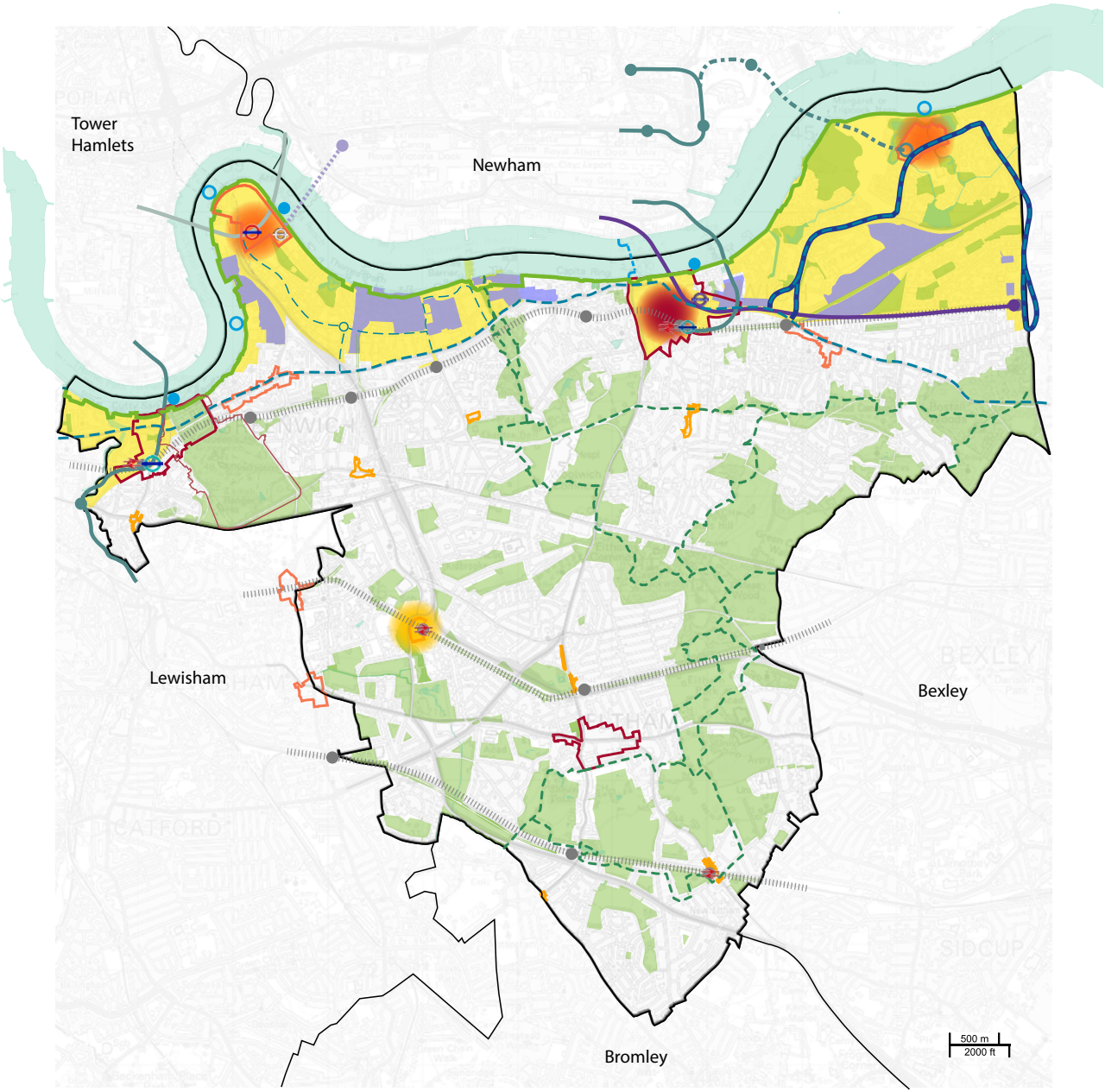
Delivering a circular and low carbon built environment: We will promote whole life carbon reduction and circular economy principles in all development, prioritising the reuse of existing buildings and materials, minimising embodied carbon, and ensuring that resources are used efficiently and sustainably throughout the lifecycle of development.

7. Transport

Enable safe and sustainable travel: We will improve active and sustainable transport choices by enhancing walking and cycling routes, integrating public transport options, and supporting the transition to low-emission travel. This includes prioritising accessibility, healthy streets and connectivity across the Royal Borough.

Deliver inclusive and well-connected places: We will create places that are welcoming, accessible and safe for all users, and are enhanced through high-quality placemaking, improved public realm and connectivity with new development that strengthens the distinct character and identity of Royal Greenwich.

Figure V1: Key Diagram



- Royal Borough of Greenwich boundary
- Open space
- Opportunity areas
- Major centres
- District centres
- Local centres
- Centres with major development opportunity
- Employment Areas
- World Heritage Site
- Enhanced Thames Path
- Green Chain Walk
- Enhanced strategic routes
- Crossrail (Elizabeth Line)
- Jubilee line
- Existing DLR
- Proposed DLR
- Existing railways
- Bus Rapid Transit (BRT) route
- London Cable Car Service
- Existing Thames Clipper stations
- Potential Thames Clipper stations
- Woolwich Ferry service

Chapter 3
Places

Strategic Objectives

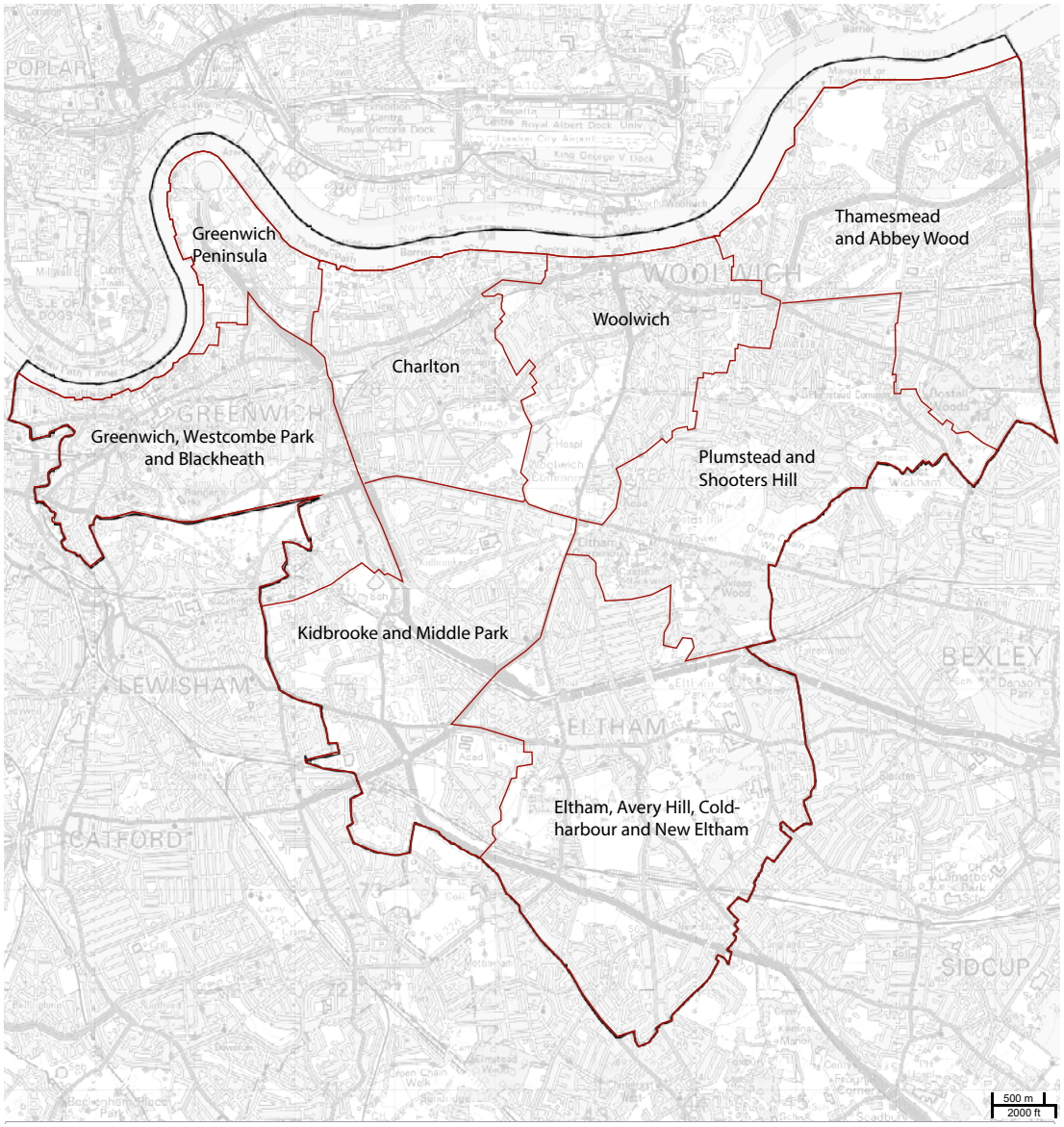
Sustainable Growth: We will unlock the full potential of development sites to deliver well-designed, inclusive, and connected places. Through strategic investment and optimising densities, we will enable sustainable growth, strengthen local identity, and create thrivingcommunities supported by infrastructure, jobs and green spaces.

Spatial Areas

3.1. The borough has been divided into eight distinct spatial areas, each reflecting the unique identity and development context of its locality. These areas, as illustrated on the map opposite, are:

- Greenwich, Westcombe Park and Blackheath
- Greenwich Peninsula
- Charlton
- Woolwich
- Thamesmead and Abbey Wood
- Plumstead and Shooters Hill
- Eltham, Avery Hill, Coldharbour and New Eltham
- Kidbrooke and Middle Park

3.2. For each of these areas, the Local Plan sets out a dedicated spatial policy, outlining the strategic approach to good growth, which includes place making and the preservation and enhancement of each area's important features. These are followed by the relevant site allocations for each character area, which identify specific locations for development and set out the principles that will guide their future use.



3.3. Royal Greenwich is a borough of distinct and diverse places—each with its own identity, heritage, and potential. From the historic heart and landscapes of Greenwich, Westcombe Park and Blackheath, to the dynamic growth of Greenwich Peninsula and Woolwich, and the evolving communities of Thamesmead, Charlton, Eltham and Plumstead, our spatial strategy recognises and celebrates this richness. Royal Greenwich is shaped by these eight distinct character areas, each reflecting the unique identity, heritage, and development context of its locality.

3.4. The borough's character areas are marked by diversity—spanning land use, transport connectivity, environmental quality, topography, community composition, and heritage assets. Each place has its own distinct identity, shaped by its existing character and the opportunities and challenges it faces. This diversity allows the chance for new development to enrich the borough's locally distinctive places.

3.5. The eight character areas identified in this Local Plan are based on the Royal Greenwich Characterisation and Intensification Study (2023), which provides a detailed understanding of the borough's physical form, place typologies, and development potential. The study divides the borough into West, East, and South Districts, each containing 'Places' defined by geography and character. The character areas in the Plan represent either individual or grouped 'Places', selected based on factors such as spatial extent, existing character, development opportunities, designations, and anticipated growth over the Plan period.

3.6. The pace and pattern of growth across Royal Greenwich's character areas has varied over time, shaped by historical land use, infrastructure investment, and socio-economic change. This Plan focusses on good growth, i.e. that which is socially and economically inclusive and environmentally sustainable.

3.7. The borough's development has evolved through distinct phases. In the 19th century, major investments in infrastructure, industry, and institutions transformed the riverside, while open spaces remained between settlements. Growth shifted inland in the early 20th century around Woolwich, Eltham, and Mottingham, followed by post-war public-sector redevelopment that expanded into areas like Abbey Wood, Plumstead, and Kidbrooke. In recent decades, new transport infrastructure—including the DLR, Jubilee Line Extension, the Elizabeth Line, and the Silvertown Tunnel—has driven significant regeneration, particularly in the north-west and north-east of the borough, integrating Royal Greenwich more closely with wider London growth corridors.

3.8. These infrastructure investments have stimulated regeneration across the disused and underused northern parts of the borough. Each new investment has accelerated the pace of development, such that the character of these areas has diverged rapidly not only from that of the surrounding areas but also from each other. It is anticipated that over the life of the Local Plan and beyond similar changes will be seen in Thamesmead and Charlton Riverside with transformational upgrades, including an extension of the DLR to Thamesmead and the introduction of Bus Transit, additional river boat services and improved local links, which will unlock opportunities for growth.

3.9. In line with the London Plan, the Characterisation and Intensification Study promotes an approach to growth that looks at the capacity of areas to accommodate different levels of change in respect of their character, public transport accessibility, density and other strategic considerations. Based on the measures of coherence and sensitivity and through individual review of typological areas the character study provides recommendations on a character led approach to development, enhancement and intensification on for each character area. It identifies three principal approaches to urban change: transformation and placemaking, transition/enhancement and reinforcement, which informs the Study's intensification strategy for the borough as a whole, and for each place.

3.10. Recognising the differences between the borough's distinctive areas, in particular between the north and south of borough, and led by the Character and Intensification Study's recommendations on approach to urban change for each of the eight character areas, the Local Plan takes a place-based approach to ensure that future growth is balanced, sustainable, inclusive, and responsive to the distinct needs and opportunities of each locality. For each character area, a vision, policy and diagram is provided. These are individual to each location but should be read in conjunction with other policies in the Local Plan.

3.11. Each character area is supported by a dedicated spatial policy that sets out a clear strategic direction for growth, tailored to its unique context and opportunities, including promoting sustainable development, heritage-led regeneration, and inclusive neighbourhoods. They guide investment in housing, infrastructure, public realm, and employment, ensuring that growth strengthens the borough's unique sense of place while meeting the needs of current and future residents. These are followed by site-specific allocations that identify key locations for development over the life of this Local Plan and establish guiding principles to shape their future use, ensuring that change is locally responsive, sustainable, and aligned with borough-wide priorities.

Guide to Site Allocations:

3.12. This section sets out further information on each of the site allocations, which follow the spatial area policies P1 to P8.

3.13. An allocation is not a proposal for development and the allocation of a site does not replace the need for planning permission. Accordingly, developers will still need to submit a planning application for an allocated site, allowing the local community and other interested parties the opportunity to comment on the detailed proposals and the Council to determine whether the development is in accordance with all relevant planning policy requirements.

3.14. Each site allocation is made up four components:

- a key details page containing contextual detail of the site and what is envisioned for the site;
- a site specific policy which sets out the vision and design and land use principles to guide development of the site;
- a place making diagram and associated key; and
- a context page detailing the site's location and surrounds.

3.15. Each site includes a specific policy which sets out the requirements that development proposals will be expected to achieve in order to secure planning permission, and against which planning applications will be assessed when they are submitted to the Council for determination. These site requirements are provided in addition to the other policies in the Local Plan, and additional recommendations in our Urban Design Guide and Climate Resilience planning guidance.

3.16. A Site Boundary and Constraints Plan and a Placemaking Plan is also provided for each site. Site Boundary and Constraints Plans define the extent of each site allocation, indicate the location and boundaries of adjacent or nearby allocations, and identify key potential constraints to development. These constraints may include designated open spaces, town centres, and heritage assets. The information provided is for reference only and does not represent a comprehensive list of all constraints. This should be read in conjunction with the policy designation section in the allocation.

3.17. Applicants should also consult the Royal Greenwich Local Plan Policies Map. For some sites, development may be restricted due to policy designations, which can limit the land available for building. The key for the Site Boundary and Constraints Plans is provided in this section to assist plan users when reviewing the site allocations.

3.18. Placemaking diagrams complement the wording of each allocation by illustrating the Council's design aspirations for site layout and placemaking. They indicate areas for connectivity, movement, access and servicing, green and blue infrastructure, public realm and landscaping and land uses and built form. A key for each Placemaking Plan is included within the relevant site allocation section.

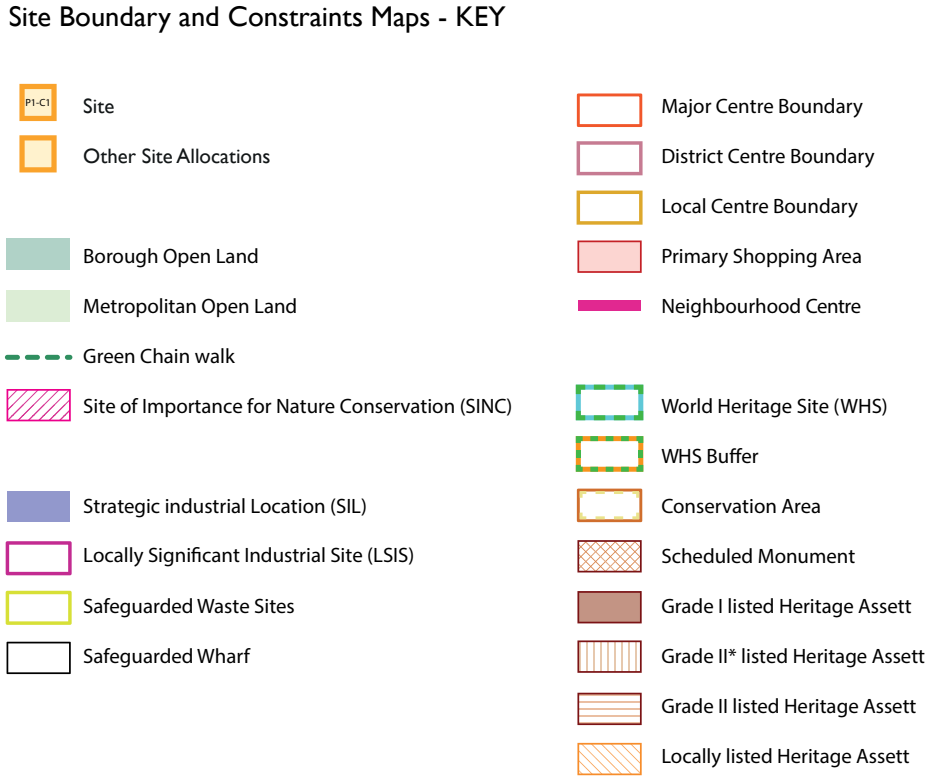
3.19. As part of the Strategic Flood Risk Assessment (SFRA), Site Allocations in this Local Plan have been assessed with the Sequential Test and Exception Test applied where necessary. Applicants proposing development on allocated sites should refer to the SFRA and the relevant site assessment for guidance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

3.20. Applicants should have regard to the Council's Urban Regeneration Frameworks for Woolwich, Plumstead and Abbey Wood, as well as any applicable Masterplans and Strategies, including the Council's Thames Path and River Front Strategy.

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

3.21. All non-residential development capacities and floorspace figures are presented as Gross External Area (GEA). This approach is consistent with the methodology applied in the supporting Evidence Base schedules to ensure a clear and consistent basis for assessment.

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



Greenwich, Westcombe Park and Blackheath

3.23. Greenwich, Westcombe Park and Blackheath form the northwestern portion of the Royal Borough of Greenwich, stretching along the Thames and encompassing a rich mix of heritage, open space, and vibrant town centres, including Greenwich Major Centre[1] and East Greenwich District Centre.

3.24. The Greenwich, Westcombe Park and Blackheath area is bordered by the London Borough of Lewisham along its western boundary, with Deptford Creek to the northwest, part of the Blackheath District Centre to the west and Kidbrooke and Middle Park to the south and southeast. The area is bounded by Charlton to the east, Greenwich Peninsula to the northeast and the River Thames along the northern border. The Greenwich, Westcombe Park and Blackheath spatial area covers the wards of Greenwich Creekside, Greenwich Park, Blackheath Westcombe and East Greenwich.

3.25. Greenwich is a globally significant heritage destination, home to the Maritime Greenwich World Heritage Site, the Royal Observatory, and the Prime Meridian. Greenwich is recognised in the London Plan as an Opportunity Area (Deptford Creek/ Greenwich Riverside), and a designated Night-Time Economy location. The town centre is now performing as a Major Centre, and plays a central role in the borough's identity and economy, offering a diverse mix of cultural, educational, retail, and tourism functions, and is home to Greenwich Market, a Royal Charter market dating to 1700.

3.26. East Greenwich is a diverse and evolving neighbourhood with a layered urban character, including Victorian terraces, post-war housing, and newer mixed-use schemes. The East Greenwich District Centre acts as a key community hub, supporting leisure, health, and library services, with ongoing improvements to public realm and connectivity.

3.27. Blackheath and Westcombe Park are distinctive residential areas defined by their heritage value, conservation status, and access to expansive open spaces. Blackheath, jointly managed with the London Borough of Lewisham, under the London Plan (2021) is a designated district centre and an Evening and Night-time Economy (ENTE) location, known for its open heathland, acid grassland habitats, and proximity to the Maritime Greenwich World Heritage Site. Blackheath's large swathes of open space serve as a vital green space for the borough and wider London. Westcombe Park features Edwardian and Victorian housing, tree-lined streets, and elevated views, extending to Vanbrugh Park and the Angerstein Estate. Both areas are designated conservation areas and contain many listed buildings and other heritage assets.

3.28. The wider area benefits from strong transport links via DLR, National Rail, and bus routes, with active travel infrastructure being enhanced through Cycleway 4 and Thames Path connections. The Thames Path provides a high-quality, traffic-free walking and cycling route along the northern boundary, linking to strategic cycle corridors through East Greenwich and Charlton, and is supported by the Council's Thames Path and River Front Strategy.

3.29. Surrounding the site is a designated World Heritage Site Buffer Zone which provides another layer of protection. Uses and development are carefully managed within theBuffer Zone so that they do not affect the immediate setting of the site, important views and other areas or attributes that are functionally important as a support to the site, its protection and preservation of its Outstanding Universal Values. The Local Plan seeks to ensure that development within and around the site preserves its significance, enhances its setting, and supports its continued cultural, educational, and tourism functions.

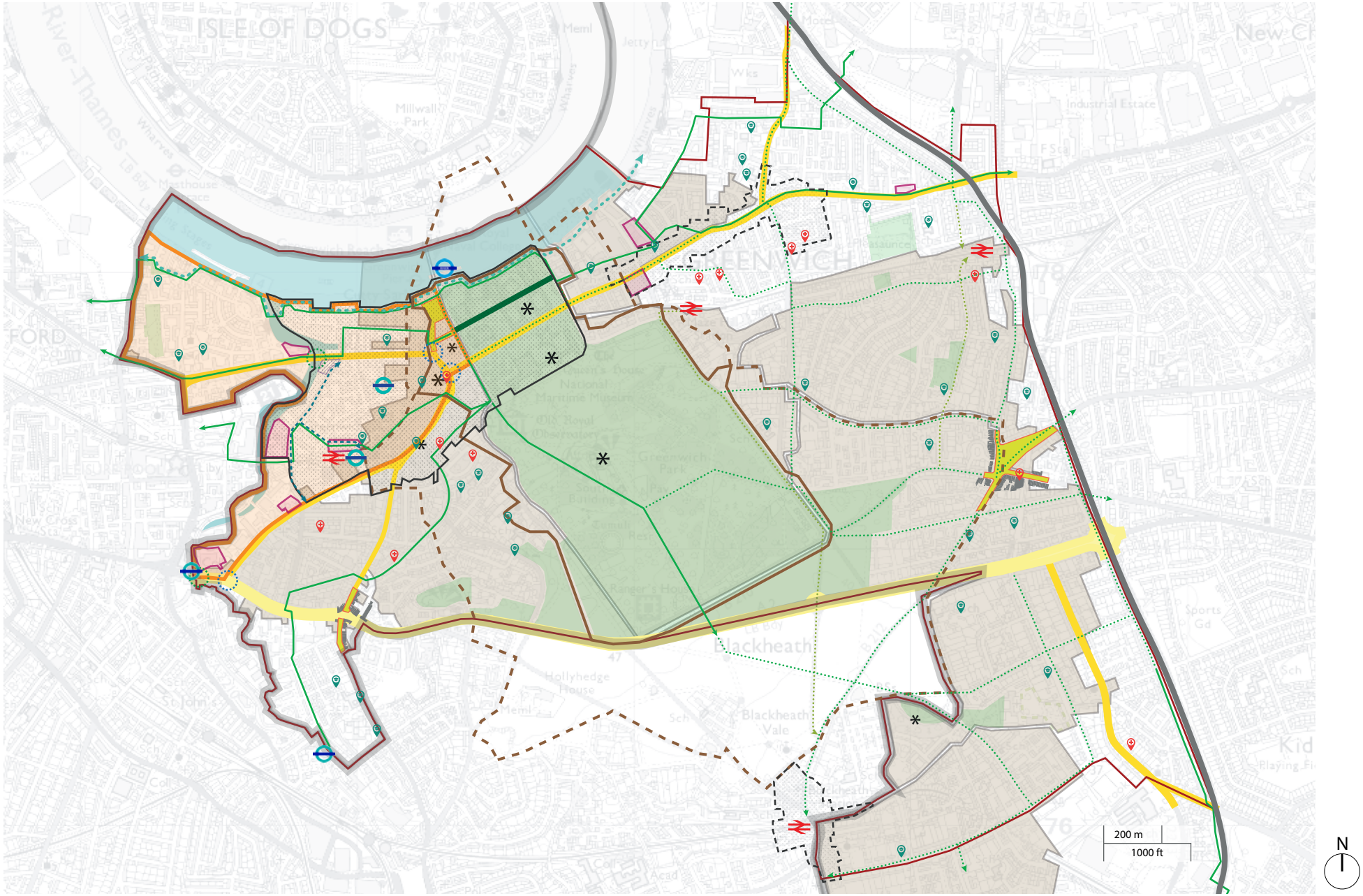
[1] whilst the 2021 London Plan designates the town centre as West Greenwich District Centre, updated evidence from the Greater London Authority indicates Greenwich Town Centre is performing at Major Centre levels across a number of metrics, and it is to be reclassified in the new London Plan.

3.30. Reflecting its Opportunity Area status, the Creekside East and Greenwich Creekside area—focused on Deptford Creek and straddling the boundary between the Royal Borough of Greenwich and the London Borough of Lewisham—has undergone significant regeneration. Former industrial sites along Deptford Creek have been transformed into mixed-use developments comprising residential apartments, creative studios, cultural facilities and public spaces, delivering new squares, pedestrian and cycle routes, and high-quality landscaping that improves public access to and enhances the ecological and historic setting of Deptford Creek. The area has also seen the delivery of a number of tall buildings, many of which are located within the London Borough of Lewisham, contributing to a distinctive and evolving skyline; within Royal Greenwich, proposals for tall buildings must respond sensitively to their context, including the proximity to and setting of the Maritime Greenwich World Heritage Site.

3.31. The Maritime Greenwich World Heritage Site is internationally recognised for its Outstanding Universal Values, reflecting its pivotal role in the development of astronomy, navigation, and royal architecture. The site encompasses a unique ensemble of historic buildings, landscapes, and riverfront setting. The site and wider surrounds are home to a high concentration of Grade I and Grade II Listed Buildings, as well as ancient monuments, including the Old Royal Naval College, Queen's House, National Maritime Museum, the Royal Observatory and the entirety of Greenwich Royal Park.

3.32. A significant extent of the spatial area is covered by its seven conservation areas: Ashburnham Triangle, Greenwich Park, East Greenwich, Greenwich, Westcombe Park, Blackheath Park and Blackheath. These conservation areas collectively reflect the borough's rich architectural and historic legacy, encompassing Georgian and Victorian residential streets, royal landscapes, maritime heritage, and planned estates. These areas are protected for their distinctive townscape qualities, historic buildings, and cultural significance. The area is also subject to London Plan Strategic Views and important local views, which help to guide development, define the area's skyline and key vistas and manage visual character across the borough.

Figure P1 Greenwich, Westcombe Park and Blackheath Spatial Area



P1 - Greenwich, Westcombe Park and Blackheath Spatial Diagram - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- TFL roads (frontage enhancement)
- Public realm enhancement
- Connections improvement
- Proposed cycle routes
- Potential improved walking routes
- Waterfront route improvement
- Junctions improvement
- Proposed and improved crossing/bridge/underpass

Existing Features and Plan Designations:

- Royal Borough boundary
- Sub-area boundary
- Opportunity area
- Major Centres
- District centres
- High Streets / local centres
- Open Space
- Water space
- Conservation Areas
- Heritage landmark
- Site allocations
- World Heritage Site
- World Heritage Site Buffer
- Safeguarded wharves
- Rail Lines stations
- DLR Stations
- River Services
- Schools and Universities
- Healthcare facilities
- Motorway
- Existing, planned or under construction cycling routes
- Pedestrianised

Greenwich, Westcombe Park and Blackheath Vision

Greenwich, Westcombe Park and Blackheath will continue to thrive as a network of distinctive neighbourhoods and centres, each celebrated for their rich heritage, exceptional green spaces, and strong local character. Greenwich will remain a globally significant heritage destination, anchored by the Maritime Greenwich World Heritage

Site and a vibrant town centre offering a diverse mix of cultural, retail, leisure, and night-time economy uses, supported by flexible and creative employment spaces.

East Greenwich will grow as a dynamic mixed-use neighbourhood, with the East Greenwich District Centre serving as a key hub for a variety of retail, leisure, health and community uses and services, alongside development that enhances public realm, connectivity, and inclusive infrastructure. Westcombe Park will be strengthened as a well-connected residential area with strong conservation value, while Blackheath will retain its village-like character and open heathland setting, with sensitive development supporting local amenities, with a balanced mix of uses and supporting its night-time economy function.

Across the area, development will respect and enhance historic and architectural significance, preserve unique character, and support sustainable growth that improves amenities, infrastructure, public realm, connectivity, and environmental resilience. High-quality design, active travel improvements and resilient infrastructure will underpin a greener, healthier and more dynamic future for residents, businesses and visitors. The open space network will be carefully managed to protect its character, enhance biodiversity, and support recreational use in ways that respect its ecological and historic value.

Policy P1 Greenwich, Westcombe Park and Blackheath

1. As prime cultural, leisure, economic and visitor centres and neighbourhoods within the Royal Borough of Greenwich, Greenwich, Westcombe Park and Blackheath will continue to thrive and sensitively evolve. Development will deliver the following priorities:

    a. support the evolution of distinctive neighbourhoods and centres by respecting and enhancing the individual character, heritage assets, and open spaces of each neighbourhood, contributing to a vibrant, inclusive and sustainable community.

    b. deliver a sustainable mix of sensitively designed development across the area to support new jobs and homes, contributing to Royal Greenwich's 15-year housing supply. This will be achieved on a mix of site allocations and infill development and intensification, to support mixed and balanced communities.

    c. support the regeneration of sites to deliver homes, commercial spaces and public realm improvements that respond sensitively to heritage designations, particularly in the Deptford Creek/Greenwich Riverside Opportunity Area.

    d. support development that enables transit-oriented and sustainable growth, with higher densities near train stations, reduced car dependency, and improved infrastructure for walking and cycling, while enhancing connectivity between town centres, surrounding neighbourhoods, and facilitate improvements to the quality, safety and continuity of the Thames Path.

    e. promote high-quality design, placemaking and infrastructure by delivering development that supports active travel, green and blue infrastructure, environmental resilience, and improved public realm across the area.

    f. support and seek to maximise the multifunctional social, economic, environmental and recreational functions and benefits of the River Thames and Deptford Creek. Development in the Deptford Creek/Greenwich Riverside Opportunity Area must improve public access to the Creek for pedestrians and cyclists, enhance its ecological quality and nature conservation value, and provide opportunities to enhance its visual amenity.

    g. conserve and enhance Greenwich Town Centre and the World Heritage Site by:

        i. protecting the significance and setting of the Maritime Greenwich World Heritage Site, including associated Conservation Areas;

        ii. protecting views and settings of heritage assets, including those within Conservation Areas and the World Heritage Site Buffer Zone;

        iii. supporting a diverse mix of uses including culture, retail, leisure, entertainment, the visitor economy, and the night-time economy;

        iv. providing flexible and creative employment spaces.

        v. improving accessibility, wayfinding, and public spaces for residents and visitors; and

h. enhance East Greenwich's urban and community function by:
   i. supporting the East Greenwich District Centre as a key community hub, providing for a balanced and varied mix of residential, leisure, retail, employment, health, and community uses;
   ii. providing active town centre frontages, high-quality landscaping, open space and social and community infrastructure;
   iii. respecting the area's layered urban character, including its Conservation Areas, historic terraces and newer regeneration schemes;
   iv. improving connectivity, public realm, and environmental sustainability; and
   v. protecting views and settings of heritage assets, including those within Conservation Areas and the World Heritage Site Buffer Zone.

i. reinforce Westcombe Park's residential neighbourhood role by:
   i. respecting the area's historic character, including its Conservation Areas;
   ii. enhancing access to green spaces and improving local infrastructure and connectivity; and
   iv. protecting views and settings of heritage assets, including those within the World Heritage Site buffer zone.

j. preserve Blackheath's village-like character by supporting sensitive development that enhances local amenities and active travel, and encouraging a balanced mix of retail, leisure, cultural and employment uses, including supporting the visitor economy and night-time economy.

k. safeguard Blackheath's open heathland setting by protecting and enhancing the open space network for biodiversity, recreation, and heritage value, and protecting views and settings of heritage assets, including those within the World Heritage Site Buffer Zone

Reasoned Justification

3.33. Greenwich, Westcombe Park and Blackheath form a strategically important part of the Royal Borough of Greenwich, combining internationally significant heritage assets, vibrant town centres, and diverse residential neighbourhoods. The area plays a central role in the borough's cultural, economic and spatial identity, anchored by the Maritime Greenwich World Heritage Site and supported by key centres such as Greenwich Major Centre, Blackheath District Centre, and the East Greenwich District Centre. The area also contains a number of Conservation Areas, which make a significant contribution to its historic environment and townscape character, and which should be conserved and enhanced.

3.34. This policy sets out a framework to guide sustainable growth, regeneration and placemaking across the area, including the regeneration of the Deptford Creek/ Greenwich Riverside Opportunity Area, ensuring development responds sensitively to its historic and architectural context while delivering new homes, jobs, and infrastructure. It promotes inclusive communities, high-quality design, and improved connectivity, with a focus on active travel, climate resilience, and the protection and enhancement of open spaces The policy also supports the evolution of each neighbourhood's distinct character, enabling development that complements existing assets and contributes to a greener, healthier and more dynamic future for residents, businesses and visitors.

3.35. Where development is proposed adjacent to the Thames Path, applicants should have regard to the Council's Thames Path and River Front Strategy when bringing forward development proposals.

Site Allocations in Greenwich, Westcombe Park and Blackheath sub-area

- Policy P1-GWB1 Lewisham College
- Policy P1-GWB2 Brookmarsh Industrial Estate and Phoenix Wharf, Lower Norman Road
- Policy P1-GWB3 Greenwich DLR Station
- Policy P1-GWB4 Greenwich Quay
- Policy P1-GWB5 Former Arches Leisure Centre
- Policy P1-GWB6 Hoskins Street Island Site
- Policy P1-GWB7 141 Woolwich Road
- Policy P1-GWB8 Greenwich Pumping Station

Lewisham College
Site Allocation

Proposed Land Uses

A. Residential led mixed use development with commercial / community uses

Indicative development capacity

B. 230 homes

C. Approximately 3,320 sqm of non-residential floorspace

Indicative delivery timescale – years

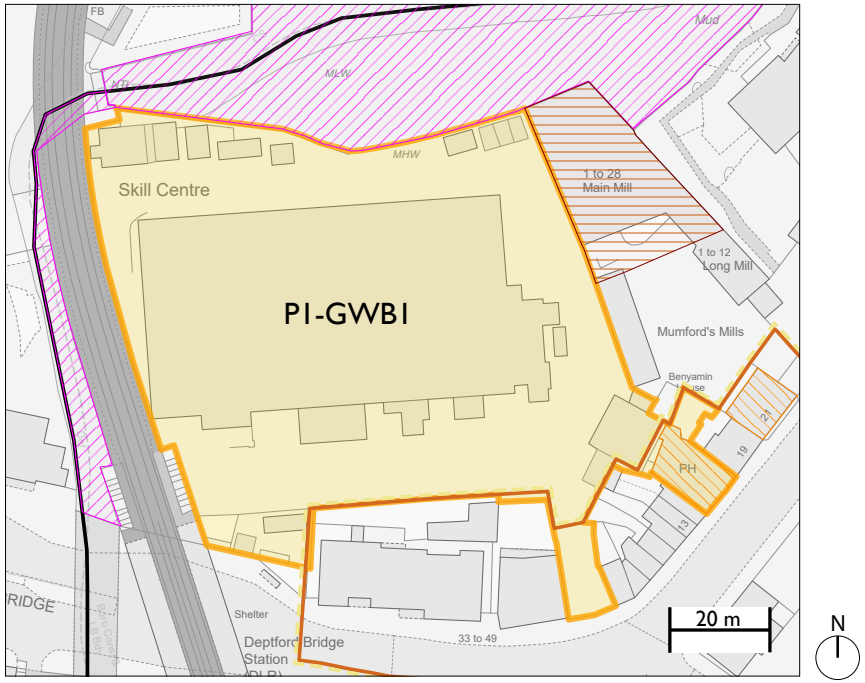
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area suitable for transition/ enhancement, with some sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Cluster.

Site boundary and constraints



Address: Land to the West of 17 Greenwich High Road or Land to the Rear of Deptford Bridge 30-49	**Ward:** Greenwich Park
Site area: 0.778 ha	**Ownership:** Private
Current use: Vacant education buildings	**Policy designation:** In Deptford Creek/Greenwich Riverside Opportunity Area. Edges of the site along the creek are in flood zone 3b. Deptford Creek SINC. Grade II listed heritage asset to the northeast of the site.
Consent status: Live application	**Planning Reference(s):** 25/0798/F
PTAL rating: 6a	

Policy P1-GWB1: Lewisham College

Vision

1. The Lewisham College site will become a place that opens up the wider neighbourhood towards the Creek, establishing a new destination featuring attractive public spaces and vibrant activities along the waterfront. It will offer high-quality homes with impressive outward views, with good access to Deptford Bridge DLR Station and local bus routes.

Land Use

2. Development on the site will deliver residential-led mixed-use development, providing approximately 230 homes, with a mix of sizes and tenures, and approximately 3,320 sqm of commercial / community floorspace.
3. A significant new public space will be provided with improved access to Deptford Creek. The Creekside will be activated with appropriate commercial uses.

Design

4. Development should respond appropriately to the varying conditions at the site boundaries, including the Creek, the statutory listed Mumford Mills building, the rear of properties on Deptford Bridge and Greenwich High Road, as well as the statutory listed buildings and conservation areas in the wider surroundings. It should also take account of the operational requirements of the DLR.
5. Building heights should step down towards the statutory listed Mumford Mills building. A taller building may be appropriate on the site at the north-western end near the DLR station of around 18 storeys. Ground floors should be activated through commercial uses and residential lobbies. Development should effectively integrate the existing locally listed building on the site at No. 17 Greenwich High Road.

Connectivity and Public Realm

6. New pedestrian links should be created from surrounding streets to the Creekside, improving access to the Creekside and additionally creating improved links and permeability between Deptford Bridge and Deptford Church Street.
7. An attractive open space with ground floor commercial uses, potentially including food and beverage, should be delivered along the Creekside.
8. The main pedestrian access should be from Deptford Bridge, near the DLR station, with a secondary access at the junction of Deptford Bridge and Greenwich High Road. New pedestrian routes should encourage increased active travel in the area.
9. The site offers limited opportunities for vehicular and delivery-service access from the surrounding streets in Royal Greenwich. Alternative access for servicing and additional pedestrian routes should be explored from Deptford Church Street, via the neighbouring site to the west (within the Borough of Lewisham), which is under the same ownership.

Environment

10. Development should be set back from Deptford Creek and its flood defences and deliver environmental enhancements to the Deptford Creek SINC e.g. to biodiversity. No residential uses will be permitted at ground-floor level due to flood risk.

Implementation

11. The site allocation is currently subject to a live planning application (25/0798/F).

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Pedestrian route only
- Potential location for access, servicing and deliveries
- On site route for access, servicing and deliveries
- Access to upper floors residential uses
- DLR station

Green and blue infrastructure, public realm and landscaping

- Existing trees
- New trees and greening
- Green buffer
- New public space
- Brook to be enhanced

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and/or community uses
- Buildings to be retained

Place making diagram

Site Context

The Lewisham College site, located to the west of 17 Greenwich High Road and to the rear of 30–49 Deptford Bridge, lies at the intersection of the Royal Borough of Greenwich and the London Borough of Lewisham. The site is currently occupied by vacant education buildings and is identified as brownfield land.

The site is adjacent to Deptford Creek, a Site of Importance for Nature Conservation (SINC). The surrounding area includes a mix of residential, commercial, and transport infrastructure, including the elevated DLR line and high street uses.

The site is surrounded by heritage assets, including the Grade II listed Mumford Flour Mill to the east and locally listed buildings along the site's southeastern edge. The site directly abuts the Ashburnham Triangle Conservation Area. A locally listed, former public-house building dating from the early to mid-19th century is located within the site on Greenwich High Road. The site is also partially within Flood Zone 3b along the Creek's edge, necessitating careful design to mitigate flood risk and protect biodiversity.

The site has excellent public transport accessibility, having a PTAL rating of 6a, due to its close proximity to Deptford Bridge DLR Station.

1. Approach from Blackheath Road

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

3. Approach from northern Greenwich High Road

4. View of the site from the DLR station

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

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

Brookmarsh Industrial Estate and Phoenix Wharf, Lower Norman Road
Site Allocation

Proposed Land Uses

A. Mixed use including light industrial and residential uses alongside public access to Deptford Creek.

Indicative development capacity

B. 300 homes

C. Approximately 4,070 sqm of non-residential floorspace

Indicative delivery timescale – years

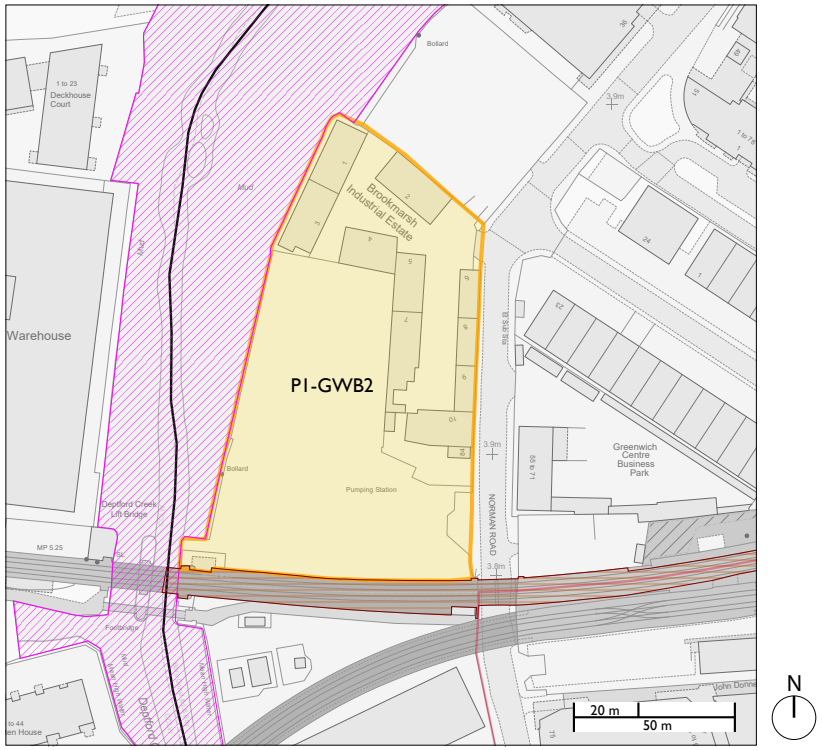
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area suitable for transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Cluster.

Site boundary and constraints



Address: Lower Norman Road, SE10	**Ward:** Greenwich Creekside
Site area: 0.89 ha	**Ownership:** Private and public
Current use: Part vacant (former Tideway Tunnel construction site), industrial estate, railway arches.	**Policy designation:** Flood Zone 3a. Grade II Listed Railway Viaduct, Deptford Creek SINC adjoins the western border of the site.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 4	

Policy P1-GWB2: Brookmarsh Industrial Estate and Phoenix Wharf, Lower Norman Road

Vision

1. Brookmarsh Industrial Estate and Phoenix Wharf will be transformed into a vibrant, mixed-use neighbourhood that celebrates its industrial heritage while delivering high-quality homes, and modern light industrial spaces. The development will open up new public access to Deptford Creek, enhance green infrastructure, and activate Norman Road with commercial and community uses. It will create a well-connected, welcoming place that supports both residents and local businesses.

Land Use

2. The site will provide approximately 300 homes, with a mix of sizes and tenures, and approximately 4,070 sqm of non-residential floorspace.
3. Non-residential uses should be concentrated on ground floors. Any industrial activity should be designed to be compatible with the residential uses above. They should deliver active frontages along Norman Road.
4. Provided there is no net loss of industrial capacity, other commercial uses can be explored along Deptford Creek.
5. Proposals should aim to incorporate and activate the listed railway arches to the south of the site with workshops and other suitable commercial uses.

Design

6. Proposals should work organically with the adjacent Saxon Wharf to create a small cluster of taller elements at the elbow of the creek. They should avoid contributing to any undesirable canyon effect on the creek, by varying heights and incorporating a mid-rise shoulder on its frontage. Proposals should contribute to creating a broadly consistent, mid-rise street frontage on Norman Road, together with the existing development to the north, punctuated by markers only at prominent locations.

   Tall buildings may be appropriate on the site of around 14 storeys. These should be positioned in a way to not impact negatively on views from the World Heritage Site and where possible, avoid intrusion into the view along Romney Road toward St Alfege Church

Connectivity and Public Realm

7. Development should aim to create publicly accessible routes to the creekside. A route for pedestrians and cyclists should be created through the railway arches. New public spaces on the site should lead visitors to the workshops and commercial activities on the site and to the creek.

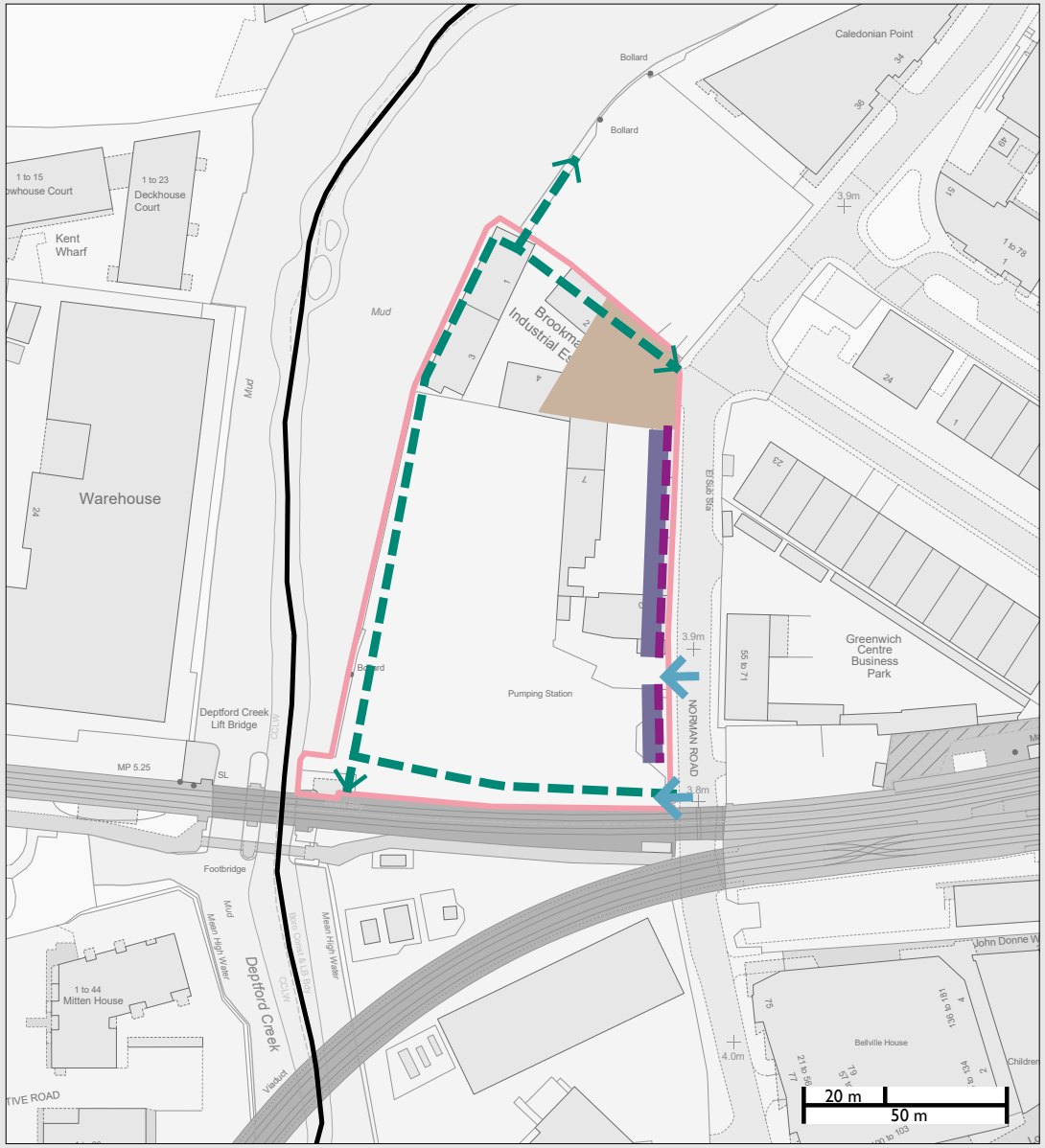
Environment

8. Any development on the site must protect the Deptford Creek SINC which adjoins the western border of the site, and should deliver environmental enhancements here to the SINC. Development should be set back from Deptford Creek and its flood defences, and should The development should also aim to improve the environment through urban greening and incorporation of suitable flood risk mitigation measures including SuDS.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

Pedestrian and cycle route

Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

New public space

Land uses and built form

Site boundary

Ground floor active frontage - commercial, industrial and retail uses

Site Context

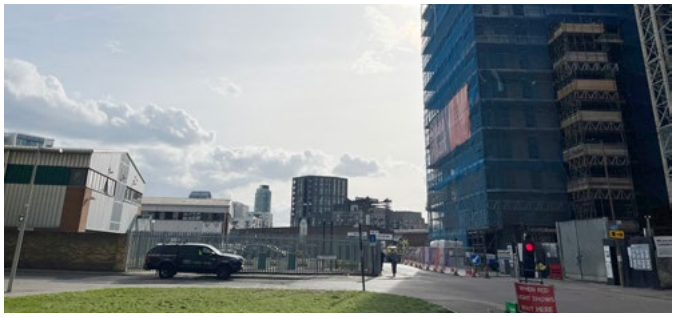
Phoenix Wharf/Brookmarsh Industrial Estate covers an area bounded by Deptford Creek to the west, Norman Road to the east, a Grade II listed viaduct to the south and the new Saxon Wharf residential development to the north. The southern part of the site was previously used for Thames Tideway works and is now vacant, while the northern part consists of small industrial units.

Norman Road has a varied character, with a concentration of industrial uses on its northern and southern ends and residential uses on its middle segment, with some new mid- to high-rise development. At the southern end of the Phoenix Wharf site, the adjacent elevated railway lines serve Greenwich national rail and DLR station, which is a short walk to the east of the site.

There is currently no public access to the creekside on the site (or indeed anywhere along the road). Historic fabric and buildings are concentrated on the southern side of the railway, within the Ashburnham Triangle Conservation Area and West Greenwich Conservation Area.

The site has a PTAL rating of 4, and is within a five minute walk of Greenwich national rail and DLR station. There are no bus stops on Norman Road; the nearest bus routes run along Creek Road and the A206.

1. View from northern Norman Road

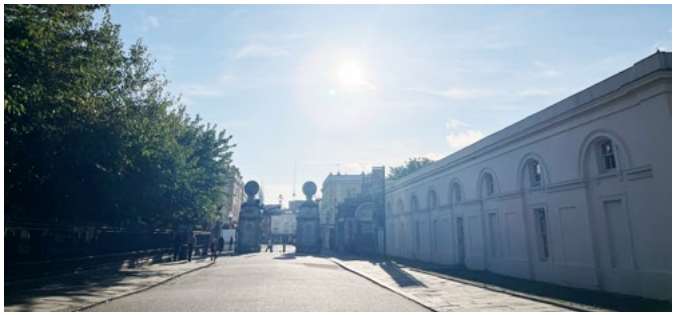


2. View approaching from opposite Norman Road

3. View from southern Norman Road

4. View from eastern Tarves Way

5. View from Greenwich High Road, including Grade II Listed Beam Engine Houses



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

Greenwich DLR Station
Site Allocation

Proposed Land Uses

A. Residential-led mixed-use

B. Replacement access to Greenwich Station

Indicative development capacity

B. 120 homes

C. Approximately 2,990 sqm of non-residential floorspace

Indicative delivery timescale – years

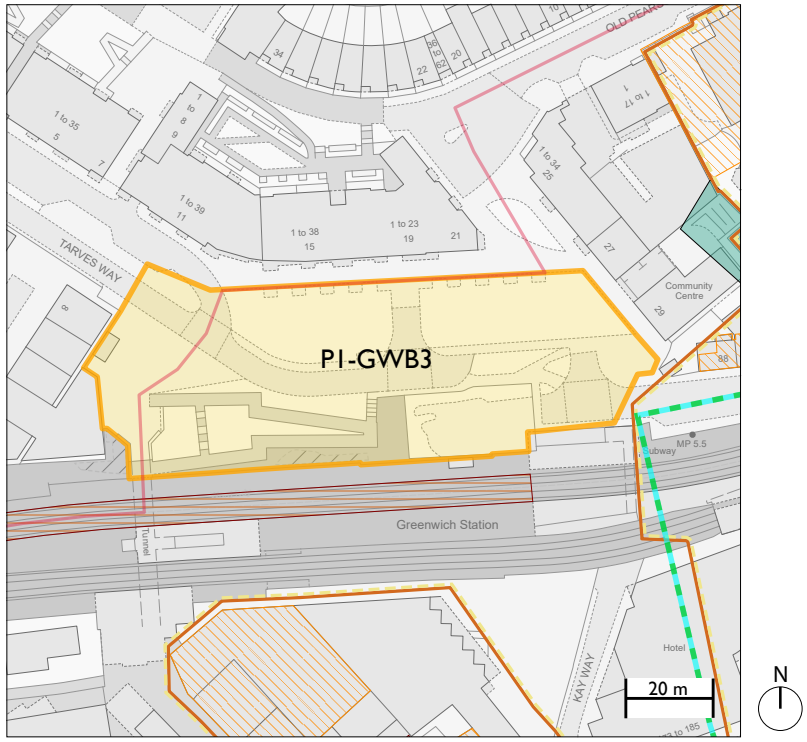
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area suitable for transformation, with varying levels of sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Tarves Way, London SE10 9JU	**Ward:** Greenwich Creekside
Site area: 0.2 ha	**Ownership:** Public
Current use: Station entrance ramp and open space.	**Policy designation:** Deptford Creek/Greenwich Riverside Opportunity Area, Greenwich Town Centre, Grade II Listed railway viaduct to the south, Flood Zone 3a, Area of High Archaeological Potential.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 4	

Policy P1-GWB3: Greenwich DLR Station

Vision

1. The Greenwich DLR station site will become a connected and distinctive place that enhances access to Greenwich Station, integrates sensitively with surrounding neighbourhoods, and adds vibrancy to the area with high-quality homes, commercial activity, and welcoming public space.

Land Use

2. The site will deliver a mixed use development with commercial space and access to the DLR and National Rail station on Tarves Way, the underpass to Greenwich High Road and the town centre.
3. The site will contribute to the delivery of 120 homes, with a mix of sizes and tenures. This will be supported by approximately 2,990 sqm of commercial floorspace.

Design

4. The shoulder of buildings should reflect the prevailing heights on Tarves Way and avoid overdominating or excessive overshadowing to the street. A taller element could be explored on the wider side of the site to mark the access to the station and pedestrian underpass. A deck-access typology should be considered for the narrower side of the site. The number of dual aspect units should be maximised, considering the narrow layout and orientation of the site.
5. Opposite the railways, there is a significant number of statutory and locally listed buildings. Any development on the site should be effectively integrated within the setting of these heritage assets, and not detract from their significance.
6. Tall buildings may be appropriate on the site of around 12 storeys.

Connectivity and Public Realm

7. Any proposal should improve the accessibility to the DLR and National Rail station, the town centre and the overall pedestrian/cycling experience. It should improve the legibility and perceived security of the pedestrian access to the station. The underpass should be redesigned as a more engaging and inviting route to the town centre.

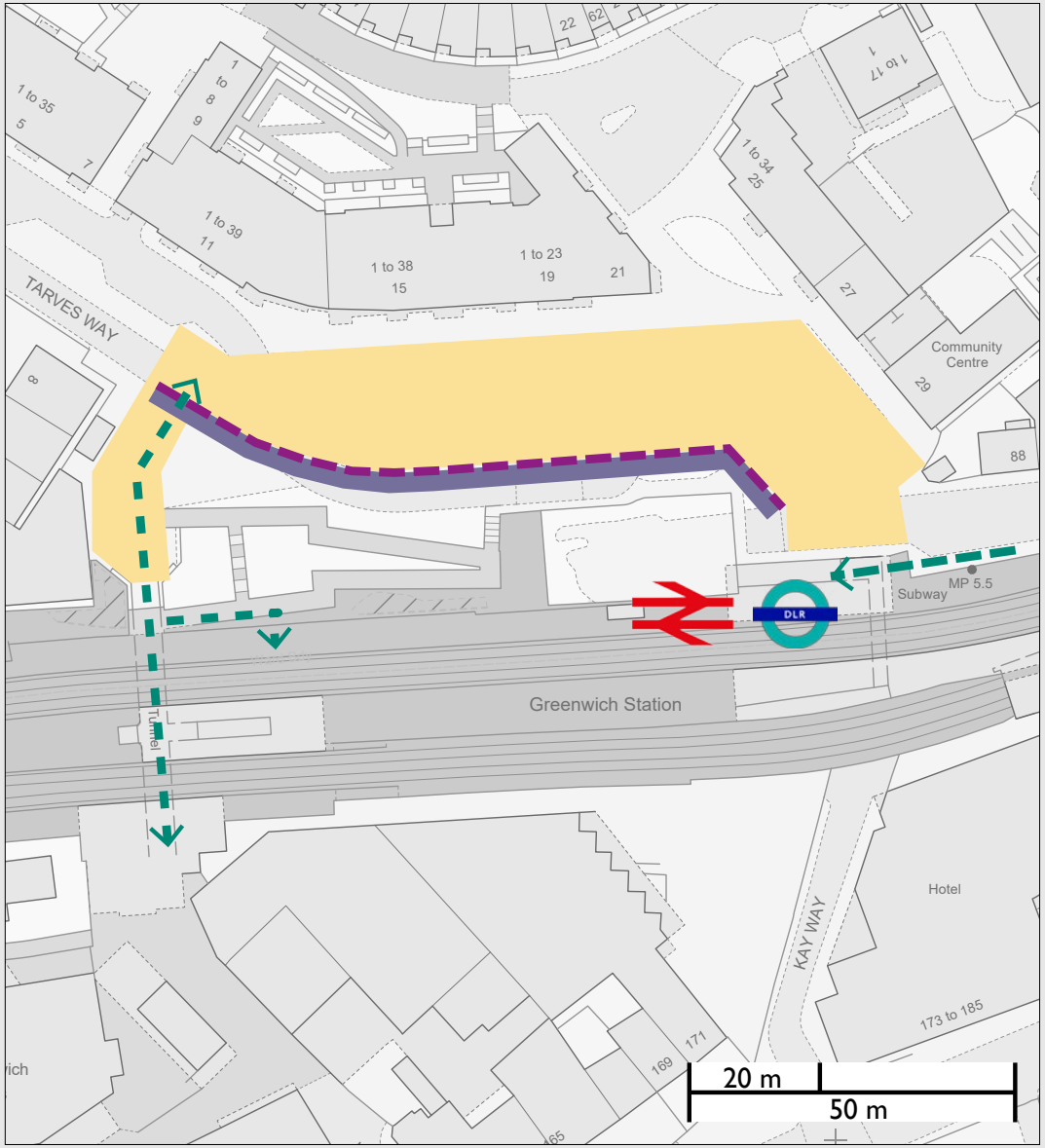
Environment

8. The site should incorporate adequate communal amenity space for the residential uses at podium and roof levels. The site should also maximise the use of urban greening and sustainable drainage.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- London DLR stations
- Railway station

Green and blue infrastructure, public realm and landscaping

- Enhanced public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses

Site Context

The site sits at the south-eastern end of the Greenwich Centre Business Park, off Norman Road and close to Deptford Creek.

It is currently covered by an articulated pedestrian ramp providing access to the Greenwich DLR and National Rail station, interposed green slopes and generous pedestrian pavement leading to the ramp and the station underpass, connecting Tarves Way to Waller Way/ Greenwich High Road and the town centre.

To the north of the site, there is a contemporary residential estate, with a prevalent height of seven storeys.

Tarves Way is lined by trees and a green buffer separating it from the lane and car-parking serving the neighbouring estate.

To the east, Tarves Way is connected to Straightsmouth via a cycle and pedestrian link.

Historic fabric and buildings are concentrated on the southern side of the railways, within the Ashburnham Triangle conservation area and West Greenwich Conservation Area.

The site has a PTAL rating of 4 and benefits from a high connectivity given the proximity to the DLR and National Rail station, which provides rail services to Kent and central London. The nearby Greenwich High Road is also served by a number of bus routes that connect Greenwich Town Centre with wider East London.

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

2. View from the southern access to Waller Way

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

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

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

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

Greenwich Quay
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity

B. 90 homes

C. Approximately 860 sqm of non-residential floorspace

Indicative delivery timescale – years

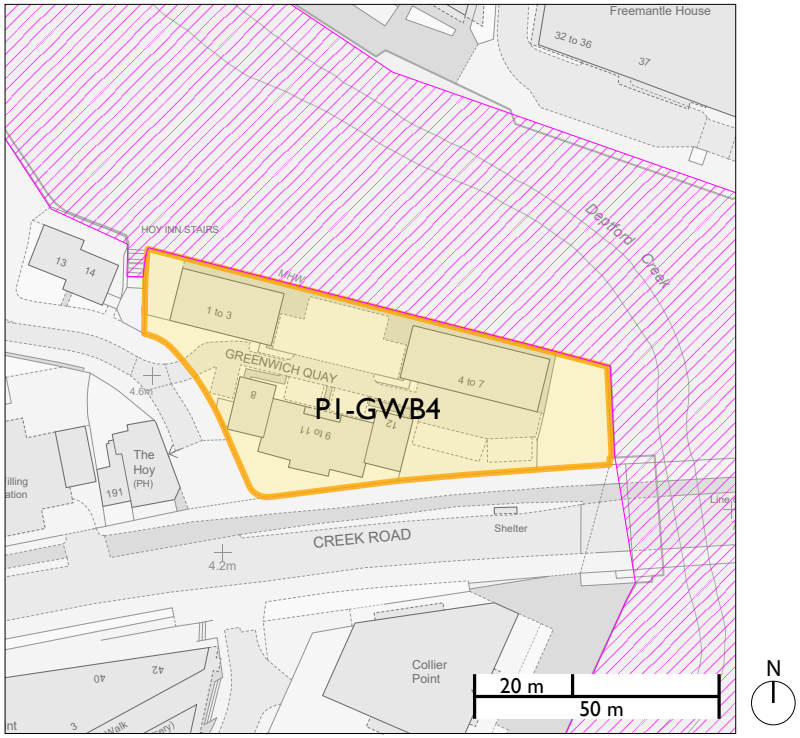
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area suitable for reinforcement, with high sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Clarence Road, SE8 3EY	**Ward:** Greenwich Creekside Ward
Site area: 0.49ha	**Ownership:** Private
Current use: Partially vacant offices, residential.	**Policy designation:** Within the Deptford Creek/ Greenwich Riverside Opportunity area. The north of site directly adjoins the Deptford Creek SINC. Flood Zone 3a.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 3 to 4	

Policy P1-GBW4: Greenwich Quay

Vision

1. The Greenwich Quay site will deliver a residential-led mixed use development acting as an appealing marker at the elbow of the Creek to enhance public amenities in the area and improve pedestrian access to the creekside. The development will be carefully scaled to mediate between the diverse surrounding conditions, bringing greater coherence to local urban fabric and land uses.

Land Use

2. Development on the site will deliver 90 homes, with a mix of sizes and tenures, and approximately 860 sqm of commercial floorspace. The residential-led mixed use scheme should provide commercial uses at ground floor level, which should include workspace.

Design

3. Setbacks from the surrounding streets should be designed organically in relation to the height of the buildings, which should not affect views from inside the World Heritage Site, dominate the public realm or create an undesirable canyon effect with those across Creek Road.
4. Building heights should clearly step down from the core of the emerging cluster of tall buildings around the creek, towards the low- to mid-rise fabric to its west and north.
5. Tall buildings may be appropriate on the site of around 12 storeys.
6. Consideration should be given to the Under Ground Electricity Cable Route present within and adjacent to the site and National Grid should be engaged with early in the design process.

Connectivity and Public Realm

7. Buildings and open space on the site should be arranged to provide desirable visual and pedestrian permeability across the site and contribute to creating a publicly accessible, continuous pathway along the creek, enhancing the green infrastructure network and supporting biodiversity.
8. Vehicular access to the site is from Clarence Road, a no-through road to Creek Road. Development proposals must give careful consideration to servicing arrangements.

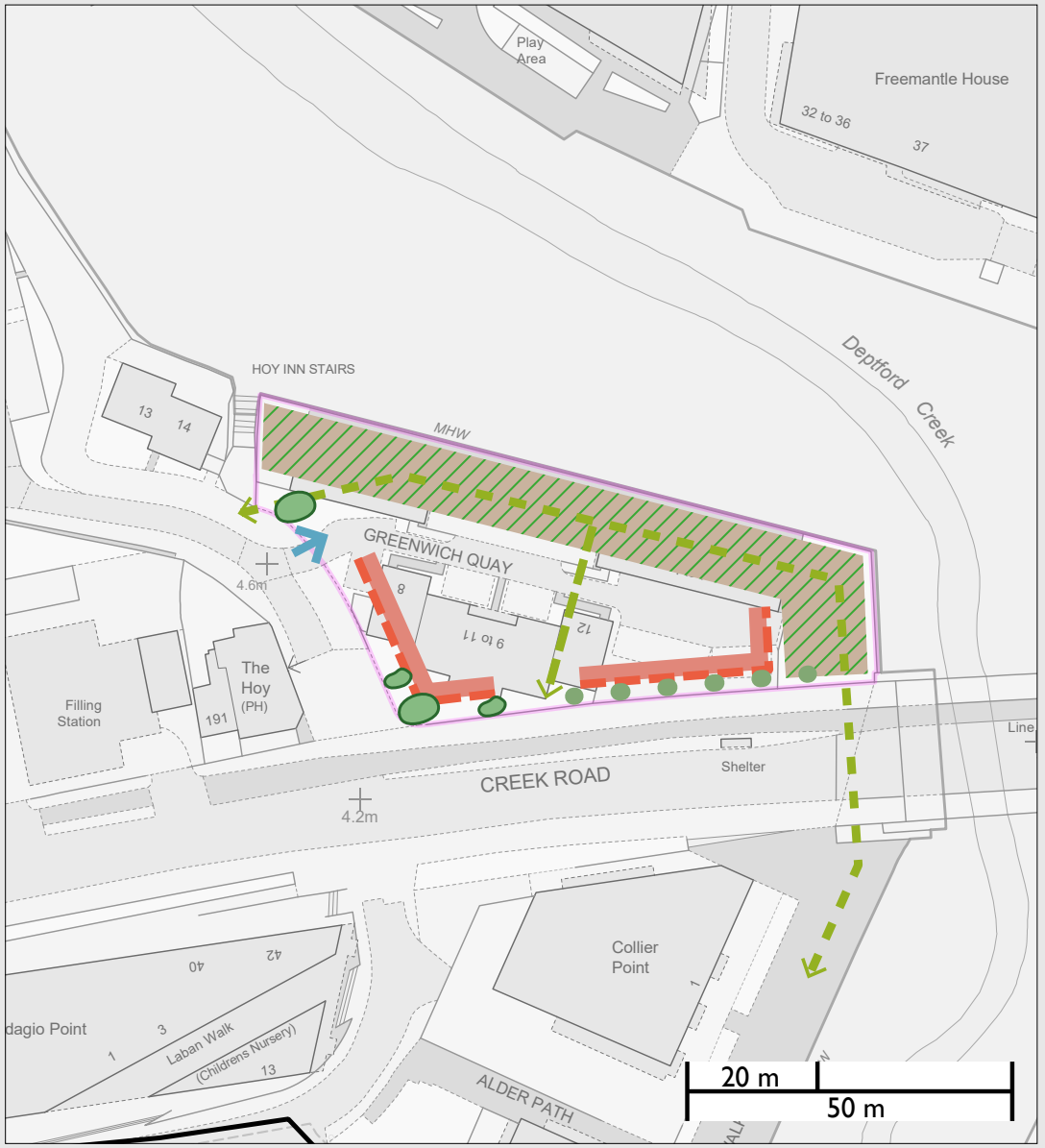
Environment

9. Development should protect the ecology and biodiversity of Deptford Creek SINC to the north and east of the site, and should deliver environmental enhancements here. Development should be set back from Deptford Creek and its flood defences.

Implementation

10. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian route only
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees and greening
- New trees and greening
- Green buffer / EA buffer
- New public space

Land uses and built form

- Site boundary
- Building line

Site Context

Positioned at the end of Clarence Road and north of Creek Road, the site sits at the intersection of Deptford Creek and Creek Road. It currently comprises three existing buildings originally constructed for office use, some of which have since been converted to residential use under permitted development rights.

The site is situated within an area undergoing significant transformation, with numerous large-scale developments emerging locally. To the south, along Deptford Creek, several major schemes are increasing the scale and density of development in the area and the wider Deptford context. Notable examples include Union Wharf, a 25-storey mixed-use residential tower, and the Creekside development, comprising residential buildings ranging from 12 to 16 storeys, located directly opposite the site. The Greenwich Quay site however, sits outside of the area considered suitable for tall buildings.

The site is not within a Conservation Area and is not in the immediate vicinity of any statutory listed buildings. While the site does not sit within the World Heritage Site Buffer Zone, development here has the potential to affect views from within the World Heritage Site.

The site has a PTAL of 3 to 4. There is a bus stop directly outside the site, serving bus routes along Creek Road towards Lewisham and Greenwich, with Cutty Sark DLR station less than a 10-minute walk away. The site is also within walking distance of Greenwich Town Centre, Greenwich DLR and National Rail station and riverboat services from Greenwich Pier.

1. Long view from western Creek Road

2. Mid-range view from western Creek Road

3. View from eastern Creek Road

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

5. View from the Greenwich Reach swing bridge

6. View from Greenwich Park, within the WHS

Former Arches Leisure Centre
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity

B. 60 homes

C. Approximately 4,950 sqm of non-residential floorspace

Indicative delivery timescale – years

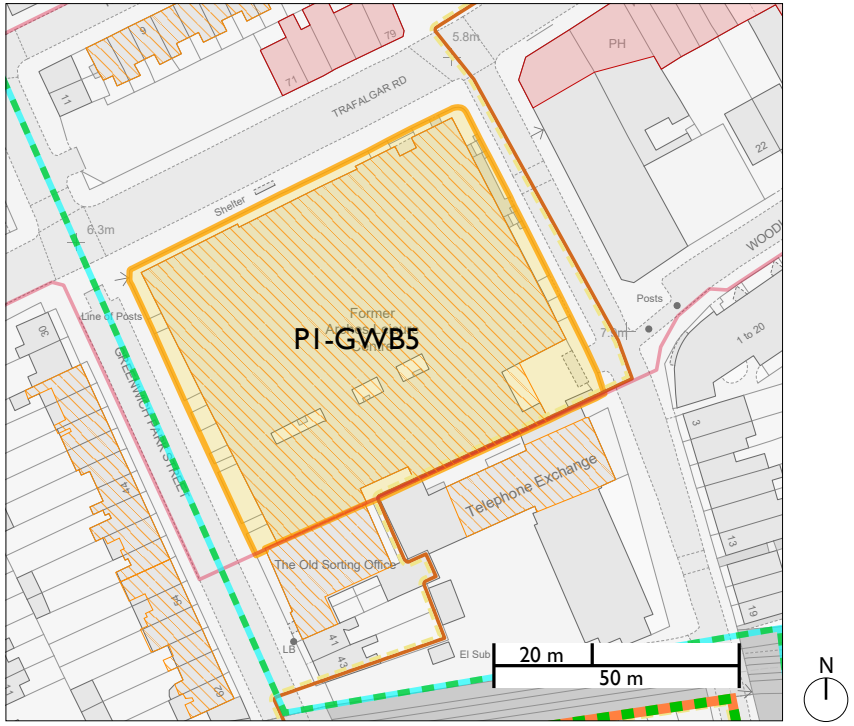
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area suitable for a transition/enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 80 Trafalgar Road, SE10 9LR	**Ward:** East Greenwich
Site area: 0.45 ha	**Ownership:** Private
Current use: Vacant former leisure centre.	**Policy designation:** East Greenwich District Centre, East Greenwich Conservation Area, locally listed building and Local Views 1 and 8.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 3 to 4	

Policy P1-GWB5: Former Arches Leisure Centre

Vision

1. The Former Arches Leisure Centre site will deliver a mixed-use development that reinvigorates a heritage asset, sensitively adapting the building for a new uses while preserving its existing street façade. The street level will be re-activated by commercial uses while the rest of the site provides homes.

Land Use

2. The site will provide approximately 4,950 sqm of town centre uses, including commercial uses concentrated on the ground floor along Trafalgar Road, and 60 residential units, with a mix of sizes and tenures.

Design

3. Development should preserve the existing street façade of the building, respecting the history of the site and its status as a locally listed building. New elements should have a sensitive design to preserve and enhance the appearance and character of the Conservation Area, and retain the architectural and historical significance of the site.

4. Any rooftop extension to the original front element should appear sufficiently subservient to it, and use a materiality complementary to the historic facade and sit harmoniously within the immediate and wider context.

5. New blocks set back from the street should be mid-rise in character, of around six storeys in height, and should integrate well with the surrounding context in terms of scale and architectural expression.

Connectivity and Public Realm

6. Deliveries and servicing should be accessed via Maze Hill.

7. Development should improve accessibility for those with mobility issues. Adequate communal amenity space should be provided for the residential components of the site and development should contribute to enhancing the surrounding public realm.

Environment

8. Existing street trees must be retained, with other urban greening opportunities explored and implemented where feasible.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Potential location for access, servicing and deliveries
- Potential public accesses into the site

Green and blue infrastructure, public realm and landscaping

- Existing trees and greening
- New trees and greening
- Enhanced public realm and public open space enhancement

Land uses and built form

- Potential building line
- Upper-ground floor active frontage - Commercial/community uses
- Retained buildings of heritage and townscape importance

Place making diagram

Site Context

The site lies just outside the UNESCO World Heritage Site Buffer Zone and within the East Greenwich Conservation Area. The Conservation Area appraisal states that the conservation area boundary begins at the Arches Leisure Centre and the stucco terrace opposite (Nos 71-77). A pair of Dutch gables on the block provides an effective accent to the corner with Hoskins Street. The foursquare form of the Arches Leisure Centre acknowledges the lines and heights of Trafalgar Road and the massing also respects the character of the minor roads on its flanks".

The Arches is an asset on the Local Heritage List, identified as a good example of Public Baths design, where the facade combines red brick and Portland stone in an attractive way and features three impressive brick arches to the recessed entrances.

The area surrounding the site has a broadly coherent character. Prevalent heights are within 2-3 storeys with brick being the prevailing material on facades.

The site lies within the East Greenwich District Centre with good access to local amenities. It has a PTAL of 3 to 4, with a bus stop immediately outside the site providing connections along Trafalgar Road into Greenwich, Blackheath, and North Greenwich for access to the Jubilee Line services. It is less than a five minute walk from Maze Hill Station, where national rail services connect towards Central London and Woolwich.

1. View approaching from western Trafalgar Road

2. View from southern Greenwich Park Street

3. View from Maze Hill

4. View from eastern Trafalgar Road

5. View from Hoskins Street

6. View from northern Greenwich Park Street

Hoskins Street Island Site
Site Allocation

Proposed Land Uses

A. Residential-led mixed use with commercial and/or light industrial workspace use.

Indicative development capacity

B. 90 homes

C. Approximately 1,190 sqm of non-residential floorspace

Indicative delivery timescale – years

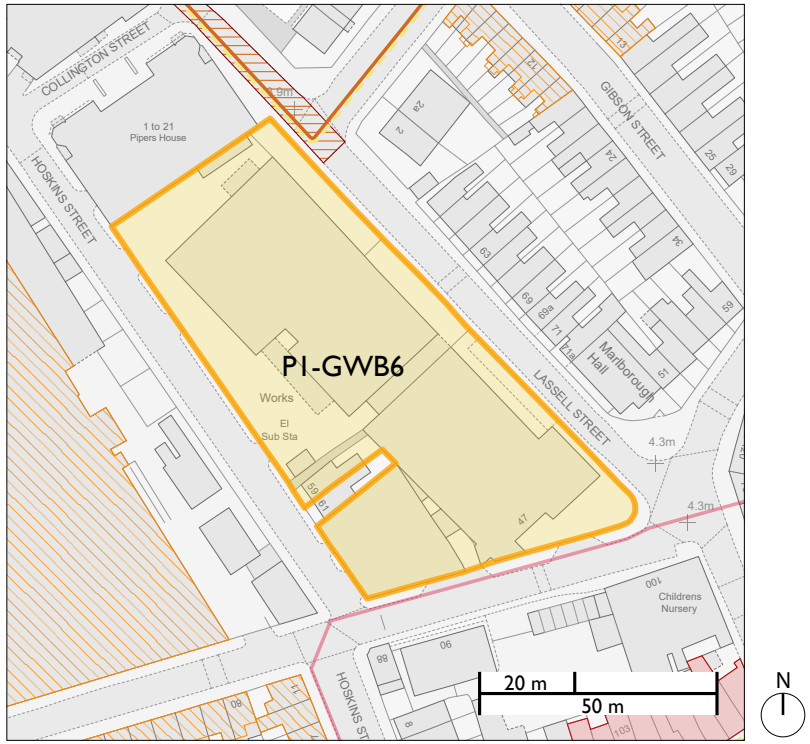
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area suitable for transition/ enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 47 Old Woolwich Road, 33-35 Old Woolwich Road, Warehouse on Lassell Street, Warehouse on Hoskins Street and 59 and 61 Hoskins Street, Greenwich, SE10 9PP	**Ward:** East Greenwich
Site area: 0.51 ha	**Ownership:** Private
Current use: Car repairs, industrial bakery, residential, electricity substation	**Policy designation:** Flood Zone 3a, East Greenwich Conservation Area and Local Views 1 and 8.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 4	

Policy P1-GWB6: Hoskins Street Island Site

Vision

1. The Hoskins Street Island Site will deliver a vibrant, high density residential-led mixed use development, supplying a substantial amount of residential units, as well as supporting commercial and/or light industrial uses.
2. The site will provide an opportunity to enhance the urban character of the wider area whilst sensitively mediating between its historic and contemporary fabric, providing exemplary design quality, desirable pedestrian permeability, and a welcoming public realm and amenities.

Land Use

3. Residential-led mixed-use development is expected, with a mix of commercial and/or light industrial uses and residential entrances at ground floor level, excluding living and sleeping areas. Residential uses are to be located on the upper floors.
4. The site will contribute to the delivery of 90 homes, with a mix of sizes and tenures. This will be supported by approximately 1,190 sqm of commercial and/or light industrial floorspace. Any new uses should be carefully considered so as to not detract from the adjoining East Greenwich town centre offering. Commercial uses and residential lobbies should activate Old Woolwich Road and Collington Street, and with Hoskins Street and Lassel Street respectively, as well as internal open space within the site.

Design

5. Any proposed development should sensitively respond to the historic context in terms of scale, height, and architectural design. Building heights should vary across the site, with the tallest elements of around six storeys, to respond appropriately to the differing conditions at its boundaries and the surrounding historic context.
6. Development should positively contribute to the area's character and sense of place, and should help define well-proportioned and appropriately activated street frontages in relation to neighbouring buildings. Development must avoid causing harm to the significance of adjacent heritage assets and should support the enhancement of their setting.

Connectivity and Public Realm

7. A new pedestrian link could be introduced at the northern part of the site, connecting Lassell Street to Hoskins Street, providing an opportunity to activate this space with workshops or food and beverage units. The public realm along Lassell Street and Hoskins Street should be enhanced to reinforce their pedestrian- and cycle-friendly character. There is also an opportunity to enhance the public realm along Old Woolwich Road.
8. In addition to the new link and public realm on the northern side of the site, building blocks should establish a clear hierarchy of public, communal, and private spaces, incorporating adequately sized courtyards.

Environment

9. Green infrastructure and appropriate flood risk mitigation should be provided, including an appropriate level of tree planting, green space and SuDS.

Implementation

10. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram

Connectivity, Movement, Access and Servicing

Pedestrian and cycle route

Green and blue infrastructure, public realm and landscaping

Enhanced public realm and public open space enhancement

Land uses and built form

Site boundary

Ground floor active frontage - commercial and retail uses

Ground floor active frontage - Residential uses

Site Context

The site is bound by Collington Street to the north, Hoskins Street to the west, Old Woolwich Road to the south and Lassell Street to the east. The locally listed Greenwich Power Station sits to the west of the site across Hoskins Street. Immediately adjoining the site to the north is a four-storey apartment building. To the south of the site on the opposite side of Old Woolwich Road, there is a mixture of residential dwellings, a nursery, a workshop building and associated storage and service yard. Residential dwellings run along Lassell Street to the east of the site.

The site comprises a car repair garage, an industrial bakery facility, including two brick buildings and associated yard space, two residential properties (59 and 61 Hoskins Street) and a substation. The site is built-out with some on-site carparking.

The site lies just outside the Greenwich East District Centre boundary, with good access to local amenities. The whole site has a PTAL rating of 4 and is reasonably well connected, with the closest bus stop being a two-minute walk away which connects the site to various destinations including Thamesmead, Gallions Reach, Sidcup, North Greenwich etc. The nearest train station Maze Hill is a four-minute walk away, which is served by both Southeastern and Thameslink services.

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

2. View from western Old Woolwich Road

3. View from Banning Street

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

5. View from northern Lassell Street

6. View from eastern Old Woolwich Road

141 Woolwich Road
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity

B. 76 homes (190 student bedrooms)

C. Approximately 2,260 sqm of non-residential floorspace

Indicative delivery timescale – years

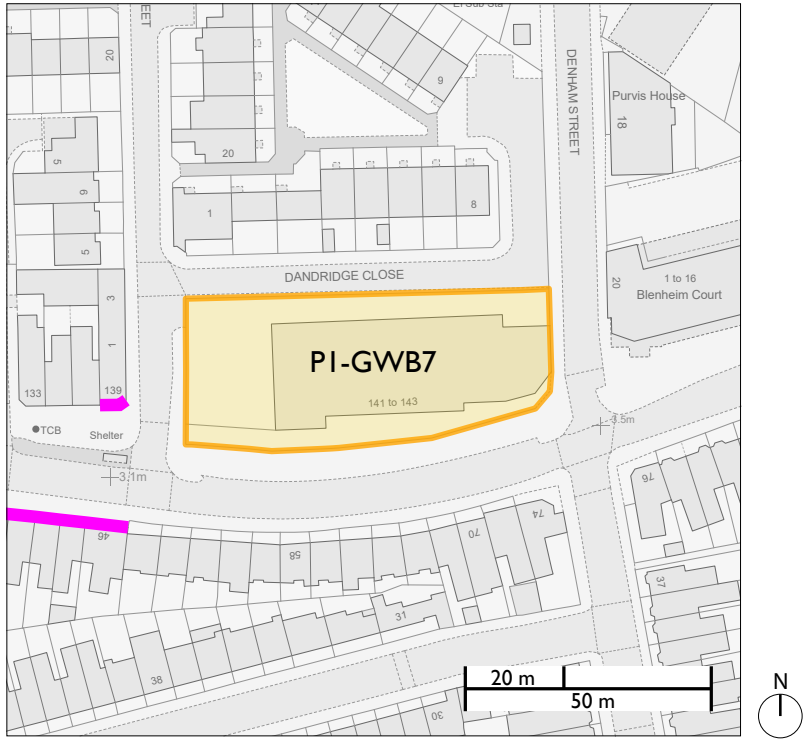
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transition, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 141 Woolwich Rd, Greenwich, London SE10 0RJ	**Ward:** East Greenwich
Site area: 0.22 ha	**Ownership:** Private
Current use: Commercial	**Policy designation:** Flood Zone 2, Area of High Archaeological Potential and Local View 1.
Consent Status: Consented	**Planning Reference(s):** 24/2634/F

PTAL rating: 4 in the northern half; 5 in the southern half.

Policy P1-P1-GWB7: 141 Woolwich Road

Vision

1. The 141 Woolwich Road site will deliver a vibrant, high density residential-led mixed use development, supplying either conventional self-contained residential units or student accommodation units.
2. The site will provide an opportunity to enhance the urban character of this section of Woolwich Road, providing a welcoming public realm and amenities.

Land Use

3. Development within the site should consist of a mixed-use, residential-led scheme appropriate to its location outside of the town centre. Two schemes have been approved in the last four years for this site, one for conventional self-contained residential and another for student accommodation. Accordingly, both of these residential uses are considered acceptable. The site will contribute to the delivery of 76 homes or 190 student rooms, with a mix of sizes and tenures. This will be supported by approximately 2,260 sqm of non-residential space, including commercial floorspace.

Design

4. Development on the site should be designed to ensure that massing, building heights and architecture is integrated comfortably within the surrounding townscape, with particular regard given to surrounding residential dwellings.
5. Development should provide well designed active commercial ground-floor frontages onto Woolwich Road to create a strong street presence and maximise natural surveillance to ensure community safety for all. Residential lobbies should activate Chilver Street and Denham Street. Residential units should be above the ground floor when located on the Woolwich Road frontage.
6. Private and communal space should be provided on the site sufficient for the proposed number of occupants and to cater to a variety of ages and users.

Connectivity and Public Realm

7. The existing public realm should be enhanced along Woolwich Road, to deliver a pedestrian-focused environment which is green, safe and accessible to all.
8. Vehicle access, servicing and deliveries should be located at the north of the site along Dandridge Close.

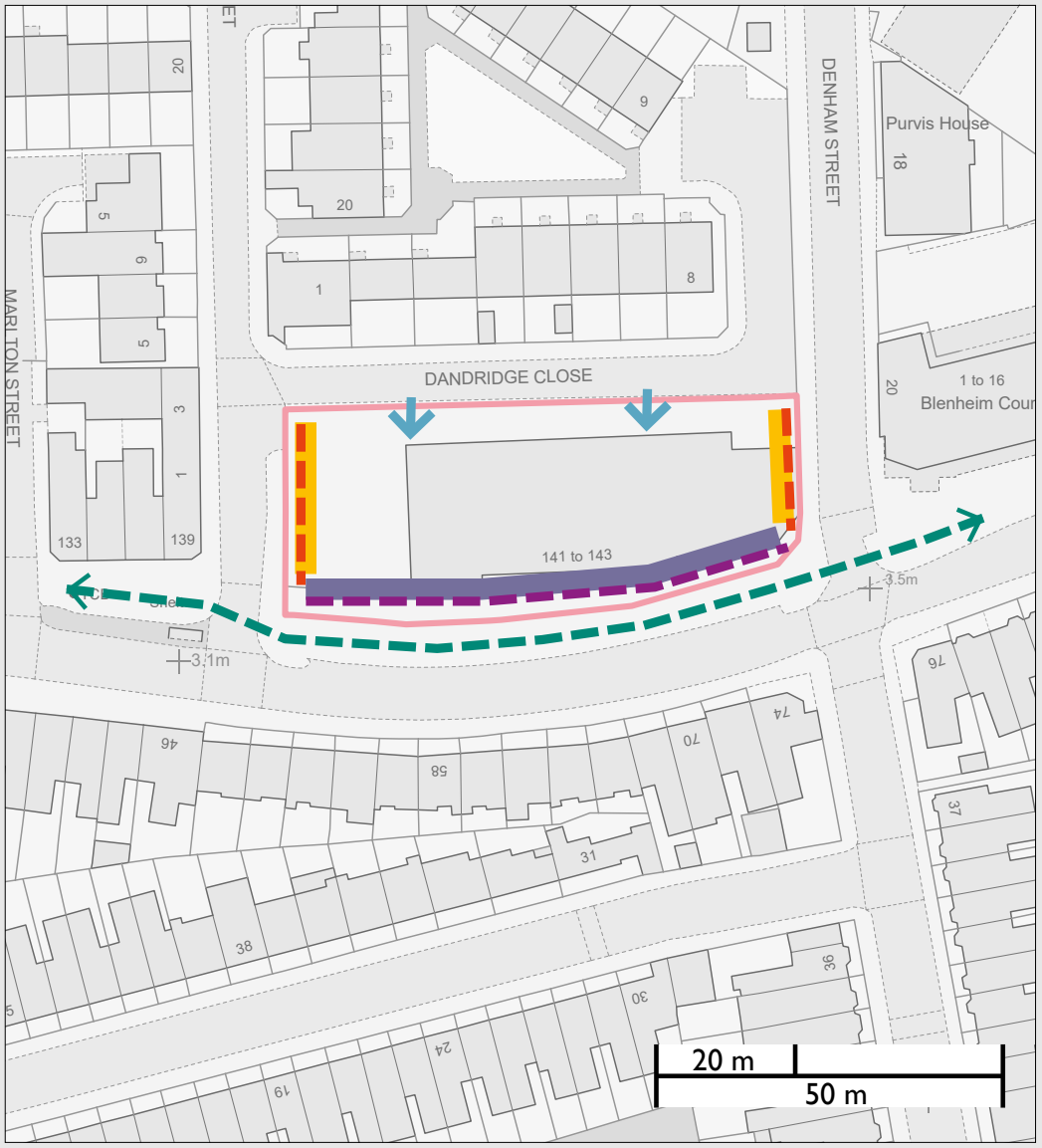
Environment

9. Development should provide green infrastructure enhancements within the site and along the street edges, retaining existing trees where possible. Sustainable drainage should be considered from the outset.

Implementation

10. The site is subject to a planning consent under 24/2634/F.

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Potential location for access, servicing and deliveries

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial, industrial and retail uses
- Ground floor active frontage - Residential uses

Site Context

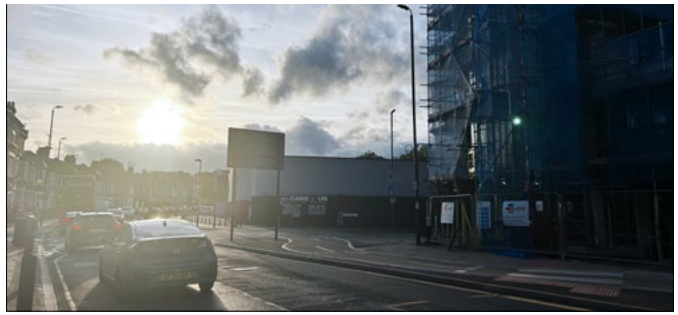
The site consists of a whole block and is bounded by Woolwich Road to the south, Chiver Street to the west, Dandrige Close to the north and Denham Street to the east. The surrounding area comprises predominantly residential uses, student accommodation-led schemes to the east, and a number of ground floor commercial uses located nearby along Woolwich Road.

The site comprises a double height, single storey warehouse which is in commercial use, with an open yard on the western side of the site, and hardstanding to the south for informal car parking. A narrow strip of trees and shrubs run along the northern boundary. The site was previously a Speedy Tool Hire.

The site benefits from a relatively high PTAL, with a rating of 5 in the southern half of the site, and dropping to 4 in the northern half of the site. There is a bus stop within a one minute walk of the site, connecting to Thamesmead, Gallions Reach, Bexleyheath, Sidcup, Lewisham, Cutty Sark, North Greenwich and Peckham. The site is a nine minute walk away from Westcombe Park train station and 15-minute walk from Maze Hill train station. Both of these stations are served by Southeastern and Thameslink services. Cycleway 4 runs in front of the site along Woolwich Road.

1. Western approach on Woolwich Road

2. Facade on Woolwich Road



3. Eastern approach on Woolwich Road

4. Southern approach on Denham Street

5. Long view from west on Woolwich Road

6. Long view from east on Woolwich Road

Greenwich Pumping Station
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity

B. 60 homes

C. Approximately 330 sqm of non-residential floorspace

Indicative delivery timescale – years

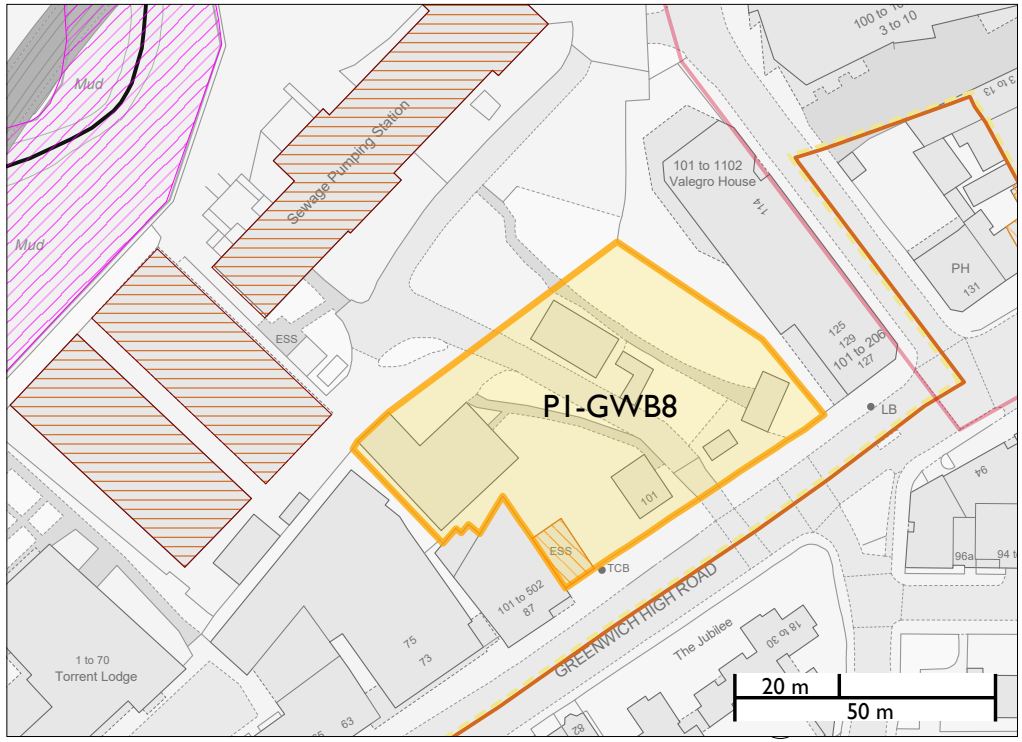
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Area suitable for transition/ enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 101 Greenwich High Rd, SE10 8JL	**Ward:** Greenwich Park Ward
Site area: 0.35 ha	**Ownership:** Private
Current use: Car parking, storage and offices in connection with the Thames Water Sewage Pumping Station operational use.	**Policy designation:** Deptford Creek/Greenwich Creekside Opportunity Area, Strategic View, Locally Listed Building, Area of High Archaeological Potential, in the setting of Grade II Listed Building (Greenwich Pumping Station), Flood Zone 2 and 3a.
PTAL rating: 5	**Consent Status:** None Planning Reference(s): N/A

Policy P1-GWB8: Greenwich Pumping Station

Vision

1. The Greenwich Pumping Station site will deliver a residential-led mixed-use development, providing new homes alongside supporting commercial uses that contribute to local vitality. Development offers a key opportunity to enhance the urban character of the site through a cohesive and well-considered design approach. Careful regard will be given the the continued operation of the Greenwich Pumping Station within the wider site, alongside measures to conserve and enhance the significance and setting of heritage assets.

Land Use

2. The site will deliver residential-led mixed use development with commercial uses and residential entrances at ground floor level, excluding living and sleeping areas. Residential uses are to be located on upper floors. The site will deliver 60 homes, with a mix of sizes and tenures. This will be supported by approximately 330 sqm of commercial floorspace.

3. Any new commercial uses should be carefully considered so as not to detract from the adjoining Greenwich town centre offering. Commercial uses and residential lobbies should activate Greenwich High Road, as well as internal open space within the site.

Design

4. The site should incorporate adequate communal amenity space for the residential uses. Any proposed development should sensitively respond to the historic context of the site and surrounding sites in terms of scale, height and architectural design. Building heights should vary across the site, with tallest elements of around six storeys. Development should positively contribute to the area's character and sense of place and should help define well-proportioned and appropriately activated street frontages in relation to neighbouring buildings.

5. Development must be sympathetic to the ongoing operation of the Greenwich Pumping Station, avoid causing harm to the significance of on-site and adjacent heritage assets and should support the enhancement of their setting. Development should pay careful attention to creating a well-balanced transition and interface with the locally listed building on the site, either by stepping down in height towards it or by setting the development back from it.

Connectivity and Public Realm

6. The existing public realm should be enhanced along Greenwich High Road, to deliver a pedestrian-friendly environment. Buildings and open space on the site should be arranged to provide desirable visual permeability across the site. Green infrastructure should be enhanced within the site. Vehicular access to the site is from Norman Road. Development proposals must give careful consideration to servicing arrangements.

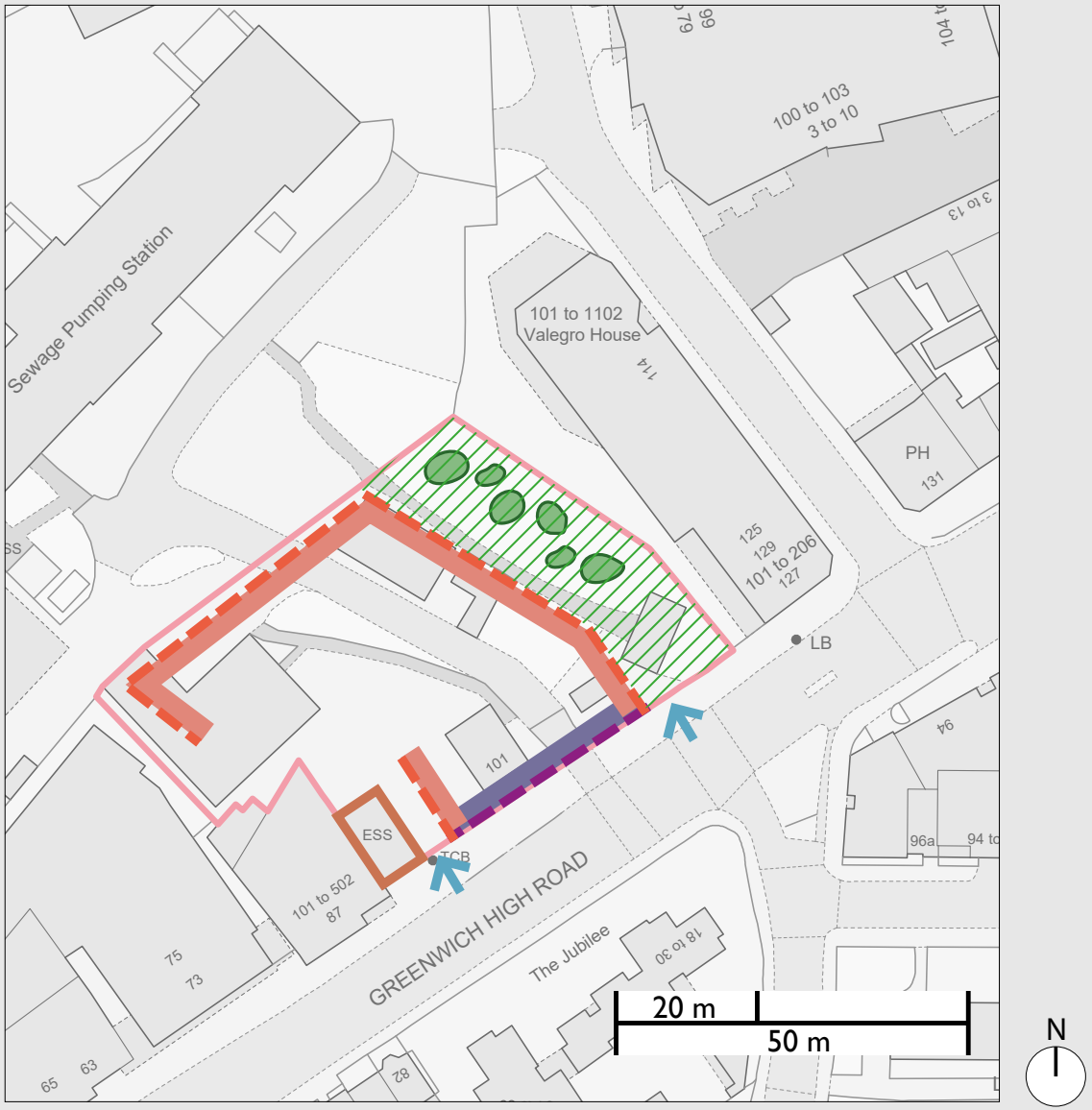
Environment

7. Existing street trees must be retained, and other urban greening opportunities maximised. The site must incorporate flood mitigation measures. Sustainable drainage should be considered from the outset.

Implementation

8. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees
- Green buffer

Land uses and built form

- Site boundary
- Building line
- Ground floor active frontage - commercial and retail uses
- Retained buildings of heritage and townscape importance

Site Context

The site is bound by Greenwich High Road to the south and the operational Thames Tideway Tunnel Greenwich Pumping Station to the north of the site, which includes the Grade II listed Greenwich Pumping Station building. To the east and west of the site lie residential apartment buildings with commercial spaces on the ground floor. More residential dwellings sit opposite the site across Greenwich High Road. Deptford Creek runs further to the north of the site.

The site is currently part of the Greenwich Pumping Station operations, and comprises car parking, storage and offices in connection with operational use. A locally listed building sits within the south-west corner of the site. Existing green space and trees line the eastern edge of the site, and along the Greenwich High Road interface. Private vehicle access is currently provided onto Greenwich High Road.

The site lies just outside the Ashburnham Triangle Conservation Area. While the site does not sit within the World Heritage Site Buffer Zone, development here has the potential to affect views from within the World Heritage Site.

The site also lies just outside the Greenwich Town Centre boundary, with good access to local amenities. The whole site has a PTAL rating of 5 and is well connected, being a 10-minute walk away from the Deptford Bridge DLR station and an eight minute walk from the Greenwich DLR and railway station, which is served by Southeastern and Thameslink services. Bus stops along Greenwich High Road connect the site to Greenwich Town Centre and wider London.

1. Approach from western Greenwich High Road

2. View from eastern Greenwich High Road

3. Approach from Norman Road

4. Approach from Egerton Drive

5. View from the south of the site on Greenwich High Road

6. View into the site from Greenwich High Road

Greenwich Peninsula

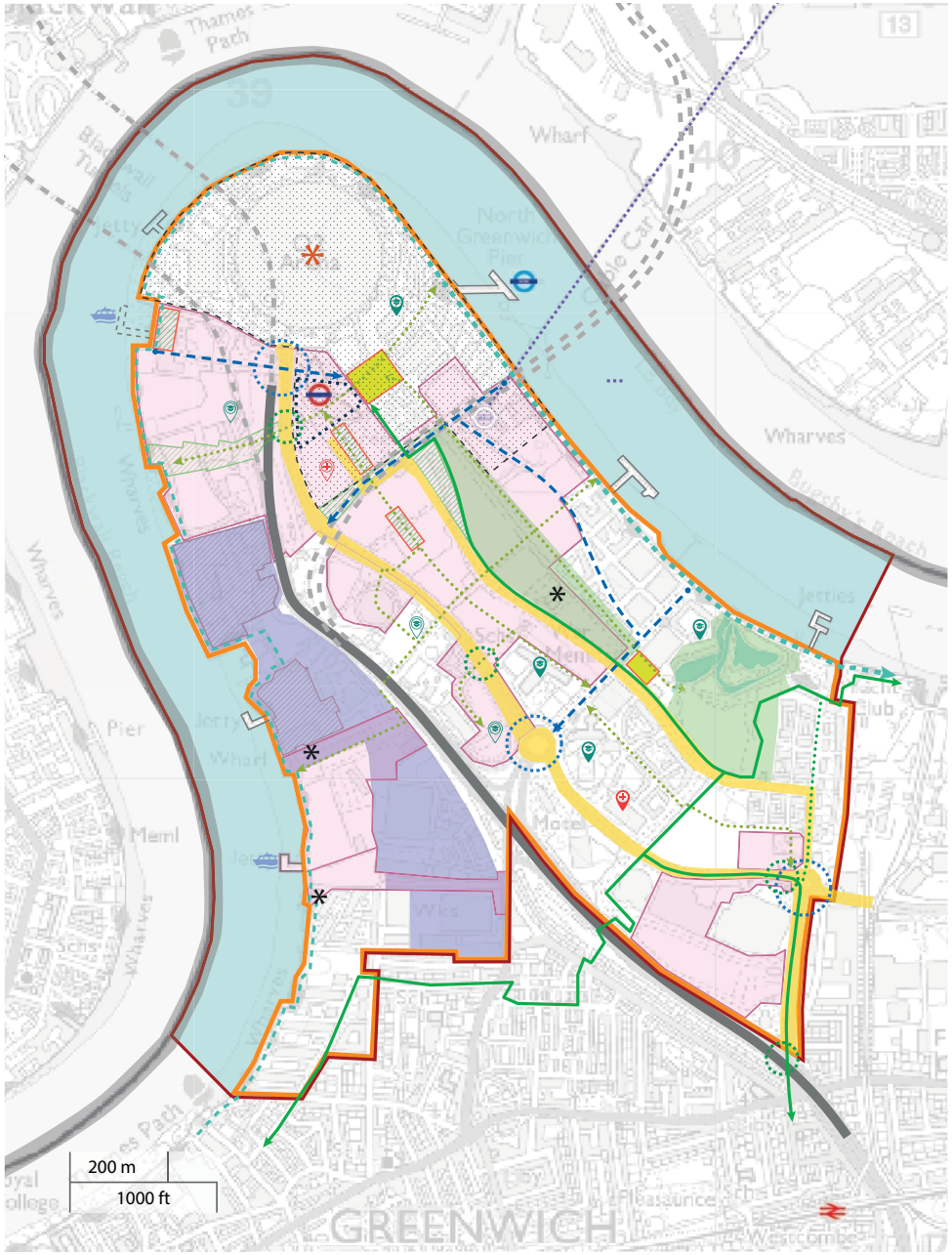
3.36. The Greenwich Peninsula is one of London's most significant regeneration areas, identified in the London Plan as an Opportunity Area and in our Characterisation Study as an area of major change. Historically a hub of industrial activity, including gasworks, wharves, and manufacturing, the Peninsula is undergoing a long-term transformation into a dense, mixed-use urban quarter with a new District Centre at its heart. The Greenwich Peninsula spatial area covers the Greenwich Peninsula ward, and part of East Greenwich ward.

3.37. The Peninsula is situated on a bend in the River Thames, and is bordered by the river to the east, west and north, with the Thames Path running along its perimeter. To the south-west the area borders East Greenwich, and to the southeast it borders New Charlton/ Charlton Riverside. A major road, the A102, cuts through the peninsula on roughly a north-south axis. At the north end this road leads to two important road river crossings, the Blackwall Tunnel and the new Silvertown Tunnel.

3.38. The area benefits from excellent public transport connectivity via North Greenwich Underground Station (Jubilee Line), riverboat services, the London Cable Car and a major bus interchange (all at the north end of the Peninsula). It is home to the O2 Arena and London's first purpose-built design district. A large proportion of the Peninsula is covered by the Knight Dragon masterplan, which will deliver thousands of new homes and a wide range of commercial, cultural, and community uses.

3.39. The Peninsula's strategic location on the River Thames, combined with its scale and availability of brownfield land, makes it uniquely positioned to accommodate high-density development while delivering a high-quality, liveable environment.

Figure P2 Greenwich Peninsula Spatial Area map and key



P2 - Greenwich Peninsula Spatial Diagram - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- Proposed open space
- Public space enhancement
- Improved connections
- Proposed cycle routes
- Potential improved walking routes
- Thames path improvement
- Junctions improvement
- Proposed and improved crossing/bridge/underpass
- Potential improvement to river services
- Proposed education uses
- Proposed healthcare facility
- Proposed jetty
- Station Hub

Existing Features and Plan Designations:

- Royal Borough boundary
- Sub-area boundary
- Opportunity area
- District centre
- Site allocations
- Public squares
- Open space
- Water space
- Conservation Areas
- Heritage landmark
- Public destination
- Strategic Industrial Location (SIL)
- Safeguarded wharves
- Healthcare facilities
- Hospitals and Clinics
- Underground station
- National Rail station
- River Services
- London Cable Car Service
- Motorway
- Motorway tunnel
- Existing, planned or under construction cycling routes
- Jetty structures to be retained

Greenwich Peninsula Vision

The Greenwich Peninsula will be transformed into a dense, mixed-use urban quarter anchored by a new District Centre at North Greenwich. This regeneration will deliver over 17,000 new homes and significant employment floorspace, alongside cultural, creative, and community uses. The area will become a vibrant and inclusive destination, shaped by its riverside setting, industrial heritage, and strategic transport connections.

Development will be guided by a placemaking-led approach, with high-quality design, sustainable transport, and a rich public realm. The Peninsula will support inclusive growth, climate resilience, and environmental sustainability, and embedding its status as an important cultural and leisure destination. Earlier developments in the area delivered a rich variety of cultural, entertainment and leisure and future growth should strengthen and enrich this base.

Policy P2 Greenwich Peninsula

1. Development in the Greenwich Peninsula Opportunity Area will deliver the following priorities, in line with London Plan 2021 growth targets:
    a. the delivery of at least 17,000 new homes, including a range of types such as Purpose-Built Student Accommodation (PBSA) and Co-living in accessible locations.
    b. the creation of 15,000 jobs by protecting and intensifying SIL and through delivering employment space for the cultural and creative industries including in the Design District, the role of which will be maintained and enhanced.
    c. a new District Centre focused around North Greenwich Station, with a vibrant mix of uses including the Design District and a high-quality public realm.
    d. improved connectivity and permeability across the Peninsula, including enhanced pedestrian and cycle routes, better integration with the Thames Path, and an improved bus station.
    e. new and improved social infrastructure to support new residential communities, including schools, health and leisure facilities.
    f. high-quality development that responds to the Peninsula's riverside setting and industrial heritage, contributing to inclusive and sustainable communities.
    g. a coordinated approach to tall buildings, ensuring they contribute positively to placemaking and townscape, whilst responding to issues such as wind tunnelling and microclimate.
    h. the delivery of new and enhanced green infrastructure, including Central Park and a network of public open spaces.

Reasoned Justification

Growth and Development

3.40. The London Plan 2021 identifies capacity for at least 17,000 new homes and 15,000 new jobs across the Peninsula, with 14,915 new homes remaining to be delivered by the Knight Dragon masterplan for Greenwich Peninsula Central alone. Development will be guided by a placemaking-led approach, with a focus on high-quality design, inclusive public realm, and sustainable transport.

3.41. The area will accommodate a wide range of uses, including residential, retail, leisure, education, and employment-generating activities. The emerging District Centre around North Greenwich Station will be a key focus for intensification, supported by a network of development sites across the Peninsula. With the level of expected development, we have aspirations for North Greenwich to achieve Major Centre status in the next London Plan. The Greenwich Peninsula Heat Network is also essential infrastructure that underpins regeneration, growth, and decarbonisation on the Peninsula.

3.42. The transformation of the Peninsula will also support our wider spatial strategy, contributing to housing delivery, economic growth, and solidifying the Peninsula's status as a cultural and leisure destination for London.

Connectivity and Public Realm

3.43. The Peninsula's transformation will be underpinned by a comprehensive approach to movement and public space. Development must enhance pedestrian and cycle routes, particularly east–west connections and access to the Thames Path. The public realm will be designed to support active travel, create welcoming spaces, and integrate with the wider Peninsula Masterplan.

3.44. Key priorities include:

1. All new streets should be designed to prioritise pedestrian and cycle movement. Millennium Way and West Parkside should be enhanced as pedestrian and cycling-friendly boulevards, faced by active frontages of residential lobbies and commercial activities concentrated at the most prominent points.
2. All new streets should be designed to prioritise pedestrian and cycle movement. Millennium Way and West Parkside should be enhanced as pedestrian and cycling-friendly boulevards, faced by active frontages of residential lobbies and commercial activities concentrated at the most prominent points.
3. Reducing the width of main streets and the number of vehicular carriageways should be explored to promote active travel and pedestrian/cycle crossings.
4. The Thames Path should be enhanced, its activation and passive surveillance improved, particularly on the western bank. Where development is proposed adjacent to the Thames Path, applicants should have regard to the Council's Thames Path and River Front Strategy when bringing forward development proposals.
5. A comprehensive network of green links across the Peninsula should be established. Riverway should be enhanced and extended beyond the Boord Street footbridge to Morden Wharf, as the main pedestrian/cycle link connecting the eastern and western banks of the Peninsula. The area's waterside setting and proximity to the Thames Path offers unique opportunities to create a distinctive and accessible public realm that supports active travel, recreation, biodiversity, and placemaking.

6. The pedestrian route including The Tide elevated walkway and Peninsula Square should be extended to the planned green link and linear park leading to the Thames Path on the north-western side of the Peninsula.
7. In the south-north direction, a new green route should act as the central spine of the emerging neighbourhood and link the southern part of the Peninsula and neighbouring areas to Peninsula Central and the Underground/Bus station hub.
8. The North Greenwich Bus Station will either be relocated or its current configuration improved.

Placemaking

3.45. New development should be street-based and create a clear hierarchy of, and thresholds between, public and communal amenity spaces. It should incorporate a comprehensive strategy for different age-groups' play areas and multigenerational amenity, fostering social interaction.

3.46 A mix of building typologies should be implemented to contribute to a strong sense of place and provide for a range of housing types. Tall buildings will be supported where they form part of a coherent placemaking strategy together with other typologies and respond positively to the Peninsula's evolving character and skyline.

3.47. The Peninsula's transformation will be shaped by its riverside location and strategic transport connections, creating a new urban quarter that is inclusive, resilient, and future-facing.

Site allocations in Greenwich Peninsula sub-area

- Policy P2-GP1 Enderby Place
- Policy P2-GP2 Morden Wharf
- Policy P2-GP3 Greenwich Peninsula Central
- Policy P2-GP4 SGN Greenwich
- Policy P2-GP5 GMV Plot 500s
- Policy P2-GP6 Millenium Retail Park

Enderby Place
Site Allocation

Proposed Land Uses

A. Residential and industrial/commercial use

Indicative development capacity

B. 564 homes

C. 945 sqm light industrial
500 sqm community/café

Indicative delivery timescale – years

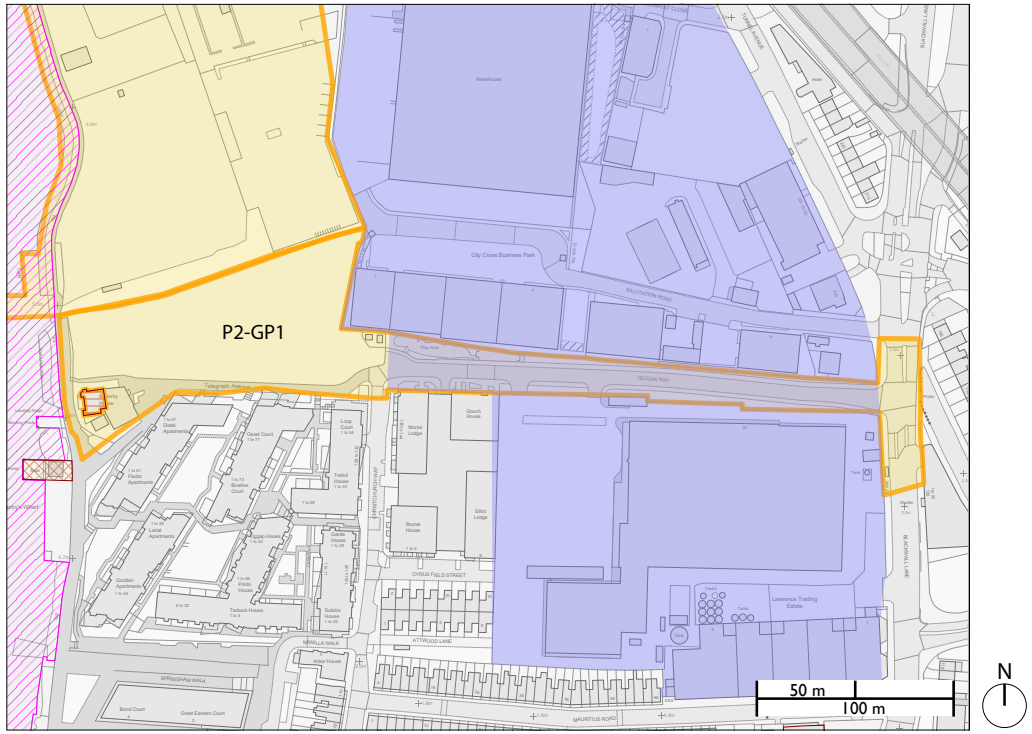
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Zone and Tall Building Cluster.

Site boundary and constraints



Address: Enderby Place, Telegraph Avenue. North of SE10 0TE	**Ward:** East Greenwich Ward
Site area: 1.24 ha	**Ownership:** Private
Current use: Vacant	**Policy designation:** Greenwich Peninsula Opportunity Area . Access to site is through Strategic Industrial Location. Flood Zone 3. Area of High Archaeological Potential. Tall Building Zone. Local Views 1 and 8.
Consent Status: Approved	**Planning Reference(s):** 23/3911/F
PTAL rating: 1b to 2	

Policy P2-GP1: Enderby Place

Vision

1. The Enderby Place site will deliver a vibrant and inclusive riverside neighbourhood that reflects both the industrial heritage and the future aspirations of the Greenwich Peninsula. The site will deliver a high-quality, mixed-use development that provides new homes, flexible employment spaces, and community facilities. A landscape-led approach will shape the public realm, enhancing the Thames Path and creating a welcoming environment for residents and visitors alike. The development will celebrate local character, particularly the setting of the Grade II listed Enderby House.

Land Use

2. Development on the site will deliver 564 homes, 945 sqm of light industrial and 500 sqm of community/café floorspace.
3. The development will deliver a substantial number of new homes, including affordable and family-sized units, alongside light industrial and flexible workspace to support small and medium-sized enterprises. Appropriate community and commercial uses will activate the riverfront and provide essential social infrastructure.

Design

4. The design will ensure compatibility with surrounding Strategic Industrial Land (SIL), applying the "agent of change" principle to protect existing businesses and ensure harmonious co-location, ensuring the safeguarded Tunnel Wharf is not prejudiced.
5. Architecturally, the scheme will create a distinctive cluster of tall buildings of up to 33 storeys that transition sensitively between the mid-rise context of Enderby Wharf and the taller developments at Morden Wharf. High-quality materials and detailing will be used throughout, with particular attention to human-scale design at street level. The layout will integrate the historic Enderby House pub into the public realm, enhancing its prominence and accessibility. The design will be informed by a landscape-led approach, placing generous communal gardens and public spaces at the heart of the development.

Connectivity and Public Realm

6. The development will open up and enhance the Thames Path, introducing a new riverfront park with amphitheatre-style seating and recreational space. East–west pedestrian and cycle routes will be improved, particularly along Telegraph Avenue and Telcon Way, ensuring permeability through the site and logical access to public spaces and amenities. The possibility of opening up a connection to the Morden Wharf site should be explored. Entrances and routes will be designed to be legible, inclusive, and welcoming for all users.

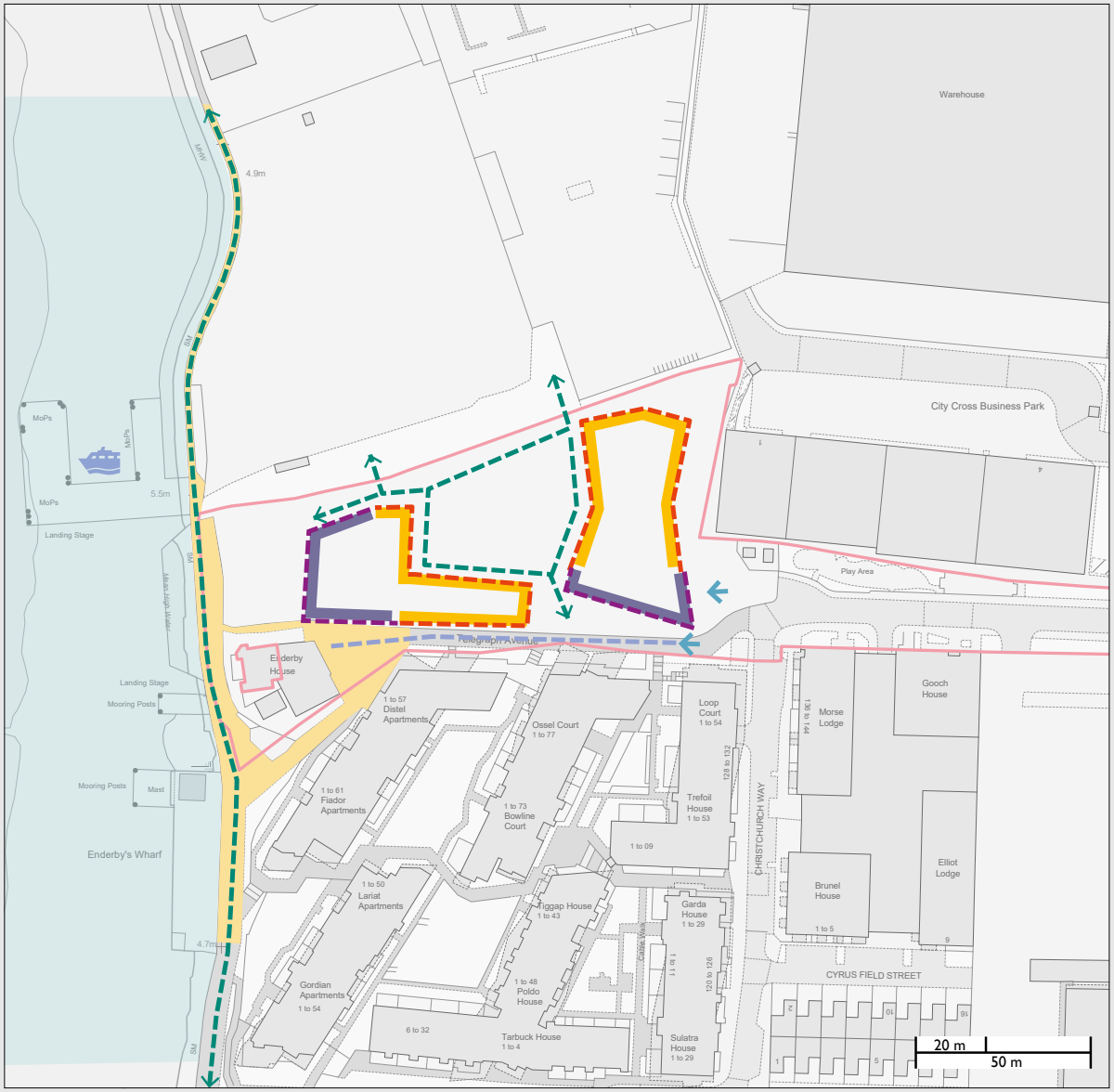
Environment

7. Development should reflect the unique and diverse ecology of the area; tree planting should include native climate-resilient species. The flood defence wall should be integrated into the landscape design of the Riverside open space.

Implementation

8. The site is subject to a consented planning application (23/3911/F).

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries
- Potential improvement to river services

Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement
- Rivers or brooks to be enhanced

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial, retail, industrial and community uses
- Ground floor active frontage - Residential uses

Site Context

The site is on the west side of the Greenwich Peninsula, approximately halfway between the O2 and Greenwich Town Centre. The site is next to the River Thames to the west and the Thames Path runs along the western boundary of the site.

Enderby Place is part of the wider Enderby Wharf redevelopment site. The southern part of Enderby Wharf (which adjoins Enderby Place to the south) was completed in 2016, comprising six buildings up to 13 storeys.

To the east of the site there are light industrial units within the SIL.. North of the site is Morden Wharf which is currently industrial but has previously been granted a hybrid consent for large-scale mixed-use development. The grade II listed Enderby House pub is surrounded not part of the developable part of the site.

The site has a PTAL of 1b to 2. The nearest bus stop is approximately a five-minute walk from the site on Blackwall Lane, with routes serving North Greenwich Station, Blackheath, Woolwich and Greenwich. Alternatively, North Greenwich Station is approximately a 25-minute walk or short cycle ride from the site. A riverside pier within the Morden Wharf development to the north of the site will provide future access to the Thames Clippers service, enhancing transport options in the area.

1. View from south of Enderby House

2. View from Telegraph Avenue

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

4. Approach from Telcon Way

5. Approach from Olympian Way

6. View from the Thames Path

Morden Wharf
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity

B. 1,500 homes

C. Up to 17,311 sqm of non-residential floorspace

Indicative delivery timescale – years

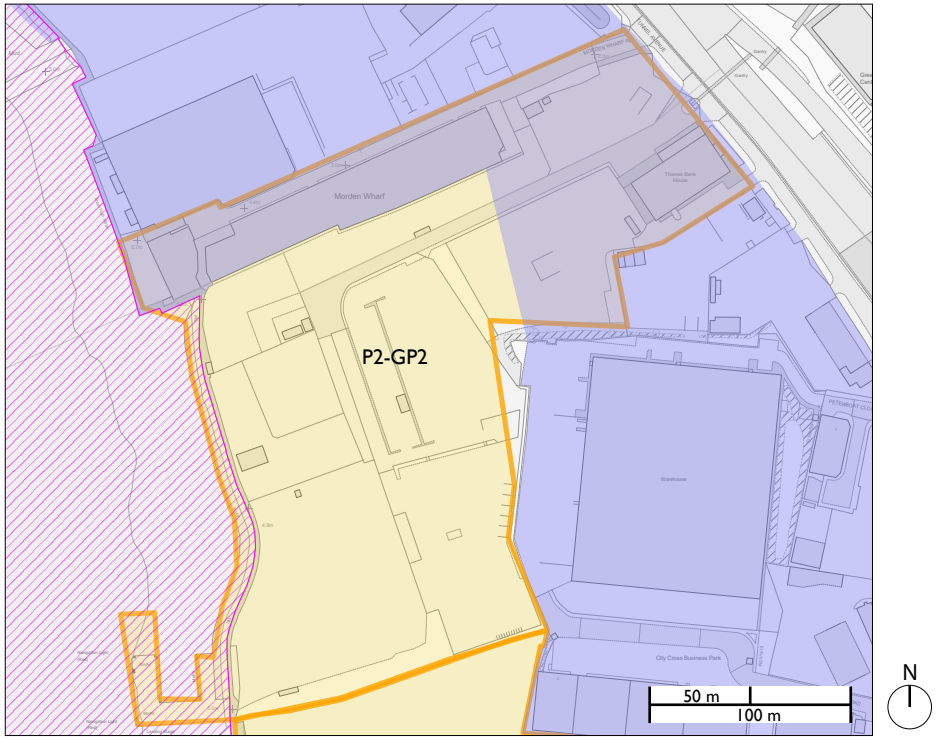
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Partly located within a Tall Building Zone and Tall Building Cluster.

Site boundary and constraints



Address: Morden Wharf, Located off Tunnel Avenue	**Ward:** East Greenwich
Site area: 3.24 ha	**Ownership:** Private
Current use: Warehouses/industrial land	**Policy designation:** Greenwich Peninsula Opportunity Area. Partly within Strategic Industrial Location. Flood Zone 3. Area of High Archaeological Potential. Tall Building Zone. Local Views 1 and 8.
Consent Status: Resolution to grant	**Planning Reference(s):** 25/1985/MA
PTAL rating: 1b	

Policy P2-GP2: Morden Wharf

Vision

1. The Morden Wharf site will deliver a vibrant, mixed-use riverside neighbourhood that takes inspiration from its industrial heritage while delivering high-quality homes, community facilities, and green spaces.
2. The development will enhance connectivity, promote sustainable living, and create a distinctive place that integrates with the evolving character of Greenwich Peninsula.

Land Use

3. Development on the site will deliver 1,500 homes and up to 17,311 sqm of industrial, commercial and community floorspace.
4. Intensification of the Strategic Industrial Location and new flexible employment spaces will provide a range of modern high-quality employment opportunities. The development will co-locate residential and light industrial functions where appropriate, ensuring compatibility and minimising conflicts, ensuring the safeguarded Tunnel Wharf is not prejudiced.
5. Ground floor uses will activate the public realm and support local needs, while the western edge will feature a new riverside park to provide open space and biodiversity benefits.

Design

6. The design will respond to the site's unique riverside setting and transitional character between industrial and residential areas. Building heights will be sensitively articulated, with taller elements located closer to the river and lower-rise blocks inland, ensuring a respectful relationship with nearby heritage assets and views. Tall buildings may be appropriate on the site of around 35 storeys.
7. Architecture will be tenure-blind, inclusive, and contemporary, with a strong emphasis on material quality, façade articulation, and landscape integration. The design will reflect the emerging context of the Greenwich Peninsula and contribute positively to the townscape.

Connectivity and Public Realm

8. The development will enhance pedestrian and cycle connections, particularly along the Thames Path and to North Greenwich Station. A legible network of routes will link new public spaces, including a riverside park and community square, with surrounding neighbourhoods. Public realm improvements will prioritise safety, accessibility, and placemaking, creating welcoming spaces for residents and visitors, and the possibility of opening up a connection to the Enderby Place site should be explored. The riverside pier should provide future access to the Thames Clippers service.

Environment

9. Environmental sustainability will be embedded throughout the scheme, with a focus on biodiversity net gain, flood resilience, and climate adaptation. The site lies within Flood Zone 3 and will incorporate appropriate flood defences and sustainable drainage systems. The flood defence wall should be integrated into the landscape design of the riverside open space. Planting should include native climate-resilient species.

Implementation

10. The site is subject to a planning application with resolution to grant (25/1985/MA), as well as a previous consent.

Connectivity, Movement, Access and Servicing

- New link across the site
- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries
- Potential improvement to river services

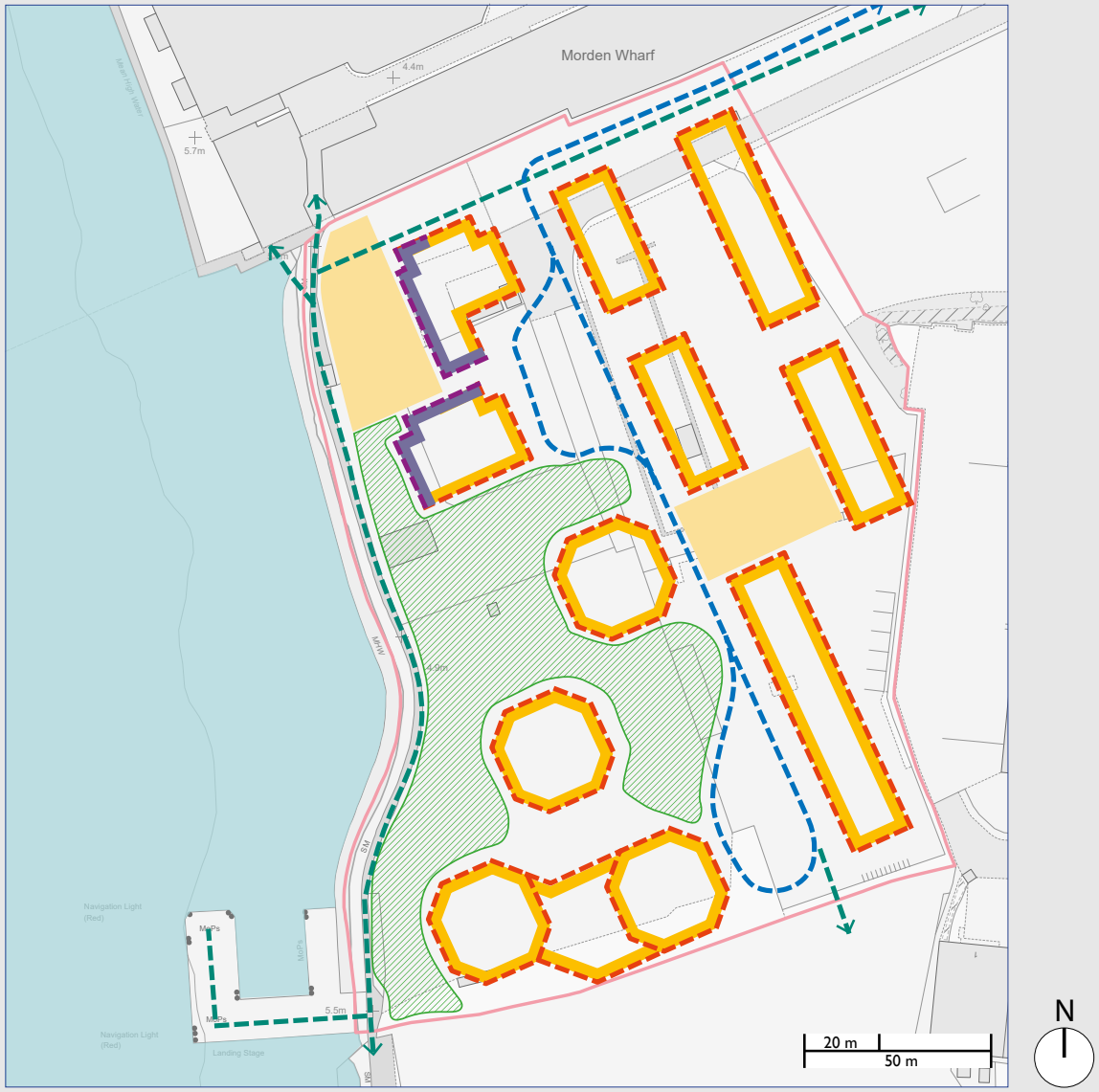
Green and blue infrastructure, public realm and landscaping

- Proposed green space
- Public realm and public open space enhancement
- Rivers or brooks to be enhanced

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial, retail, industrial and community uses
- Ground floor active frontage - Residential uses

Place making diagram



Site Context

Morden Wharf is located on the western edge of the Greenwich Peninsula. The site occupies approximately 3.2 hectares of brownfield land, bounded by the River Thames to the west and the Blackwall Tunnel Southern Approach (A102) to the east. It sits between the historic maritime centre of Greenwich to the south and the rapidly transforming urban quarter of North Greenwich to the north.

The surrounding area is characterised by a mix of industrial uses, including a bus depot and concrete works to the north, and newer residential developments such as Enderby Wharf to the south. The site is adjacent to the Thames Path and forms part of a wider network of riverside open spaces. It lies within the Greenwich Peninsula Opportunity Area.

The site's transitional character—from industrial to mixed-use urban neighbourhood—offers a unique opportunity to deliver high-density development that integrates with its evolving context while enhancing local connectivity, green infrastructure, and public realm.

The site has a PTAL of 1b. The nearest bus stop is approximately a five-minute walk from the site on Blackwall Lane, with routes serving North Greenwich Station, Blackheath, Woolwich and Greenwich. Alternatively, North Greenwich Station is approximately a 20-minute walk, or short cycle ride from the site. A riverside pier within the development will provide future access to the Thames Clippers service, enhancing transportation options in the area.

1. View north on Olympian Way

2. View of entrance on Tunnel Avenue

3. Approach from Telcon Way

4. View south on Olympian Way

5. View down Salutation Way

6. View from the Thames Path

Greenwich Peninsula Central
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity*

B. 14,915 homes**

C. Employment - up to 59,774sqm

D. Retail - up to 23,475sqm

E. Hotel - up to 35,999sqm

**These figures reflect the parameters of the outline planning consents granted in 2015 and 2022 (as amended). Some non-residential development has already been delivered.*

***10,915 homes expected in the plan period, with the remaining units expecting to be delivered beyond the plan period.*

Indicative delivery timescale – years

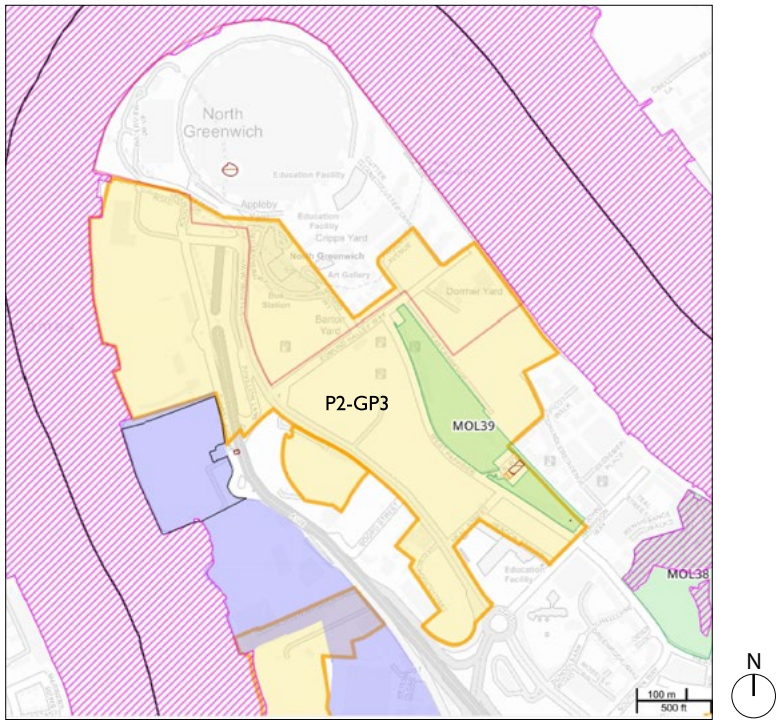
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transformation, with some areas sensitive to change.

Tall Buildings Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: Greenwich Peninsula	**Ward:** Greenwich Peninsula
Site area: 45.6 ha	**Ownership:** Part-private and part-public
Current use: The site includes car parking areas, industrial land, and leisure uses. It also includes the Central Park, North Greenwich tube and bus station and the London Cable Car southern terminus.	**Policy designation:** Greenwich Peninsula Opportunity Area. Metropolitan Open Land Central Tall Building Zone. Area of High Archaeological Potential. Flood Zone 3. Local Views 1, 8 and 10.
Consent Status: Consented	**Planning Reference(s):** 15/0716/O; 19/2733/O and others

PTAL rating: 4 to 6

Policy P2-GP3: Greenwich Peninsula Central

Vision

1. The Greenwich Peninsula Central site will enable the transformation of Greenwich Peninsula into a thriving, high-density urban quarter. The development will deliver thousands of new homes, commercial and cultural spaces, and a high-quality public realm. It will support sustainable transport, integrate with existing infrastructure, and retain and enhance key open spaces such as Central Park, creating a vibrant and inclusive community.

Land Use

2. Greenwich Peninsula Central will be residential-led (including student accommodation and co-living), but will play host to a wide array of uses including new food, retail, bars, hotels, healthcare facilities, a new school, and theatre facilities. The development of the site will be masterplan-led. As the development is phased over a long time-period, meanwhile uses may be supported.

Design

3. Development on the Greenwich Peninsula Central site will be guided by the masterplans produced by Allies and Morrison. The masterplans will deliver five new neighbourhoods, including tall buildings of up to 40 storeys.

4. Lower Riverside will be a residential neighbourhood with a strong relationship to both Central Park and the Thames riverfront. The Brickfields neighbourhood will be mostly residential with a pedestrian street to a local square with a health centre. Peninsula Central, centred around the tube station, will be the metropolitan heart of the peninsula located north of Brickfields with a vibrant mix of uses. To the northwest of Peninsula Central, Meridian Quays will be another high quality residential neighbourhood with a clear orientation towards the river, with a new linear park along the riverside.

5. The masterplans' Design Guidelines will help ensure the delivery of coherent, high quality and successful neighbourhoods, providing a framework which allows for architectural diversity, and where landscape design and public realm is integrated with the buildings and the surrounding area.

Connectivity and Public Realm

6. The site benefits from excellent connectivity, with North Greenwich Station providing access to the Jubilee Line, as well as numerous bus routes, the London Cable Car and riverboat services provide new and upgraded infrastructure.

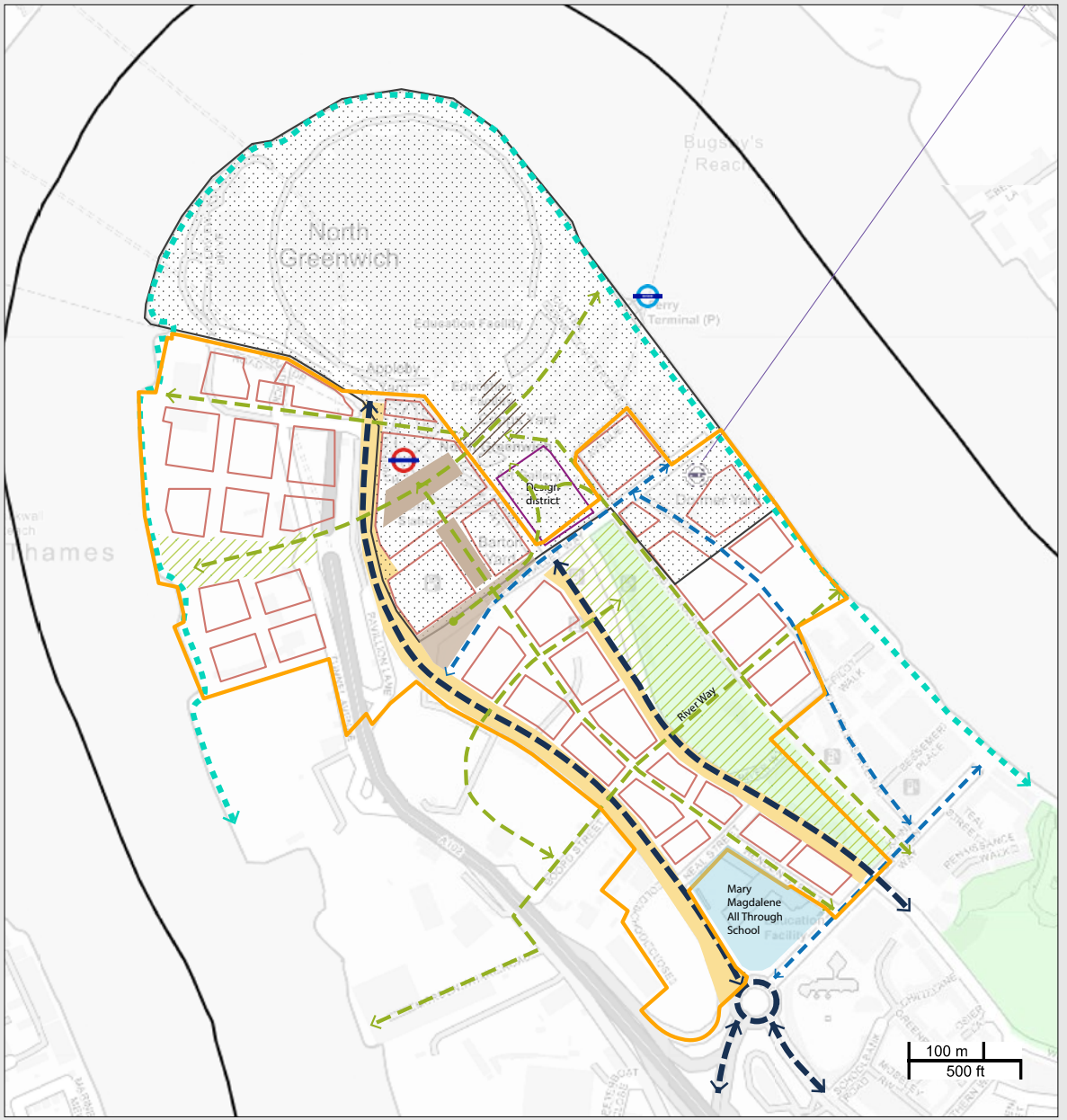
Environment

7. While most of the area lies within Flood Zone 3, none of it is classified as Zone 3b, allowing for appropriate mitigation measures to be implemented. Further green infrastructure and biodiversity enhancements will be encouraged, particularly in landscaped areas and open spaces. Central Park, which is designated as Metropolitan Open Land, will be retained and protected from development, ensuring the provision of high-quality green space.

Implementation

8. The site is subject to an extensive planning history, with consented outline permissions (15/0716/O; 19/2733/O) and further approved reserved matters and full planning consents.

Place making diagram



Connectivity, Movement, Access and Servicing

- Main vehicular routes
- Neighbbourhood streets
- Pedestrian and cycle routes
- Pedestrian routes
- Thames path
- London Underground Station
- Thames Clipper Station
- London Cable Car

Green and blue infrastructure, public realm and landscaping

- Green parks
- Boulevards
- Peninsula Central to be enhanced
- New public space

Land uses and built form

- Site boundary
- District centre
- Plots structure

Site Context

The Greenwich Peninsula Central site is one of the largest and most strategically significant regeneration areas in the Royal Borough. The site is located on the eastern side of the Blackwall Tunnel Approach and is bounded by the River Thames. It is currently characterised by a mix of land uses, including extensive car parking, industrial premises, and leisure facilities such as a golf range. Residential permissions are currently being built-out. The wider area is also home to major landmarks such as the O2 Arena and is surrounded by a growing number of hotels and residential developments, including the Greenwich Millennium Village.

The site lies within the Greenwich Peninsula Opportunity Area. Historically industrial, the Peninsula is undergoing a long-term transformation into a dense, mixed-use urban neighbourhood. Several tall building clusters have been identified within the site, supporting the delivery of high-density development.

The site benefits from excellent transport connectivity, with North Greenwich Station providing access to the Jubilee Line, as well as a major bus interchange, riverboat services and the London Cable Car. The surrounding road network, including the A102, provides strategic vehicular access. Public transport accessibility levels (PTAL) across the site range from 4 to 6, reflecting the variation in connectivity across the masterplan area.

Some parts of the site have already been developed or are under construction, while others are planned for delivery over the next 15 years.

1. Approach from Millennium Way

2. Approach from West Parkside

3. Approach from East Parkside

4. Riverway, pedestrian and cycle route across Peninsula

5. View of carpark from Edmund Alley Way

6.Design District

SGN Greenwich
Site Allocation

Proposed Land Uses

A. Residential-led mixed use

Indicative development capacity

B. 1,140 homes

C. 200sqm of non-residential floorspace

Indicative delivery timescale – years

1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Zone.

Site boundary and constraints

Address: Bounded by Millenium Way (North) and Blackwell Tunnel Southern Approach (South), in Greenwich, SE10	**Ward:** Greenwich Peninsula
Site area: 1.9 ha	**Ownership:** Private
Current use: Industrial land and land used for Silvertown Tunnel works	**Policy designation:** Greenwich Peninsula Opportunity Area. Flood Zone 3. Tall Building Zone. Silvertown Tunnel Safeguarding Direction. Area of High Archaeological Potential, Local Views 1 and 8.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 2 to 4	

Policy P2-GP4: SGN Greenwich

Vision

1. The SGN Greenwich site will deliver a sustainable place that weaves together the industrial heritage of the Peninsula with generous, landscaped open spaces for the wider community, and a vibrant mix of uses, including diverse residential categories tailored to the varied conditions at the boundaries of the site.

Land Use

2. The site will deliver 1,140 homes, with a mix of sizes and tenures. Where student accommodation and co-living is proposed this should be in accordance with policies H5 Purpose Built Student Accommodation and H6 HMOs and large-scale purpose-built shared living. Residential types suitable for fixed windows and mechanical ventilation should be located near the A102 and Studio 338 Night Club. These include student housing.
3. This will be supported by approximately 200 sqm of commercial / community floorspace, which should be located on the ground floor of buildings.

Design

4. The existing plinth structure of the former gasometer should be retained and creatively integrated in a sustainable way, serving as a significant historic marker of the Peninsula's industrial heritage.
5. A crescent of mid-rise buildings should be explored, incorporating the retained gasometer structure.
6. Taller elements should be set back from the crescent's main elevation. Tall buildings may be appropriate on the site of around 29 storeys. Building heights should vary to avoid any undesirable monolithic coalescence or "table-top" appearance, particularly in relation to the Boord Street development along Millennium Way. Heights should appear subordinate to and integrated with the central spine of the Peninsula Masterplan.
7. Active frontages should be designed toward the central park, Millennium Way, and the Boord Street development.
8. Adequate setback, including a green buffer with trees and other mitigation measures should be designed towards the A102 and Studio 338.

Connectivity and Public Realm

9. The development should contribute to the emerging network of welcoming pedestrian and cycle routes across the Peninsula, aligning organically with the vision set out in the approved Peninsula Masterplan. It should support an attractive route from the south-western bank at Morden Wharf to Peninsula Central and the O2.
10. A central green park or square should serve as a vibrant gathering space for the wider neighbourhood, complementing the adjacent Boord Street development.
11. A primary pedestrian route should connect Millennium Way to the crescent, passing through the preserved screen of mature trees.

Environment

12. Existing trees on the site should be preserved. New trees should be planted along designated routes, within the central park, and along the green buffer adjacent to the A102 and Studio 338 Night Club The site is subject to ongoing pre-application discussions..

Implementation

13. The site is subject to ongoing pre-application discussions.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Pedestrian route only
- Potential location for access, servicing and deliveries
- On site route for access, servicing and deliveries

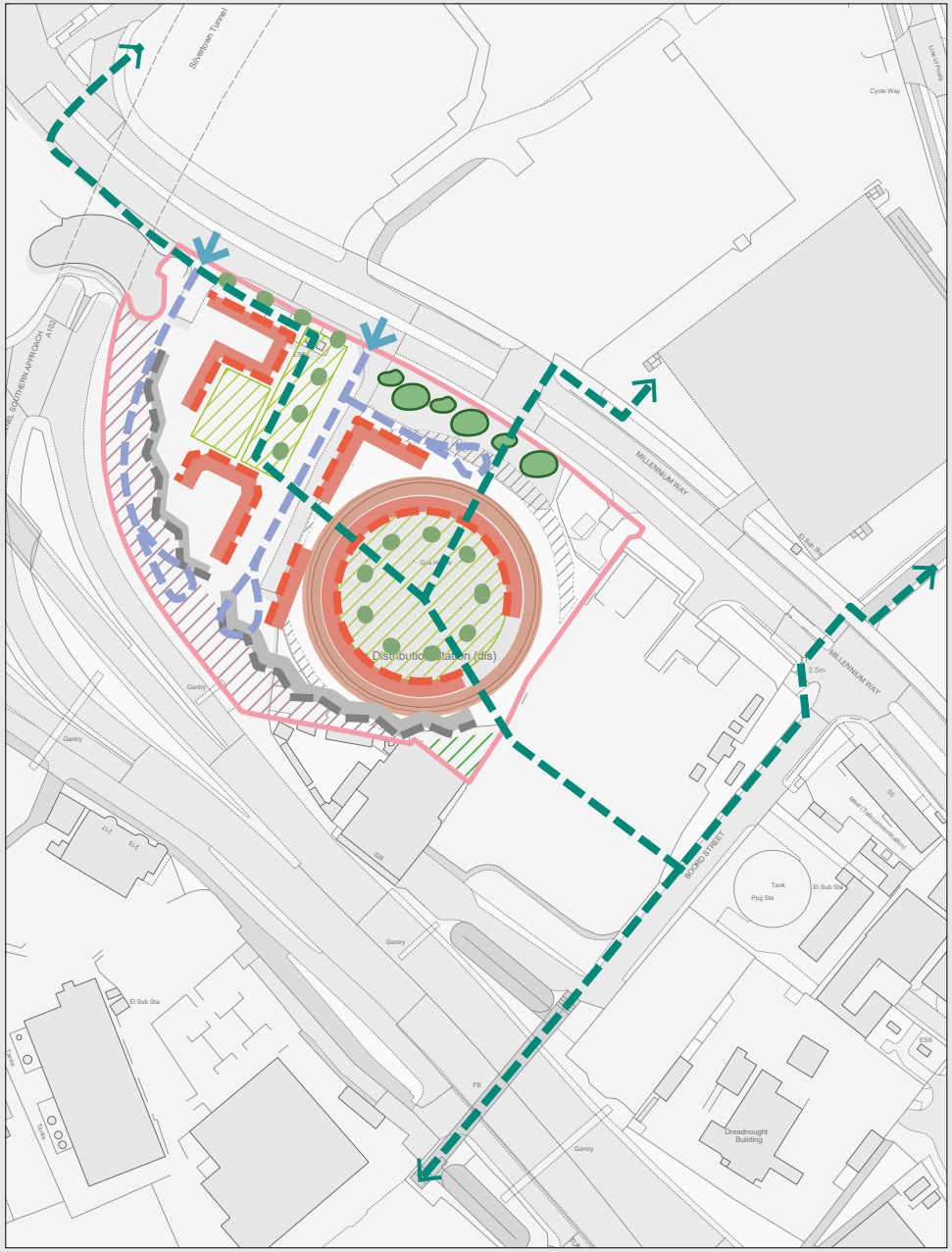
Green and blue infrastructure, public realm and landscaping

- Existing trees
- New trees and greening
- Green buffer
- Green park / open space
- Non buildable area

Land uses and built form

- Site boundary
- Building line
- Gasholder Structure to be retained
- Noise and air pollution mitigation measures towards A102 and Studio 338 Night Club

Place making diagram



Site Context

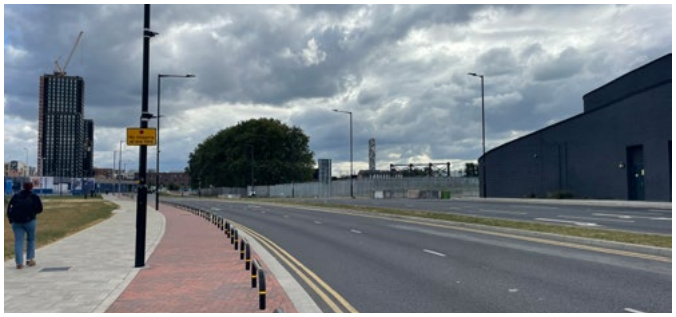
The site currently contains the remains of a decommissioned gasholder, surrounded by a moat of water. Most of the rest of the site has been in use for Silvertown Tunnel works.

The site is directly adjoining (to the west) the Silvertown Tunnel and Blackwall Tunnel approaches, which are effectively urban motorways seeing high levels of fast traffic and consequent noise and air pollution. To the east of the site is Millenium Way, a wide four-lane road but with less traffic and a 30-mph speed limit.

To the southeast, the site is bordered by an events venue/nightclub, Studio 338, and an industrial site. The wider area towards the O2 and North Greenwich District Centre is currently dominated by car parking but will be developed under the Knight Dragon masterplan which is still to deliver around 15 000 homes.

The PTAL of the site ranges from 2-4 but is less than a 10-minute walk from North Greenwich Station, which offer excellent connectivity into London and across the local area.

1. Approach from southern Millennium Way



2. Approach from northern Millennium Way

3. View from the A102

4. Northern access to the site

5. View towards the site from Boord Street

6. View across the existing screen on trees on Millennium Way

GMV Plot 500s
Site Allocation

Proposed Land Uses

A. Residential led mixed-use

Indicative development capacity

B. 258 homes

C. 274 sqm commercial

Indicative delivery timescale – years

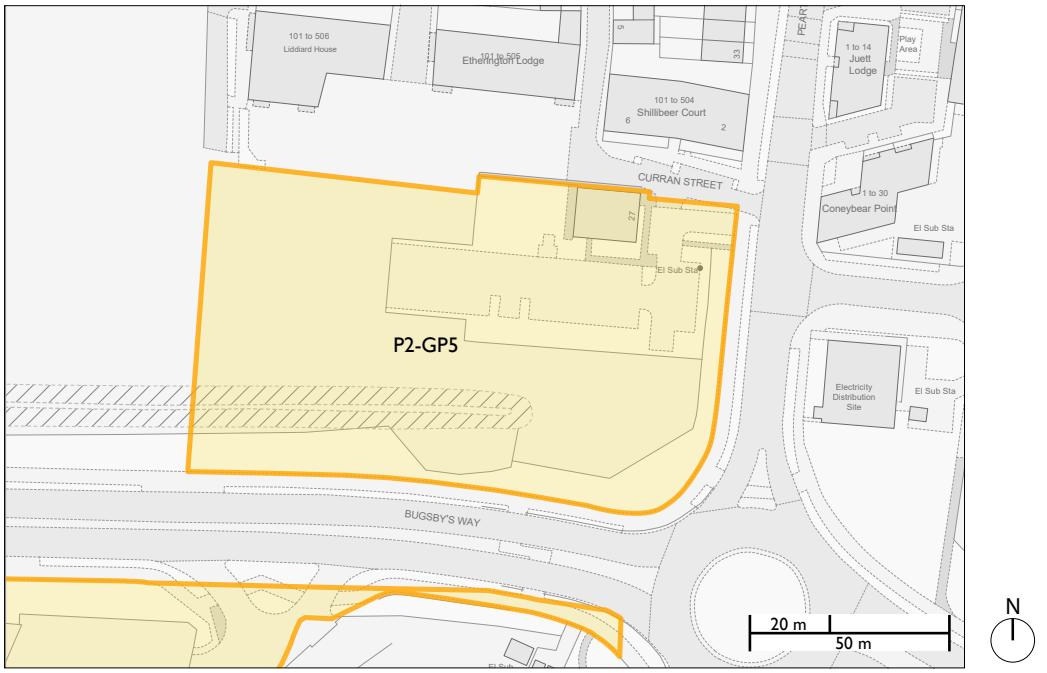
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transformation, not sensitive to change..

Tall Buildings Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: Land adjoining Bugsby's Way and Peartree Way, SE10 0XS	**Ward:** Greenwich Peninsula
Site area: 1.0 ha	**Ownership:** Private
Current use: Vacant/car park/temporary concierge building	**Policy designation:** Area of high Archaeological Potential. Flood Zone 3a. Tall Building Zone. Local View 1.
Consent Status: Resolution to grant	**Planning Reference(s):** 25/3074/MA and 25/3073/F
PTAL rating: 3	

Policy P2-GP5: GMV PLOT 500s

Vision

1. The GMV Plot 500s site will deliver a vibrant, high-quality extension to the Greenwich Millenium Village neighbourhood. Development should prioritise new homes, including affordable housing, alongside flexible ground floor commercial or community uses that activate the street and enhance local services. The site should contribute to a resilient, well-connected, and inclusive urban environment, with a strong public realm, sustainable design, and a distinctive architectural identity.

Land Use

2. The site will provide 258 homes and 274 sqm of commercial / community floorspace.

3. Development will be residential-led, delivering a significant number of new homes, including family-sized and affordable units. Ground floor uses should include flexible commercial or community spaces, particularly along Bugsby's Way and Trathen Square, to animate the public realm and provide local amenities. Given the site's location in Flood Zone 3, non-residential uses should be prioritised at ground level. Employment-generating uses should be considered to reflect the site's original outline consent and opportunity area designation

Design

4. The site lies within the Greenwich Peninsula Tall Building Zone and should accommodate mid-to-high-rise buildings that respond to the surrounding scale and massing. Design should ensure active frontages, particularly along key pedestrian routes, and avoid blank or inactive edges. High-quality architecture and materials should reflect the evolving character of the Peninsula while ensuring good daylight, privacy, and amenity for residents. The layout should integrate maisonettes and communal entrances to enhance street-level activity and community interaction.

5. Tall buildings may be appropriate on the site of around 20 storeys.

Connectivity and Public Realm

6. The development must enhance pedestrian and cycle connectivity across the site, particularly linking to Southern Park, Bugsby's Way, and the wider GMV masterplan. Public realm improvements should include new or enhanced public squares (e.g. Trathen Square), landscaped streets, and play spaces for all age groups. The design should prioritise permeability, legibility, and inclusive access, with clear routes through and around the site. Opportunities to improve crossings and connections across Bugsby's Way should be explored.

Environment

7. The site's location in Flood Zone 3 and proximity to safeguarded wharves requires robust environmental design to ensure the principles of the Agent of Change are adhered to. Development must incorporate SuDS, flood resilience measures, and acoustic mitigation in line with existing planning conditions. Green infrastructure, including tree planting, biodiversity enhancements, and play spaces, should be integrated throughout. Air quality and microclimate considerations must inform building orientation and ventilation strategies to ensure a healthy living environment.

Implementation

8. The site is subject to a resolution to grant on planning applications 25/3074/MA and 25/3073/F.

Connectivity, Movement, Access and Servicing

Pedestrian and cycle route

Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

Public realm and public open space enhancement

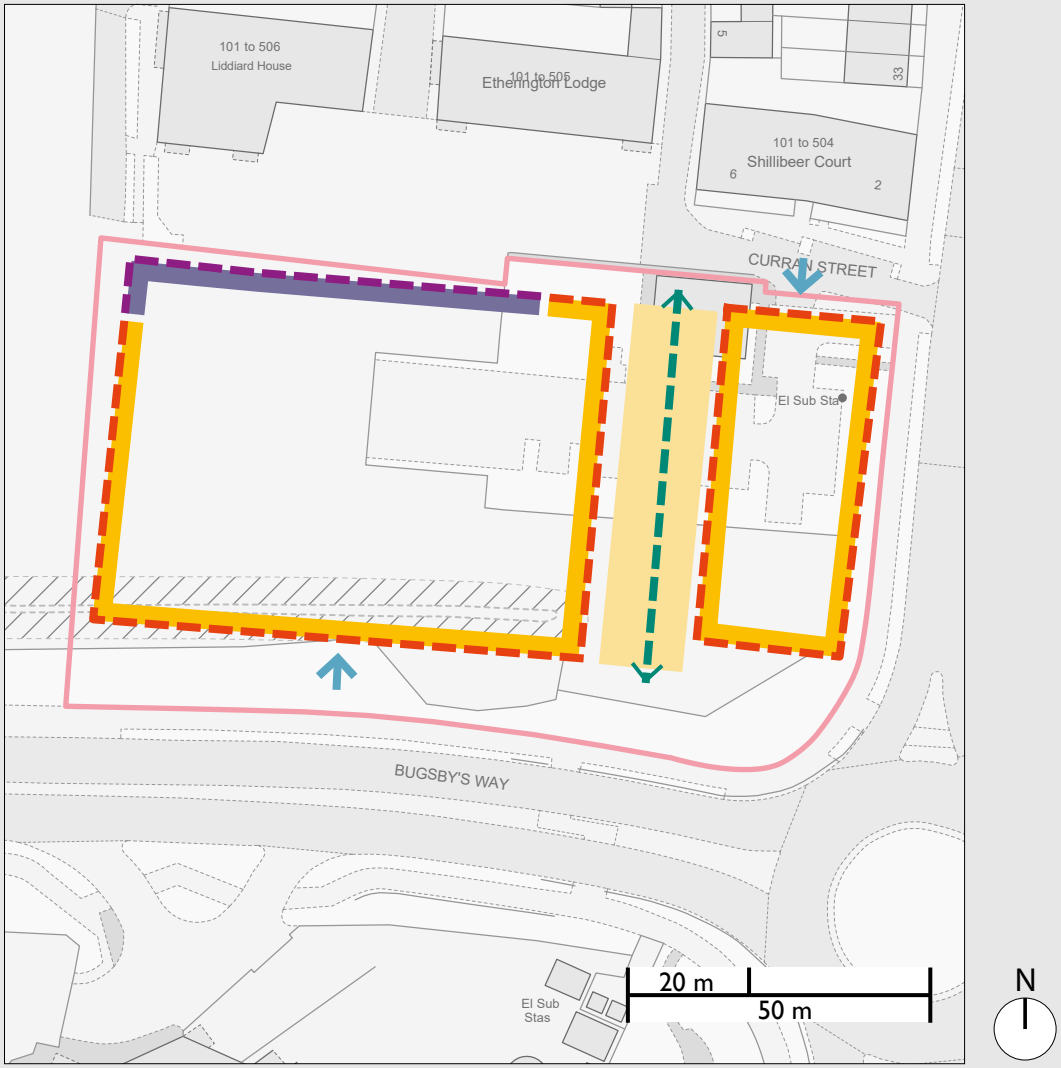
Land uses and built form

Site boundary

Ground floor active frontage - commercial, retail and community uses

Ground floor active frontage - Residential uses

Place making diagram



Site Context

GMV Plot 500s is located within the Greenwich Peninsula Opportunity Area, at the junction of Bugsby's Way and Peartree Way. The site comprises the last plots of the large Greenwich Millenium Village development. It is surrounded by a mix of uses: residential development to the north and west (earlier GMV phases), large-format retail and leisure uses to the south (including IKEA and Odeon), and the Charlton Riverside Strategic Industrial Location to the east, which includes two safeguarded wharves and Aggregates Zone.

The site lies within a designated Tall Building Zone and an Area of High Archaeological Potential. The surrounding context is one of significant transformation, transitioning from industrial to high-density, mixed-use residential neighbourhoods. The site plays a key role in completing the GMV masterplan and enhancing the urban fabric along Bugsby's Way.

The site has a PTAL of 3 but is within a five minute walk of bus stops providing connections to Greenwich, Charlton and Woolwich and to North Greenwich Station

1. Eastern approach on Bugsby's Way

2. Southern approach on Peartree Way

3. Western approach on Bugsby's Way

4. View to the site from Horn Link Way

5. View south on Peartree Way

6. View into site from Trathen Square

Millennium Retail Park
Site Allocation

Proposed Land Uses

A. Residential-led mixed-use

Indicative development capacity

B. 1,251 homes

C. 1,848sqm of flexible commercial/community floorspace

Indicative delivery timescale – years

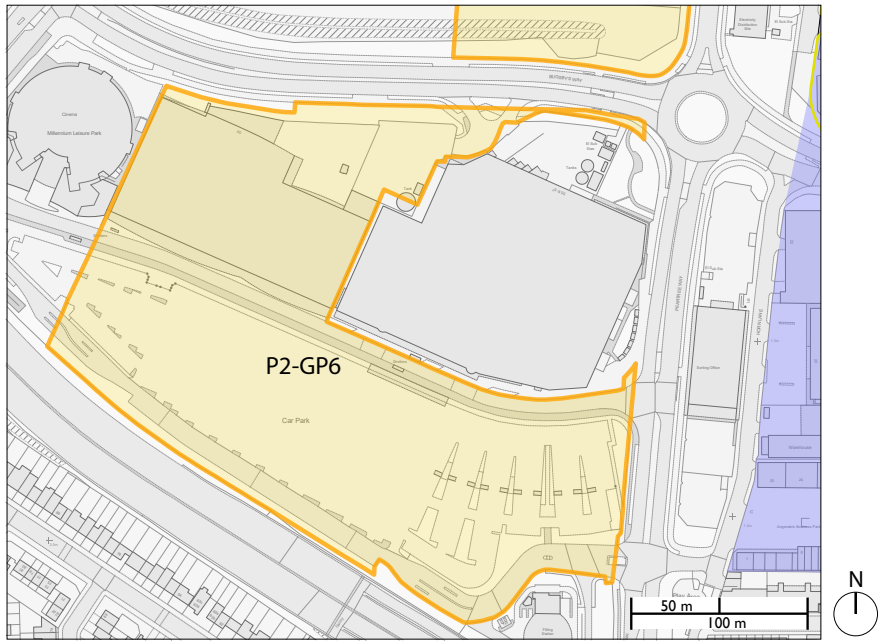
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition, sensitive to change.

Tall Buildings Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: Millennium Retail Park Car Park & 59 Bugsby's Way and land bound by Bugsby's Way, Peartree Way and Commercial Way, SE7	**Ward:** Greenwich Peninsula
Site area: 5.33 ha	**Ownership:** Private
Current use: Large retail warehouse (B&Q and Tradepoint), extensive surface level car parking.	**Policy designation:** Greenwich Peninsula Opportunity Area, Flood Zone 3. Area of High Archaeological Potential. Tall Building Zone. Local View 1.
Consent Status: Resolution to grant	**Planning Reference(s):** 24/1695/F

PTAL rating: 4 to 5

Policy P2-GP6: Millennium Retail Park

Vision

1. The Millennium Retail Park site will deliver a new, well-designed neighbourhood centred around a lively town square. Development will provide high-quality homes and new commercial spaces, new pedestrian routes and public realm improvements.

Land Use

2. The site will provide 1,251 homes and approximately 1,848 sqm of commercial/ community floorspace.
3. The residential-led mixed-use development should include a range of commercial and community uses and substantial areas of new public open space to attract activity and vibrancy into the site.

Design

4. Due to a legal agreement with the IKEA store to conserve 1000 parking spaces, much of the development will be over a podium on this car park.
5. The development will be designed to a high standard, incorporating accessible and inclusive design principles, introducing new pedestrian-friendly streets, a central public square, and a varied roofscape, contributing positively to the local townscape. A new community pavilion in the central square will act as a cultural focal point for the site.
6. Heights should step up from the edges of the site towards the centre, with the tallest elements at the central public square and busway. Heights should remain subservient to the tallest buildings clustered in the North Greenwich District Centre.
7. Tall buildings may be appropriate on the site of around 20 storeys.
8. Development will need to address the proximity to the A102M Blackwall Tunnel Approach to ensure that noise and air quality associated with major road infrastructure does not adversely affect residential amenity.

Connectivity and Public Realm

9. The development will introduce a new public square adjacent to the central busway at the heart of the site, delivering an active and diverse space. This space will link to neighbourhood streets to the north, which together with a new pedestrian crossing over Bugsby's Way, will help to connect the development with Greenwich Millennium Village and the wider peninsula.

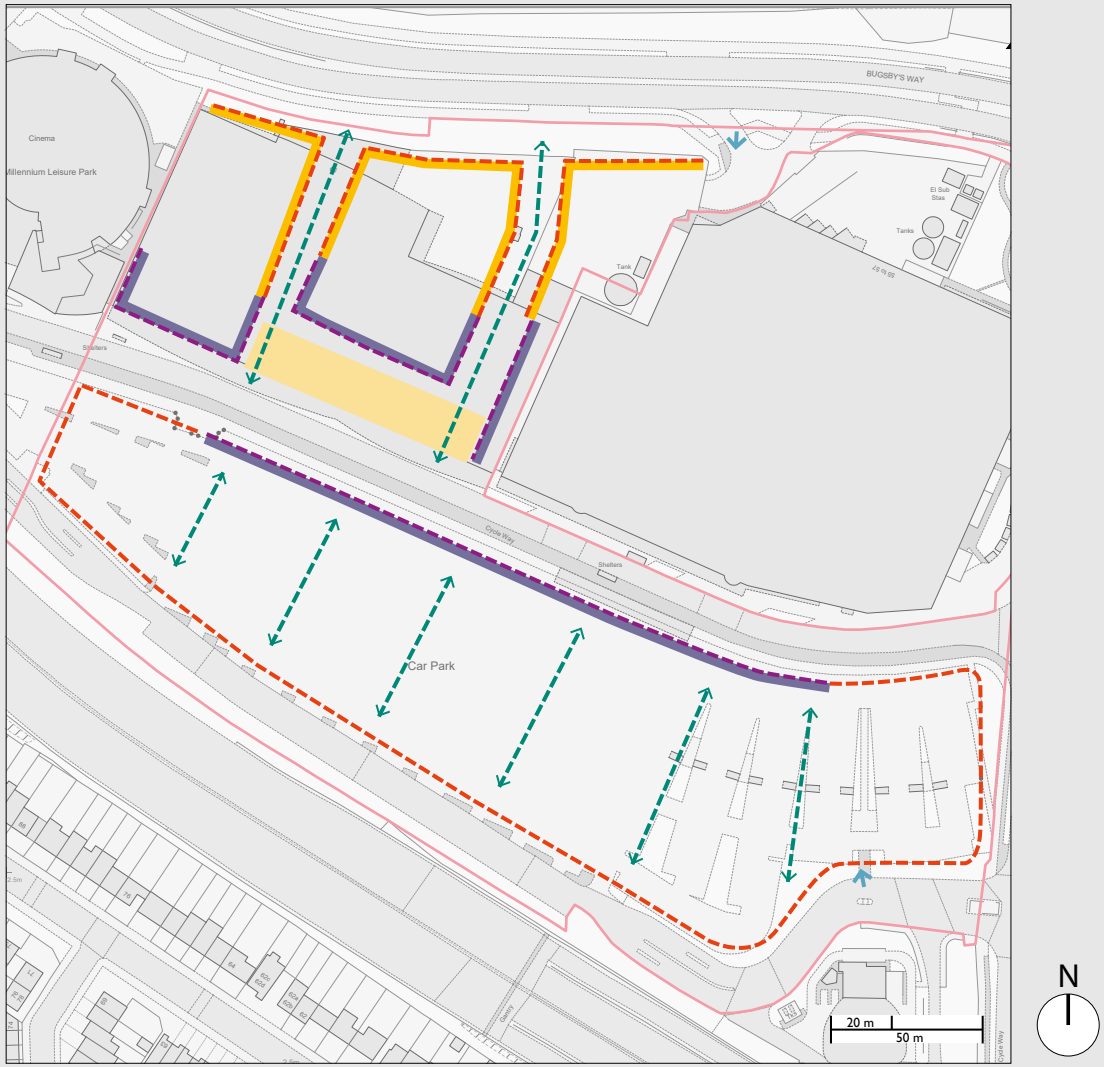
Environment

10. The development should deliver a significant area of public realm in the centre of the site, which together with extensive landscaping and tree planting along the busway and Bugsby's Way, will enhance biodiversity and contribute to urban greening.

Implementation

11. The site is subject to a resolution to grant on planning application 24/1695/F.

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses
- Ground floor active frontage - Residential uses
- Building line

Site Context

The site consists of two big-box retail units, containing a B&Q and associated Trade Point Store, and an extensive area of surface-level parking.

The wider retail park contains a large IKEA store to the east, an ODEON cinema (which includes some restaurants) to the west and a Sainsbury's petrol filling station to the south. The ODEON, IKEA, and petrol station are not included as part of the redevelopment. A busway runs through the centre of the site, separating the existing stores from the car park.

The retail park is bounded on all sides by dual carriageways, the most significant being the A102 Blackwall Tunnel Approach to the south. This is an urban motorway with heavy traffic levels and consequently high levels of air and noise pollution.

The wider area consists of a mix of industrial/ retail park uses with new residential development including Greenwich Millenium Village to the north.

The site has a PTAL rating of 4 to 5 with bus stops within the site serving multiple routes including to North Greenwich Station, Westcombe Park National Rail Station and Stratford.

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

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

3. View from footbridge over A102

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

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

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

Charlton

3.48. The Charlton spatial area spans west to east from Greenwich Peninsula in the west, across Charlton Riverside and the Thames Barrier, to Woolwich Dockyard in the east. It extends north to south from the River Thames to the A207 Shooters Hill, encompassing Charlton Village. The Charlton spatial area covers the wards of Charlton Village and Riverside and Charlton Hornfair, and part of Greenwich Peninsula.

3.49. North of the A206 Woolwich Road lies a patchwork of industrial and commercial buildings with extensive hard standings and a mix of building types, from modern single storey 'big box' retail warehouses to early century multi-storey industrial buildings with multiple commercial tenants. This area is designated in the London Plan 2021 as the Chalton Riverside Opportunity Area, where masterplan-led regeneration will deliver an anticipated 8,000 new homes and 1,000 additional jobs.

3.50. The area contains two Strategic Industrial Locations. Charlton Riverside West SIL is dominated by heavy industry; including the safeguarded Angerstein Wharf and Murphy's Wharf and two safeguarded waste facilities. The remainder of the area supports storage, distribution, and light industrial uses. Riverside East SIL is more varied in character, blending industrial and light industrial activity with a thriving creative sector, notably centred around Thameside Studios. The Thames Barrier depot and its operational facilities sit at the northwest corner of this SIL. Both SILs are constrained in terms of industrial intensification, but an adjacent cluster of estates (including VIP Trading Estate, Stone Foundries, and New Lydenburg Commercial Estate) is designated as a Locally Significant Industrial Site, offering potential for intensified employment and co location of uses.

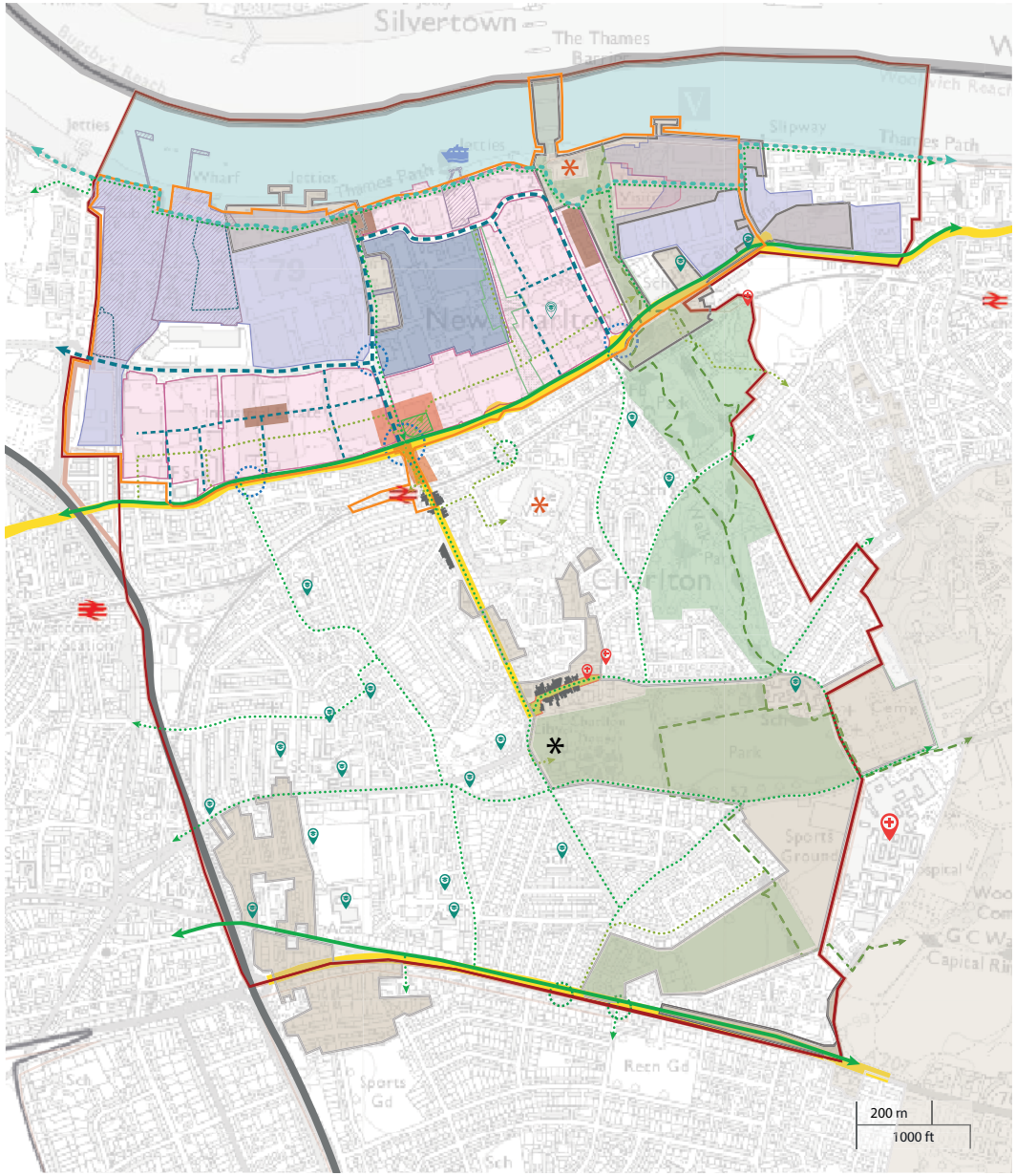
3.51. Between these industrial areas and the A206 lies a concentration of retail parks and trading estates featuring surface-level parking and a mix of large-format stores and smaller units. This out-of-centre retail hub draws significant consumer spend from across the Royal Borough, competing with other established centres.

3.52. South of the A206, the terrain rises towards Charlton Village and continues upwards to Shooters Hill, revealing a predominantly residential landscape. Housing is primarily low rise and suburban in character, with mid-rise blocks at Charlton Triangle and Charlton Heights. A chain of green spaces weaves through the east of the area, from Thames Barrier Park, through Maryon Park, Maryon Wilson Park, Charlton Park and Charlton Cemetery to Hornfair Park and the Charlton Lido. The area is also home to Charlton Athletic Football Club, whose home stadium "The Valley" is a local landmark and community hub, that provides employment and helps to sustain surrounding shops and businesses.

3.53. Charlton station, on the North Kent Line, provides a link to National Rail services to Central London, Greenwich, Woolwich and Dartford. Multiple bus routes pass along the A206, providing access to North Greenwich Station on the Jubilee Line.

3.54. The area contains four Conservation Areas: Charlton Riverside, Thames Barrier and Bowater Road, Charlton Village and Rectory Field. Charlton Riverside and Thames Barrier and Bowater Road Conservation Areas are designated for their distinctive industrial riverside character, the former with a history of boatbuilding and the latter celebrating engineering innovation. The area's rich industrial heritage is a defining feature of Charlton Riverside. Charlton Village Conservation Area protects the special characteristics of the old village and surrounding green space and includes the Grade I Listed Charlton House. The Rectory Field Conservation Area protects a residential area of rich Victorian heritage and unique townscape character.

Figure P3 Charlton Spatial Area map and key



P3 - Charlton - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- Public realm enhancement
- Proposed local centre
- Proposed neighbourhood centres
- New public space
- Proposed linear park
- New / improved connection
- Proposed cycle routes
- Proposed or potential improved walking routes
- Waterfront route improvement
- Junctions improvement
- Proposed and improved crossing/bridge/underpass
- Proposed pier
- Potential improvement to river services

Existing Features and Plan Designations:

- Royal Borough boundary
- Sub-area boundary
- Opportunity area
- High Streets / local centres
- Site allocations
- Strategic Industrial location (SIL)
- Locally Significant Industrial Sites (LSIS)
- Safeguarded Wharves
- Safeguarded Waste Sites
- Rail Lines stations
- Schools and Universities
- Healthcare facilities
- Open Space
- Water space
- Conservation Areas
- Heritage landmark
- Public destination
- Motorway
- Existing, planned or under construction cycling routes
- Pedestrianised
- Green chain walk
- Jetty structures to be retained

Charlton Vision

Charlton will evolve into a well-connected, resilient and sustainable urban neighbourhood that celebrates its rich industrial heritage while embracing transformative growth. Driven by the regeneration of the strategically significant Charlton Riverside Opportunity Area, the area will deliver a dynamic mix of 8,000 new homes and 1,000 additional jobs, creating a balanced and thriving community.

To the north of the A206, substantial change delivering new homes and jobs will be guided by masterplanning principles. Strategic Industrial Locations will be safeguarded and, where feasible, intensified to support modern industrial needs. The thriving creative sector will be supported to grow and evolve. The Locally Significant Industrial Site will offer opportunities for co-location and employment growth. Underutilised industrial and retail areas will be reimagined as vibrant mixed-use quarters, integrating homes, jobs, infrastructure, and high-quality public realm.

Modern, flexible employment spaces, including affordable workspaces, will support a diverse range of businesses, from logistics and light industry to creative and cultural enterprises, helping to foster a diverse and interactive community.

Retail activity will be consolidated and repositioned along Bugsby's Way, with improved design and integrated parking. A local centre, catering for day-to-day needs, will establish a welcoming gateway between the Riverside area, Charlton Station and Charlton Village.

A new riverside bus route will enhance public transport accessibility, reduce car dependency, and connect emerging communities with key destinations. Opportunities to support a future river boat stop at Charlton Riverside will be explored. Improvements to walking and cycling infrastructure will support active travel and strengthen connections to the River Thames and Thames Path.

To the south of the A206, the established residential character will be respected and sensitively reinforced. The area will continue to benefit from Charlton Athletic Football Club's ambitions to remain at The Valley. Opportunities for gentle intensification will be welcomed where appropriate, ensuring new development responds to local context and enhances neighbourhood quality. Charlton's green infrastructure and historic assets will be protected, enhanced, and celebrated, supporting biodiversity, climate resilience and a strong sense of place.

Policy P3 Charlton

1. Development within Charlton will deliver against the following priorities:
   a. a new sustainable and inclusive urban neighbourhood through the masterplan-led regeneration of Charlton Riverside Opportunity Area, providing 8,000 new homes and 1,000 additional jobs.
   b. contribute significantly to Royal Greenwich's 15-year housing supply. Development will support a mix of tenures, including affordable housing, and contribute to a balanced and thriving community.
   c. a predominantly mid-rise neighbourhood within the Opportunity Area, with some opportunities for taller elements within the Limited Opportunity Zone.
   d. safeguard and intensify Strategic Industrial Locations (SIL) at Charlton Riverside West and East, supporting a range of industrial, logistics, and waste management uses.
   e. the continued safeguarding of Angerstein and Murphy's Wharves and the Aggregates Zone. The Council will support the de-designation of Riverside Wharf if its capacity can be replaced in an appropriate alternative location.
   f. transform other underutilised industrial estates and retail parks into vibrant mixed-use quarters, integrating homes, employment (including affordable workspace), community infrastructure including an all-through school, and high-quality public realm.
   g. support and nurture the creative and cultural economy.
   h. consolidate retail activity along Bugsby's Way and establish a new local centre to serve day-to-day needs, linking the riverside area with Charlton Station.
   i. improve public transport accessibility through the delivery of a new riverside bus route and enhanced walking and cycling infrastructure, and explore opportunities for a future river boat stop, connecting new and existing communities, while also strengthening links to the River Thames and elevating the quality of the Thames Path.
   j. take account of the operational requirements of the Thames Barrier and the TE2100 Plan through early engagement with the Environment Agency.
   k. outside of the Riverside area, respect and reinforce established residential character through contextual development and gentle intensification, while protecting and enhancing green infrastructure and heritage assets.

Reasoned Justification

3.55. Charlton will undergo a period of significant transformation, centred on the regeneration of the Charlton Riverside Opportunity Area. This strategically important location is expected to deliver around 8,000 new homes and 1,000 additional jobs, contributing meaningfully to Royal Greenwich's housing and employment targets. Development will be guided by principles of high-quality urban design, with careful consideration given to appropriate density and building heights.

3.56. The majority of the Charlton Riverside area is within a Limited Opportunity Zone for tall buildings (LOZ). Development across the Opportunity Area is expected to deliver a mid-rise form with scope for a limited number of taller buildings as part of a comprehensive, masterplan-led approach. Taller elements should be used selectively to mark key locations, and must demonstrate exemplary design quality in line with Policy DH2. Height and massing should be carefully composed, with taller elements arranged to create a clear stepping from surrounding development. Building heights should generally rise towards the river, although care must be taken to avoid creating a continuous wall along the waterfront.

3.57. The protection of existing SIL and LSIS, and the provision of new flexible and affordable workspaces integrated into mixed-use developments, will reinforce Charlton's role as a centre for innovation, production, and enterprise. Development should enable co-location and employment growth within the LSIS to deliver intensified employment floorspace, including affordable workspace, alongside compatible residential and community uses.

3.58. Safeguarded wharves are protected for the purposes of water-borne freight handling. The ability of safeguarded wharves to operate on a 24-hour basis must be protected due to their strategic importance for river-based freight and construction. Where development is proposed in proximity to safeguarded wharves, early engagement with the Port of London Authority and relevant wharf operators will be required. Opportunities for modernisation and intensification will be explored where feasible, while ensuring compatibility with surrounding uses. The de-designation of Riverside Wharf will be supported where it can be robustly demonstrated that its cargo-handling capacity is no longer viable having regard to the criteria set out in London Plan 2021 Policy SI 15, which includes the location and availability of capacity at comparable alternative wharves. De-designation should be delivered through a coordinated spatial approach that optimises and consolidates wharf activity across the wider network.

3.59. Charlton Riverside supports a well-established and thriving creative cluster, centred on Thameside Studios, which contributes to the area's distinct identity and mix of uses. Development should build on this foundation by safeguarding and enhancing creative workspace, ensuring it remains affordable, flexible and suitable for a range of creative industries. This includes protecting existing clusters and integrating new workspace within development proposals, recognising the important role of the creative economy in supporting local identity, employment and innovation.

3.60. The delivery of a new riverside bus route will be complemented by enhancements to walking and cycling infrastructure, improved connections to Charlton station and the Thames Path, and the exploration of opportunities for a future river boat stop. Together, these measures will improve public transport accessibility, reduce car

dependency and strengthen links between the river, new development and surrounding neighbourhoods. All major developments within the Opportunity Area will be expected to contribute to the delivery of the bus route, through proportionate financial contributions. Where development sites fall on the preferred route alignment, developers will be expected to work with TfL to make land available to support implementation, ensuring a coordinated approach to improving connectivity.

3.61. Development proposals should be informed by early and ongoing engagement with the Environment Agency to ensure that the operational, access and security requirements of the Thames Barrier are not compromised, both during construction and over the lifetime of development. Proposals should also take account of the long-term requirements of the Thames Estuary 2100 Plan, including the need to safeguard land and maintain access for future upgrades, maintenance and potential alteration of flood defence infrastructure. This includes ensuring that development does not prejudice end-of-century options for the Thames Barrier or wider flood risk management interventions.

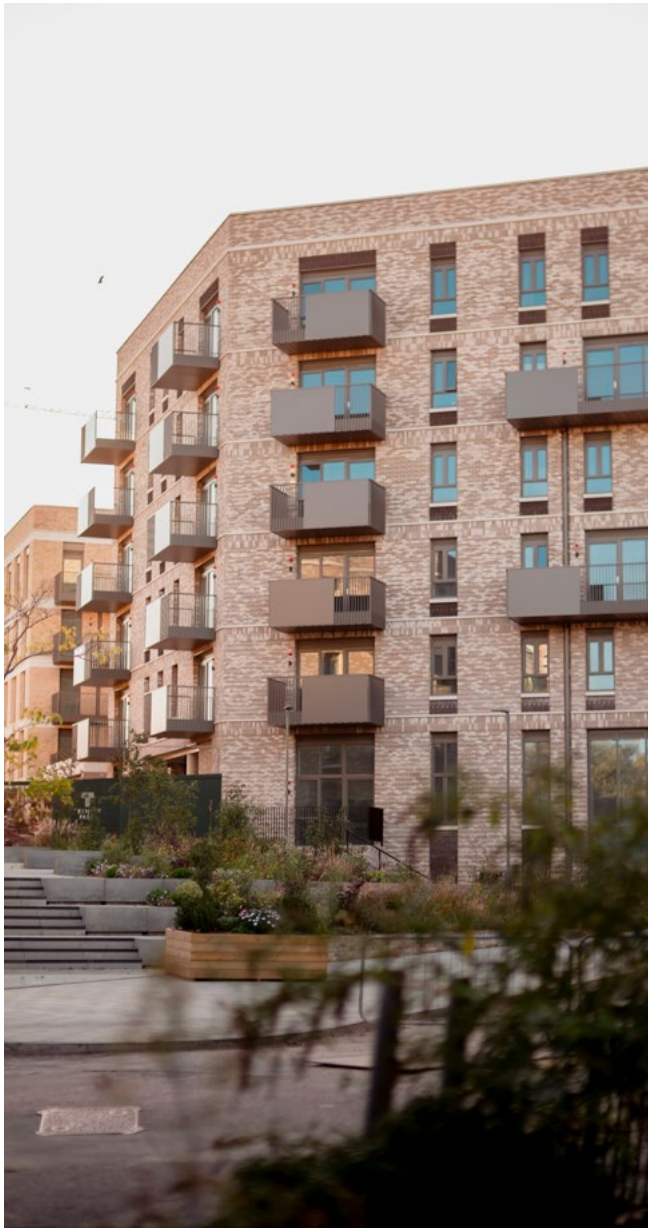
3.62. Where development is proposed adjacent to the Thames Path, applicants should have regard to the Council's Thames Path and River Front Strategy when bringing forward development proposals.

3.63. Charlton's established residential neighbourhoods will remain largely unchanged, and any development in this part of the area should respect the existing suburban character.

3.64. Enhancements to green infrastructure and the continued protection and enhancement of conservation areas will strengthen the identity and quality of life for new and existing residents of Charlton.

Site Allocations in the Charlton sub-area

- Policy P3-C1 Charlton Riverside - Peninsular Park Road
- Policy P3-C2 Charlton Riverside - ASDA and Ramac Way
- Policy P3-C3 Charlton Riverside - Greenwich Shopping Park, Maritime Industrial Estate and Makro
- Policy P3-C4 Charlton Riverside - Herringham Road and Riverside
- Policy P3-C5 Charlton Riverside - Central
- Policy P3-C6 Charlton Riverside - Eastmoor Street and Westmoor Street
- Policy P3-C7 17–37 and 18–36 Bowater Road, 1–3 Faraday Way



Charlton Riverside - Penisular Park Road
Site Allocation

Proposed Land Uses

A. Mixed-use development including residential, commercial and industrial

Indicative development capacity

B. 370 homes

C. 9,640 sqm non-residential floorspace

Indicative delivery timescale – years

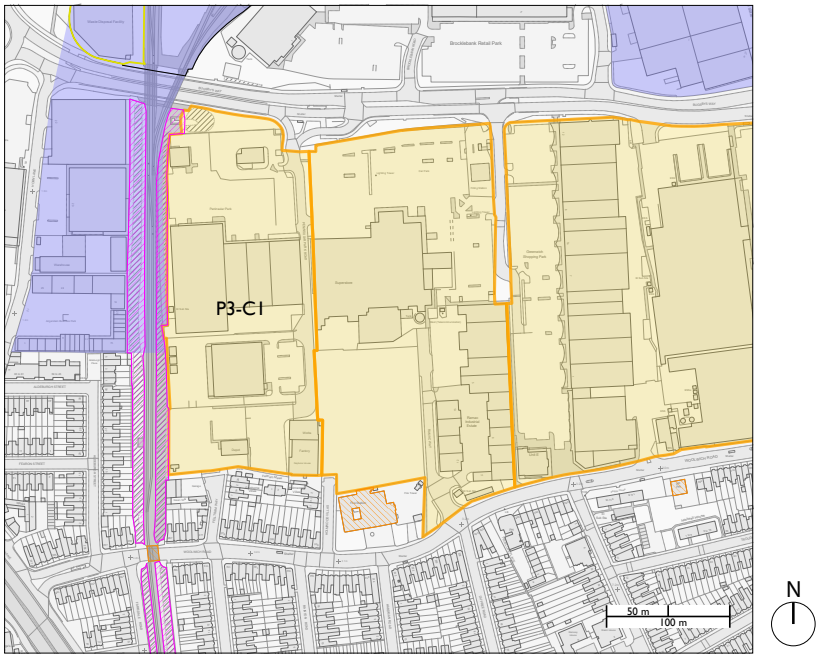
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Northern portion of the site is identified as area of transition and enhancement, and the southern portion an area of transformation, with varying levels of sensitivity to change.

Tall Buildings Assessment: Located within a Limited Opportunity Zone.

Site boundary and constraints



Address: Peninsula Retail Park, Bugsby's Way, SE7 7TZ	**Ward:** Greenwich Peninsula
Site area: 3.38 ha	**Ownership:** Private
Current use: Big box retail sheds, commercial / light industrial units, McDonalds, open yard storage and surface level parking.	**Policy designation:** Charlton Riverside Opportunity Area, Flood Zone 3. Adjacent to SINC. Limited Opportunity Zone for tall buildings. Local View 1.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 4 to 5	

Policy P3-C1: Charlton Riverside - Peninsular Park Road

Vision

1. The Peninsular Park Road site will deliver an important component of the wider regeneration of the Charlton Riverside Opportunity Area. The development of this site will be masterplan-led to contribute to the delivery of both homes and employment. The provision of modern, flexible industrial units, including affordable workspace, will offer additional employment opportunities, while its location will provide a buffer between the adjacent Strategic Industrial Land and Safeguarded Wharves, and new residential development, ensuring that the 24-hour operation of these facilities is not prejudiced. Commercial development will be located along Bugsby's Way, creating a more defined frontage, while also providing a buffer to the aggregates site to the north.

Land Use

2. A mix of residential, commercial and industrial units should be provided across the site. Commercial units should be located at the north of the site, with frontage and access on to Bugsby's Way, with any parking required provided above. Industrial space should be located in the southern part of the site and adjacent to the railway line, with yard space for servicing. The remainder of the site should deliver residential development, providing 370 homes with an appropriate mix of size and tenure. Smaller scale, flexible workspaces and studios, including affordable workspace, should be integrated within the residential development.

Design

3. Larger commercial uses should be positioned along Bugsby's Way and the railway embankment. Any parking requirement should not compromise the spatial and environmental quality of the public realm and should be considered in undercrofts or on the upper floors.
4. Residential uses must be appropriately set back from the neighbouring wharf's industrial activities.
5. Smaller industrial uses and workshops should be integrated to contribute to the creation of attractive yards and secondary routes, with a focus on pedestrian and cycling access.
6. Prevailing roof parapets should be mid-rise, generally not exceeding six storeys although taller markers may be considered appropriate, of around nine storeys in height. Careful attention should be given to the interface with neighbouring residential uses between Felltram Way and Holmwood Villas.
7. Any residential development in proximity to the railway line and existing industrial uses should incorporate comprehensive mitigation measures in accordance with the Agent of Change principle.

Connectivity and Public Realm

8. Routes across the site should align with a broader strategy for the overall Riverside area.
9. A clear hierarchy of streets should define welcoming public spaces, support a pedestrian- and cycling-friendly environment, and effectively accommodate essential delivery and service routes for industrial and other uses.
10. Public spaces along residential streets should offer a generous mix of multi-activity areas and play spaces.
11. Secondary routes weaving through the mixed-use fabric of workshops, studios, and residential buildings should have a more intimate character, featuring pocket gardens and play areas.

Policy P3-C1: Charlton Riverside - Peninsular Park Road

Environment

12. Opportunities to embed on-site renewable energygeneration should be taken, including the ability to connect to any future local decentralised energy network.
13. Trees on the northern and western edges of the site should be retained where possible and opportunities to enhance the adjacent SINC should be explored. A green buffer should be incorporated along the Bugsby's Way frontage of the site to help mitigate noise and dust from traffic and the nearby safeguarded wharves.

Implementation

14. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Main road
- Residential street
- Pedestrian and cycle route
- Pedestrian route only
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries
- Charlton railway station

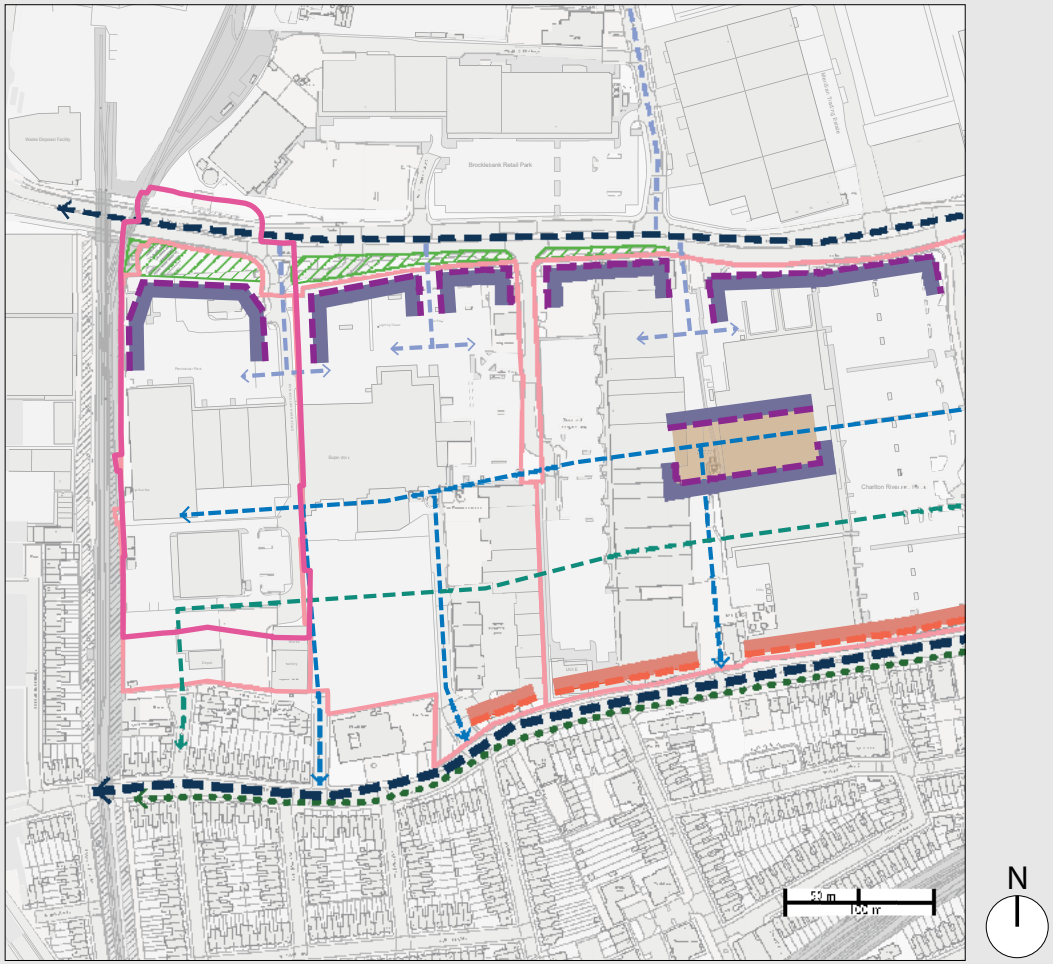
Green and blue infrastructure, public realm and landscaping

- Enhanced green park
- New linear park above underground utilities
- Potential extension of linear park to riverside

Land uses and built form

- Site boundary
- Neighbouring allocations
- Ground floor active frontage - commercial, industrial, retail and community uses

Place making diagram



Site Context

This site is one of six site allocations, set within the wider Charlton Riverside Opportunity Area, which is identified by the GLA as 'Ready to Grow'.

The southern part of the site is currently occupied by single story industrial units, set within open yards / car parks. The northern half of the site contains a large footplate commercial building, divided into 5 large retail units with extensive surface car parking to the front. Two smaller units sit within the car park area: a further retail premises and a McDonalds restaurant with drive thru.

The site is bounded to the west by the railway line to the Aggregates Wharf, with the Charlton Riverside West Strategic Industrial Location beyond. Bugsby's Way bounds the site to the north, with Brocklebank Retail Park on the opposite side.

Immediately to the south of the site is existing housing, on Felltram Way and Woolwich Road, with further housing on the opposite side of Woolwich Road and beyond.

To the east of the site, separated by Peninsular Park Road is another site allocation: currently occupied by an Asda superstore, industrial warehouses and yard storage, but also allocated for mixed use development of residential, industrial and commercial uses.

The site has a high PTAL rating of 4 to 5, primarily due to its proximity to multiple bus routes along Bugsby's Way, and Woolwich Road.

1.View from southern Felltram Way

2. View from southern Holmwood Villas

3. Approach from Bugsby's Way

4. View of car parking accessed from Peninsular Park Road

5. View from the southern end of Peninsular Park Road

6. View towards the railways from Felltram Way

Charlton Riverside - ASDA and Ramac Way
Site Allocation

Proposed Land Uses

A. Mixed-use including residential, commercial / retail and small scale industrial worskshop / studio uses.

Indicative development capacity

B. 910 homes

C. 15,910 sqm non-residential floorspace

Indicative delivery timescale – years

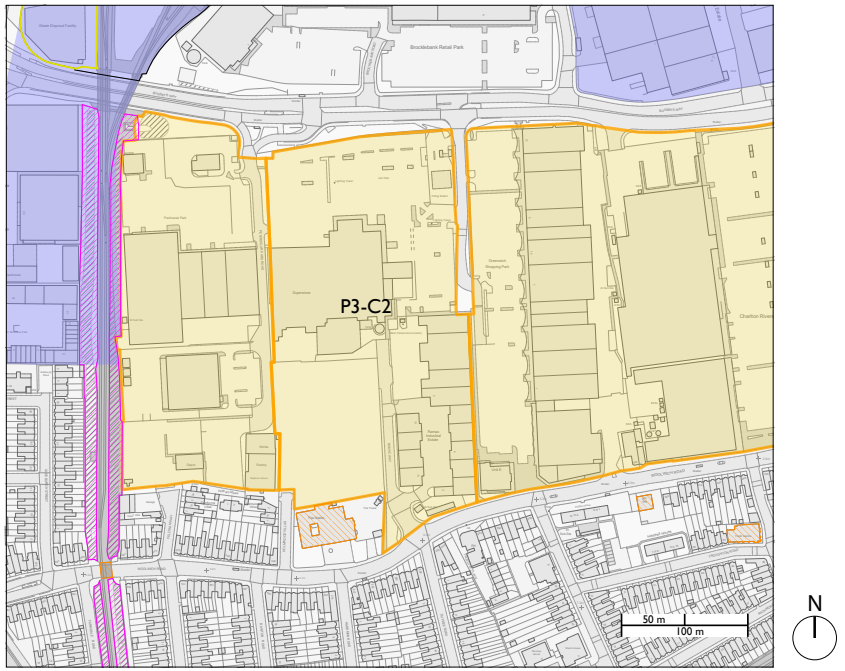
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: The northern half of the site is an area of transition and enhancement, and the southern half of the site an area of transformation, with varying levels of sensitivity to change..

Tall Buildings Assessment: Located within a Limited Opportunity Zone.

Site boundary and constraints



Address: Ramac Way, New Charlton, London SE7 7AX	**Ward:** Greenwich Peninsula
Site area: 4.47 ha	**Ownership:** Private
Current use: Retail (ASDA Superstore) with petrol filling station and surface level parking, light industrial / warehouse units.	**Policy designation:** Flood Zone 3, Charlton Riverside Opportunity Area, Area of High Archaeological Potential. The southern border of the site adjoins East Greenwich Fire Station, which is locally listed. Limited Opportunity Zone for tall buildings. Local View 1.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 2 to 5	

Policy P3-C2: Charlton Riverside - ASDA and Ramac Way

Vision

1. The ASDA and Ramac Way site will deliver an important part of the Charlton Riverside Opportunity Area's regeneration, this site will be masterplanned to deliver mixed-use development and contribute to the delivery of both homes and employment.
2. The ASDA superstore will be re-provided adjacent to Bugsby's way with residential development incorporated above the store, and parking provided either at roof level or undercroft, to support better placemaking and more efficient use of land. A new square will be centrally positioned within the site, designed to provide active frontages and accommodate community and complementary town centre uses, enhanced by a thoughtfully designed public realm to create a focal point for the emerging neighbourhood.
3. Existing industrial uses will be retained in the southern part of the site, with residential development located above, ensuring the efficient use of land while supporting the continued operation of employment activities. The remainder of the development of this site will be residential-led with commercial and light-industrial uses integrated throughout to create a unique neighbourhood with a recognisable character.

Land Use

4. The site should be developed to create a mixed use, residential-led neighbourhood including the reprovision of the existing ASDA superstore with residential accommodation above and parking within the envelope of the building. Local level community and complementary town centre uses should be located around a centrally positioned public square. Industrial uses will be retained in the southern part of the site, with residential development located above. Small scale industrial workshop / studio units suitable for co-location with residential development.

Design

5. Residential development in proximity to safeguarded wharves and existing industrial uses should incorporate comprehensive mitigation measures, in accordance with the Agent of Change principle, ensuring that the 24-hour operation of these facilities is not prejudiced.
6. Community and commercial units should provide active frontages onto a centrally located public square, contributing to its role as a focal point for the site. Smaller industrial uses and creative workshops should be integrated in a way to contribute to the development of attractive creative yards and secondary routes, prioritising pedestrian and cycling access.
7. Prevailing roof parapets should be mid-rise, generally not exceeding six storeys. Taller shoulders and point elements may be appropriate of around ten storeys when located at the main access from Woolwich Road and at the primary junction on Ramac Way.

Connectivity and Public Realm

8. Routes across the site should align with a broader strategy for the overall Riverside area. A clear hierarchy of streets should define welcoming public spaces, support a pedestrian- and cycling-friendly environment, and effectively accommodate essential delivery and service routes for industrial and other uses on the site.

Policy P3-C2: Charlton Riverside - ASDA and Ramac Way

9. A new central public space should be provided to serve as a focal point for nearby communities. Public spaces along residential streets should offer a generous mix of multi-activity areas and play spaces.
10. Secondary routes weaving through the mixed-use fabric of workshops, studios and residential buildings should have a more intimate character, featuring pocket gardens and play areas.

Environment

11. As the site is within an open space deficiency area, residential developments must provide a sufficient level of open space for residents, maximise residential amenity and green infrastructure, and increase linkages to existing green spaces wherever these are possible.
12. A green buffer should be incorporated along the Bugsby's Way frontage of the site to help mitigate noise and dust from traffic and the nearby safeguarded wharves.

Implementation

13. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Main road
- Residential street
- Pedestrian and cycle route
- Pedestrian route only
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

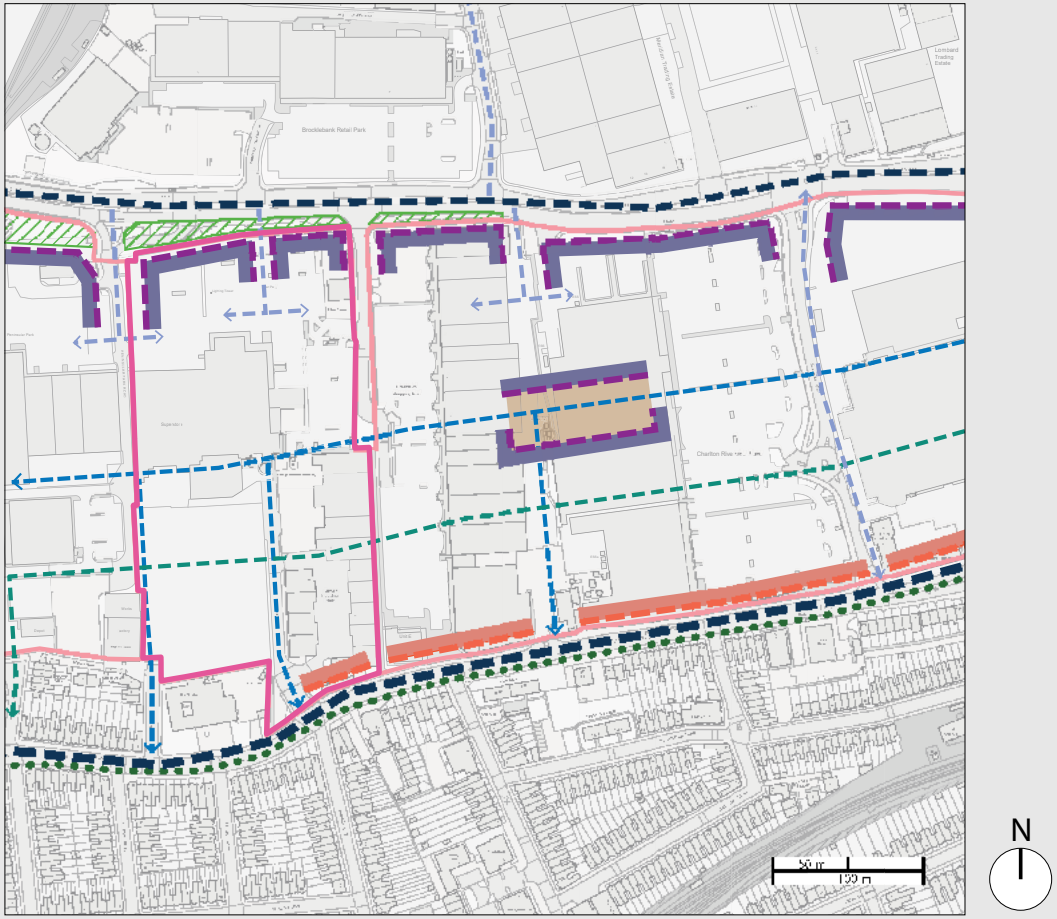
Green and blue infrastructure, public realm and landscaping

- Green buffer

Land uses and built form

- Site boundary
- Neighbouring allocations
- Ground floor active frontage - commercial, industrial and retail uses
- Building line
- Neighbourhood centre
- Relocated and new commercial/industrial uses

Place making diagram



Site Context

This site is one of six site allocations set within the wider Charlton Riverside Opportunity Area, which is identified by the GLA as 'Ready to Grow'.

The northern half of the site contains the ASDA Charlton Superstore and associated parking and ASDA petrol station, and the southern half is the Ramac Way industrial site which largely comprises vehicle parking as well as some light industrial and storage units. The ASDA store is in active use and would need to be re-provided on site.

To the east of the site is Greenwich Shopping Park, comprising several big box retail/leisure units, and to the north and west of the site there are more big box retail/leisure units. Land to the east and west of the site are subject to other site allocations.

Adjoining the southern border of the site is East Greenwich Fire Station which is a locally listed building, dating from 1985 and featuring projecting, curved wings of glazed brick, porthole windows and detailed large-scale red entrance doors. Beyond this is the A206 dual carriageway and existing low-rise residential development.

PTAL varies across the site from 2 to 5, with the highest rating along Woolwich Road, due to the numerous bus routes that pass adjacent to this edge of the site.

1. Access to Ramac Way from Woolwich Road

2. view of the eastern part of the site

3. View across ASDA's car park from Peninsular Park Road

4. Approach from Holmwood Villas

5. View of the site from Bugsby's Way

6. View across ASDA's car park from Greenwich Shopping Park Way

Charlton Riverside - Greenwich Shopping Park, Maritime Industrial Estate and Makro Site Allocation

Proposed Land Uses

A. Residential, with light industrial and commercial uses

Indicative delivery timescale – years

B. 2,530 homes

C. 20,530 sqm non-residential floorspace

Indicative delivery timescale – years

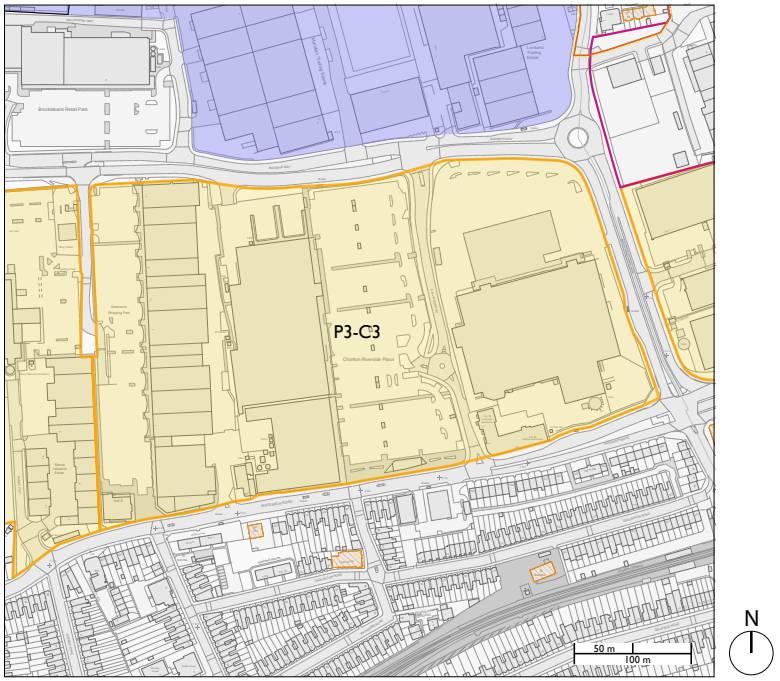
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Area of transition/ enhancement, with some sensitivity to change.

Tall Buildings Assessment: Located within a Limited Opportunity Zone.

Site boundary and constraints



Address: Bugsby's Way, New Charlton, London SE7	**Ward:** Greenwich Peninsula
Site area: 11.7 ha	**Ownership:** Private
Current use: Retail cash and carry wholesaler, surface level parking	**Policy designation:** Flood Zone 2 / 3, Charlton Riverside Opportunity Area, Area of High Archaeological Potential. Limited Opportunity Zone for tall buildings. Local View 1.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 3 to 4	

Policy P3-C3: Charlton Riverside - Greenwich Shopping Park, Maritime Industrial Estate and Makro

Vision

1. The Greenwich Shopping Park, Maritime Industrial Estate and Makro site will deliver an important part of the Charlton Riverside Opportunity Area's regeneration. This site will be masterplanned to deliver mixed-use development and contribute to the delivery of both homes and employment. Commercial / town-centre uses will be located in the southeast corner of allocation, forming part of the new Local Centre at Anchor and Hope Lane. Light industrial uses will front onto Bugsby's Way with the remainder of the allocation delivering residential development.

Land Use

2. Development should be residential-led, with commercial uses at ground floor level along Bugsby's Way with residential above. Retail uses should be concentrated within the new local centre, at Anchor and Hope Lane, partially within the Charlton Riverside Central Site Allocation. The remainder of the allocation should deliver predominantly residential development, with some mixed-use light industrial buildings and a neighbourhood centre in the central area.

Design

3. Commercial uses should be located along Bugsby's Way. Other commercial and light industrial uses which are suitable for vertical co-location with residential uses can be integrated into the central and southern residential areas of the site, supporting the development of mixed-use creative yards and secondary routes prioritising pedestrian and cycle access.
4. Residential development in proximity to safeguarded wharves and existing industrial uses should incorporate comprehensive mitigation measures, in accordance with the Agent of Change principle, ensuring that the24-hour operation of these facilities is not prejudiced.
5. The local centre should be comprehensively planned across this allocation and the adjacent Charlton Riverside Central allocation on the opposite side of Anchor and Hope Lane.
6. Buildings should feature a variety of typologies and amenities. The predominant roof parapet height should be mid-rise. Taller elements, generally of around ten to twelve storeys, may be appropriate on the site, strategically placed at key junctions to increase legibility. Proposals should respond sensitively to the established low-rise residential context south of Woolwich Road.

Connectivity and Public Realm

7. Improvement should be made to the junction of Anchor and Hope Lane with Woolwich Road, to create a pedestrian friendly environment within the new Local Centre and for accessing Charlton Station.
8. Routes across the site should align with a broader strategy for the wider Charlton Riverside area. A clear hierarchy of streets should define welcoming public spaces, support a pedestrian- and cycling-friendly environment, and effectively accommodate essential delivery and service routes for industrial and other uses on the site. Public spaces along residential streets should offer a generous mix of multi-activity areas and play spaces. Secondary routes weaving through the mixed-use fabric of workshops, studios and residential buildings should have a more intimate character, featuring pocket parks and play areas.

Policy P3-C3: Charlton Riverside - Greenwich Shopping Park, Maritime Industrial Estate and Makro

Environment

9. As the site is in an area of open space deficiency residential developments should provide some level of open space for residents wherever possible, as well as maximising residential amenity and green infrastructure, and increase linkages to existing green spaces.

Implementation

10. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Main road
- Residential street
- Pedestrian and cycle route
- Pedestrian route only
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries
- Charlton Railway Station

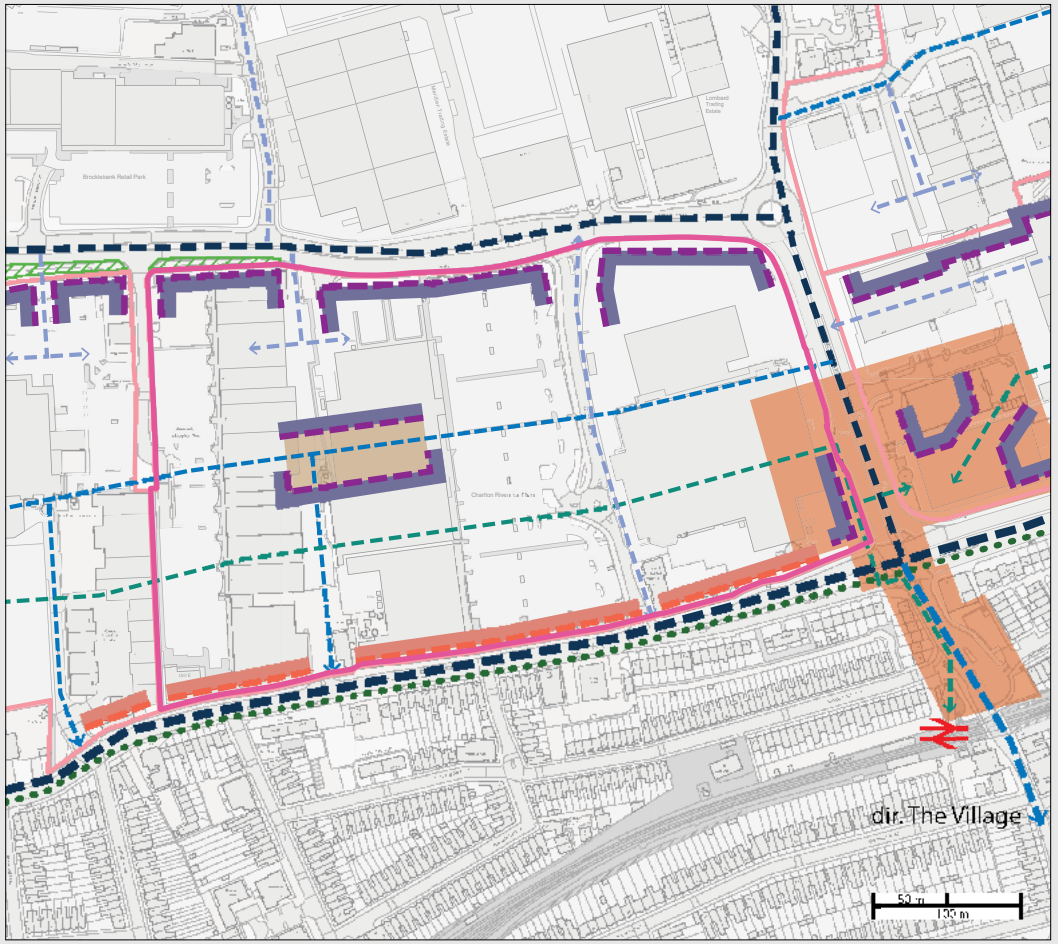
Green and blue infrastructure, public realm and landscaping

- Green buffer

Land uses and built form

- Site boundary
- Neighbouring allocations
- Ground floor active frontage - commercial, industrial and retail uses
- Building line
- Local centre
- Neighbourhood centre
- Relocated and new commercial/industrial uses

Place making diagram



Site Context

This site is one of six site allocations set within the wider Charlton Riverside Opportunity Area, which is identified by the GLA as 'Ready to Grow'.

The site comprises Greenwich Shopping Park (predominantly convenience retail), Maritime Industrial Estate (Marks and Spencer's and Sainsbury's) and the Makro retail wholesaler, with significant areas of surface level car-parking.

To the north, east and west of the site there is a mix of big-box retailers, and large storage and light industrial buildings. These buildings tend to be low- to mid-rise (largely two storey) buildings with large footprints, and often few windows and minimal detailing. Land to the east and west of the site are subject to other site allocations.

The A206 dual carriageway forms the southern boundary to the site, with existing low-rise residential development beyond.

Between the site and surrounding areas to the north and east are wide, carriageways roads, and routes within the wider area are generally not pedestrian-friendly.

Several bus routes run along Bugsby's Way, Anchor and Hope Lane and Woolwich Road, giving the site a PTAL rating of 3 to 4. Charlton railway station is less than 150m from the southeast corner of the allocation, although access is across a busy dual carriageway.

1. View towards Greenwich Shopping Park

2. Access to Gallions Road from Woolwich Road

3. View of the site from Bugsby's Way

4. approaching from Anchor and Hope Lane

5. Access to Gallions Road from Bugsby's Way

6. View towards west from Gallions Road

Charlton Riverside - Herringham Road and Riverside
Site Allocation

Proposed Land Uses

A. Mixed-use development comprising residential, commercial, and light industrial uses.

Indicative development capacity*

B. 1,320 homes

C. 4780 sqm non-residential floorspace
*including 500 homes and 2,224 sqm already consented on Herringham Quarter (19/3456/F) and 500 homes and 1,782 sqm consented at Flint Glass Wharf (18/0732/F)

Indicative delivery timescale – years

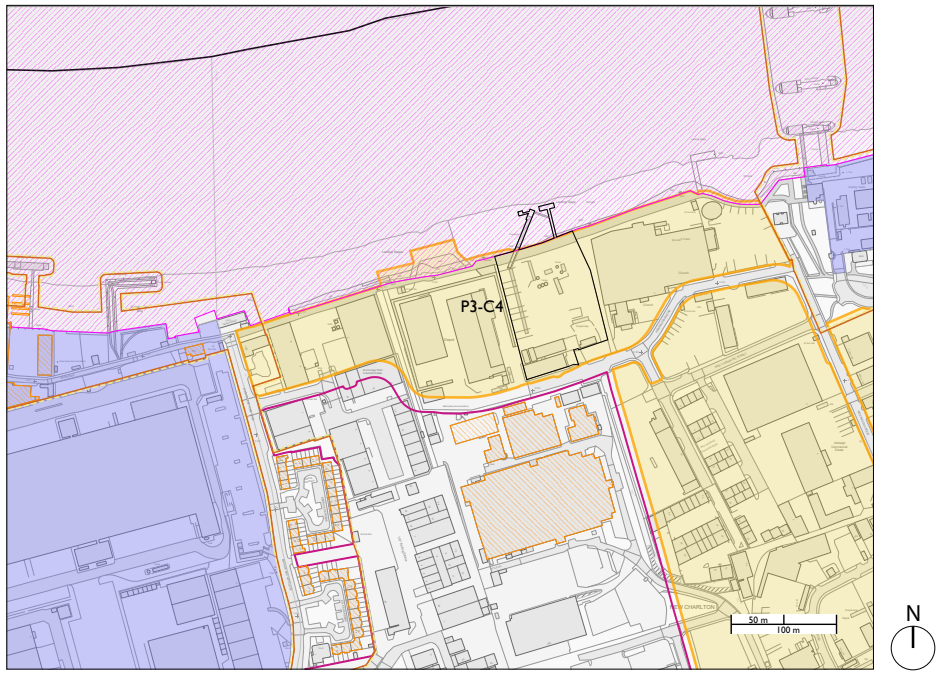
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Limited Opportunity Zone.

Site boundary and constraints



Address: Anchorage Point / Herringham Road	**Ward:** Charlton Village and Riverside
Site area: 5.135 ha	**Ownership:** Private
Current use: Industrial, Commercial, Leisure.	**Policy designation:** Charlton Riverside Opportunity Area, Charlton Riverside Conservation Area, Flood Zone 2/3, Safeguarded Wharf. Area of High Archaeological Importance. Limited Opportunity Zone for tall buildings. Local View 7.
Consent Status: Partly consented	**Planning Reference(s):** 18/0732/F, 19/3456/F
PTAL rating: 0 to 2	

Policy P3-C4: Charlton Riverside - Herringham Road and Riverside

Vision

1. The Herringham Road and Riverside site will deliver an important component of the wider regeneration of the Charlton RiversideOpportunity Area. The site will deliver mixed-use development and contribute to the delivery of both homes and employment. Development will maximise the site's unique riverside setting and proximity to the iconic Thames Barrier, creating strong visual and physical connections to the River Thames while enhancing access to and along the Thames Path. Commercial uses will be concentrated on the riverside. To ensure coherence and integration, proposals must complement existing planning consents at Herringham Quarter and Flint Glass Wharf, supporting a coordinated and comprehensive approach to site delivery. Future potential de-designation of the vacant Riverside Wharf could further expand development capacity and enable a continuous link between the proposed linear park and the riverfront.

Land Use

2. Development at Herringham Quarter (the former Maybank Wharf / Duresco Wharf), under construction in the centre of the site allocation, will deliver 500 residential units and 2,224sqm of flexible E, F1 and F2 uses.
3. Development at Flint Glass Wharf at the eastern end of the site, adjacent to the Thames Barrier, has consent for 500 residential units and 1,782sqm of flexible Class E, F1 and F2 uses.
4. The remaining portion of the site, at Anchorage Point and 100 Anchor and Hope Lane, should deliver 323 residential units and 780sqm of commercial floor space at ground floor level, comprising a neighbourhood centre facing Anchor and Hope Lane.
5. The Council will support the de-designation of Riverside Wharf if its capacity could be replaced in an appropriate alternative location, to increase the development capacity of this site and improve residential amenity.

Design

6. The arrangement of buildings on the site should ensure an adequate level of visual permeability towards the River Thames and provide adequate communal amenity for new residents. Building heights should generally increase towards the River Thames.
7. Development should avoid forming an undesirable, continuous wall along the riverfront.
8. Taller buildings located on the riverfront portion of the site may be appropriate of around 15 storeys.
9. Should Riverside Wharf be retained, development on the wider site should intensify its use for waterborne transport and not prejudice its operation. It should incorporate comprehensive mitigation measures, in accordance with the Agent of Change principle.
10. Development must be designed to accord with the security, access and operational requirements of the Thames Barrier. The visual interface with the Thames Barrier buildings and infrastructure should be carefully designed, with building heights stepping down in their direction.

Policy P3-C4: Charlton Riverside - Herringham Road and Riverside

Connectivity and Public Realm

11. Development should contribute to enhancing this segment of the Thames Path for both walking and cycling. It should contribute to enhancing the sequence of arrival to the River Thames and northern part of the neighbourhood from Moore Park / Thames Barrier Gardens and the new linear park.
12. To the south, it should contribute to an appealing streetscape for Herringham Road as the main Riverside Link bus route across the Charlton Riverside area, organically with development opposite the street.
13. Development should contribute to defining a high-quality public realm at the designated neighbourhood centre at the northern end of Anchor and Hope Lane, integrating green landscaping and trees.
14. The maritime infrastructure along this stretch of this River Thames could be utilised for a future stopping point for riverboat services.

Environment

15. Opportunities to embed on-site renewable energy generation should be taken, including the ability to connect to any future local decentralised energy network.
16. Development should take into account the requirements set out in the Thames Estuary 2100 Plan, including improvements to the river wall and flood defences and the construction of intertidal terraces to support habitat development.

Implementation

17. The site has been partly subject to consented planning applications 18/0732/F and 19/3456/F. Detailed pre-application discussions are encouraged to enable development of the remainder of the site.

Connectivity, Movement, Access and Servicing

- Main road
- Residential street
- Pedestrian and cycle route
- Pedestrian route only
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

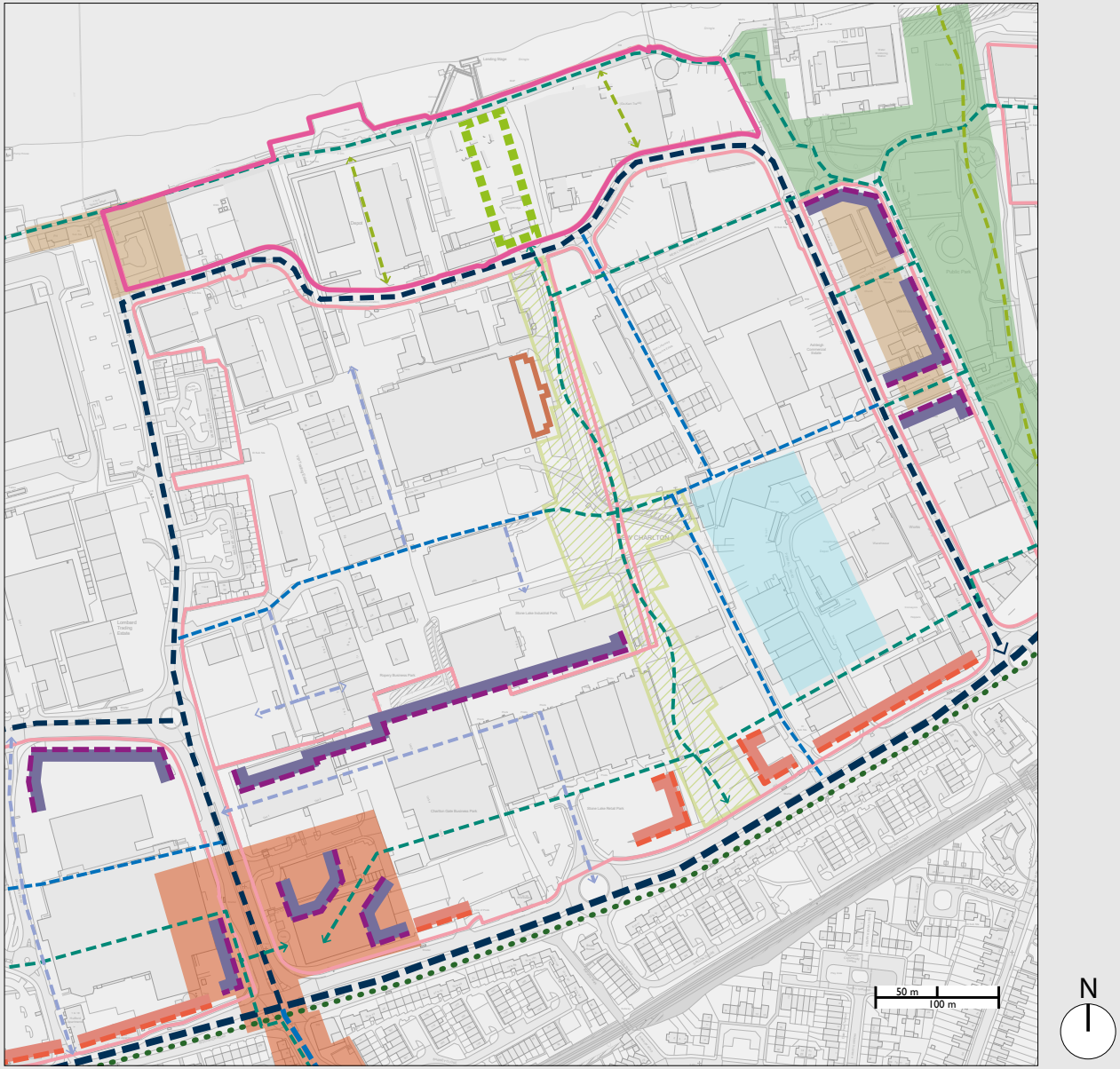
Green and blue infrastructure, public realm and landscaping

- Enhanced green park
- New linear park above underground utilities
- Potential extension of linear park to riverside

Land uses and built form

- Site boundary
- Neighbouring allocations
- Ground floor active frontage - commercial, industrial and retail uses
- Building line
- Retained on site buildings of townscape importance
- On-site social / health / educational uses
- Local centre
- Neighbourhood centre
- Relocated and new commercial/industrial uses
- Suitable for residential uses subject to consolidation of industrial uses

Place making diagram



Site Context

This site is one of six site allocations, set within the wider Charlton Riverside Opportunity Area, which is identified by the GLA as 'Ready to Grow'.

From West to East; the site comprises:

- 100 Anchor & Hope Lane, a disused 5 storey office block,
- Anchorage Point, a collection of single storey industrial units around a central courtyard,
- A vacant site with planning consent as 'Herringham Quarter' for 500 residential units and 1,974sqm non-residential floorspace,
- The currently vacant safeguarded Riverside Wharf,
- A site with buildings in a variety of leisure uses including go-karting and paintball, which has planning consent as 'Flint Glass Wharf' for 500 residential units and 1,782 sqm of non-residential floorspace.

The site is bounded to the north by the River Thames and to the east by the Thames Barrier.

Herringham Road forms the southern boundary of the site, but this does not currently link through to Anchor and Hope Lane to the west, contributing to the very poor connectivity of the site. The site has a PTAL rating of 0 - 2. Beyond Herringham Road is land mainly in industrial use. Part is newly designated as a Locally Significant Industrial Site , the remainder forms the Charlton Riverside Central Site Allocation and is designated for residential-led, mixed use development.

To the west of the site is the Charlton Riverside East Strategic Industrial Location.

1. Approach from western Riverside

2. Approach from Anchor and Hope Lane

3. View towards eastern Thames path from the northern end of Anchor and Hope Lane

4. View approaching from New Lydenburg Street

5. Approach from Eastmoor Street / Moore Park

6. Approach from eastern Herringham Road

Charlton Riverside - Central
Site Allocation

Proposed Land Uses

A. Mixed-use development comprising residential, new local centre, industrial, commercial and education uses.

Indicative development capacity*

B. 2,920 homes

C. 31,620 ssqm non-residential floorspace
*including 218 homes already consented on Herringham Quarter (19/3456/F)

Indicative delivery timescale – years

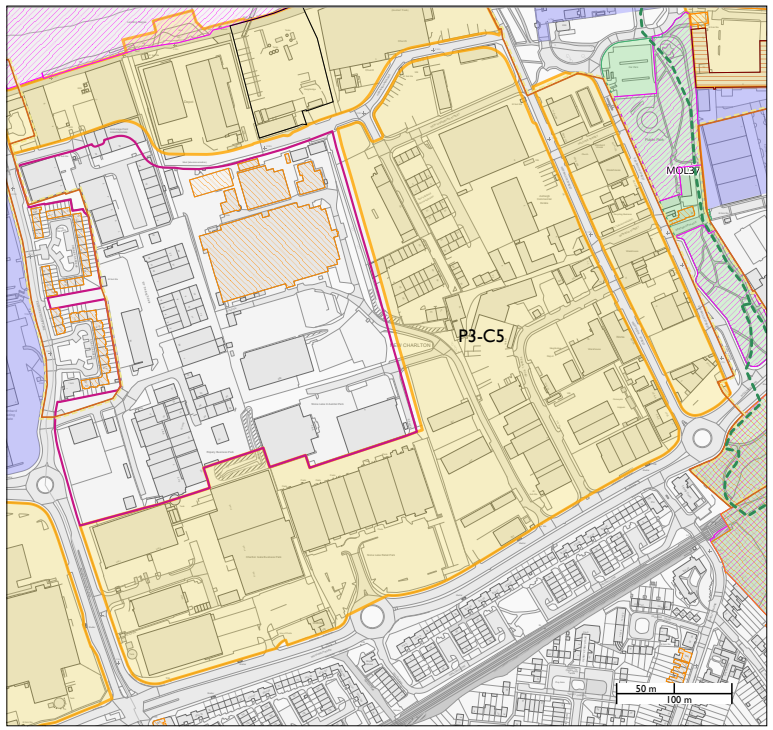
1-5	**6-10**	**11-15**

Evidence Base

Characterisation Study: Area of transformation, with varying levels of sensitivity to change.

Tall Buildings Assessment: Located within a Limited Opportunity Zone.

Site boundary and constraints



Address: Charlton Gate Business Park / Stone Lake Retail Park / Penhall Road	**Ward:** Charlton Village and Riverside
Site area: 16.98 ha	**Ownership:** Part public (RBG), part private
Current use: Industrial, Commercial / Retail	**Policy designation:** Charlton Riverside Opportunity Area, Flood Zone 3, Area of High Archaeological Potential. Limited Opportunity Zone for tall buildings. Local View 7.
Consent Status: Partly consented	**Planning Reference(s):** 19/3456/F
PTAL rating: 0 to 4	

Policy P3-C5: Charlton Riverside - Central

Vision

1. The Charlton Riverside Central site will deliver a key part of the Charlton Riverside Opportunity Area's regeneration. The site will be masterplan led, to deliver a substantial number of new homes and employment opportunities. It will provide essential infrastructure for the wider redevelopment through the inclusion of an all-through school. The site will host the area's primary local centre, featuring a prominent public realm integrated within new commercial spaces, establishing a welcoming gateway from Charlton Station.

Land Use

2. Development at New Lydenburg Street (part of the Herringham Quarter development), under construction at the north west corner of the site allocation, will deliver 218 residential units and 1317.5 sqm of flexible Class E uses at ground floor level.
3. The remainder of the site allocation can accommodate a further 2,700 homes and 30,300 sqm of floorspace for industrial and commercial uses; some of which will be within a new local centre.
4. In addition, an all-through school is to be provided within the Council- owned land at Penhall Road, unless a more suitable location can be secured.

Design

5. The south-western part of the site should incorporate the primary local centre in the area, located at the junction of Woolwich Road and Anchor and Hope Lane, providing a gateway between the new neighbourhood from Charlton Station and Charlton Village. A mix of residential, commercial, and community facilities should be designed around a significant public realm destination.
6. Industrial uses should be concentrated mainly on the northern side of this area, adjoining the southern edge of the Locally Significant Industrial Site.
7. Light-industrial uses and creative workshops, suitable for vertical co-location with residential uses, can be proposed on Woolwich Road, along a mixed-use, pedestrian-friendly route. This area has potential for taller buildings, punctuating a legible mid-rise shoulder.
8. An all-through school, responding to local needs arising from new development, should be incorporated on the eastern part of the site unless a more suitable location can be secured.
9. Heights should be clearly mid-rise, with a prevalent six-storey parapet. Taller point elements, of around ten storeys, can be explored at key junctions towards the River Thames and Woolwich Road, provided they are effectively integrated with the prevailing mid-rise shoulder. Taller buildings of around 16 storeys, may be appropriate at the main local centre.
10. Development should take into account the requirements set out in the Thames Estuary 2100 Plan and be designed to accord with the security, access and operational requirements of the Thames Barrier.
11. Residential development in proximity to safeguarded wharves and existing industrial uses should incorporate comprehensive mitigation measures, in accordance with the Agent of Change principle, ensuring that the 24-hour operation of these facilities is not prejudiced.

Policy P3-C5: Charlton Riverside - Central

Connectivity and Public Realm

12. A new linear park should be designed just east of the Stone Foundries, extending down to Woolwich Road, above the existing underground utilities in the area.
13. Buildings and open spaces should be arranged to define a street-based fabric, with high pedestrian permeability and adequately spacious communal courtyards.
14. Particular attention should be given to the design of Westmoor Street, which forms part of the main road and bus route across Charlton Riverside. It should be a welcoming route for all modes of travel, including walking and cycling.
15. Appealing pedestrian and cycle routes should be integrated into the overall strategy for Charlton Riverside, connecting the various open spaces, centres, and green parks within the area and its surroundings.

Environment

16. Opportunities to embed onsite renewable energy generation should be taken, including the ability to connect to any future local decentralised energy network.
17. A new linear park extending north from Woolwich Road through the site presents a valuable opportunity to enhance local biodiversity through sustainable planting, while also integrating natural play spaces that promote active lifestyles.

Implementation

18. The site has been partly subject to consented planning application 19/3456/F. Detailed pre-application discussions are encouraged to enable development of the remainder of the site.

Connectivity, Movement, Access and Servicing

- Main road
- Residential street
- Pedestrian and cycle route
- Pedestrian route only
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries
- Charlton railway station

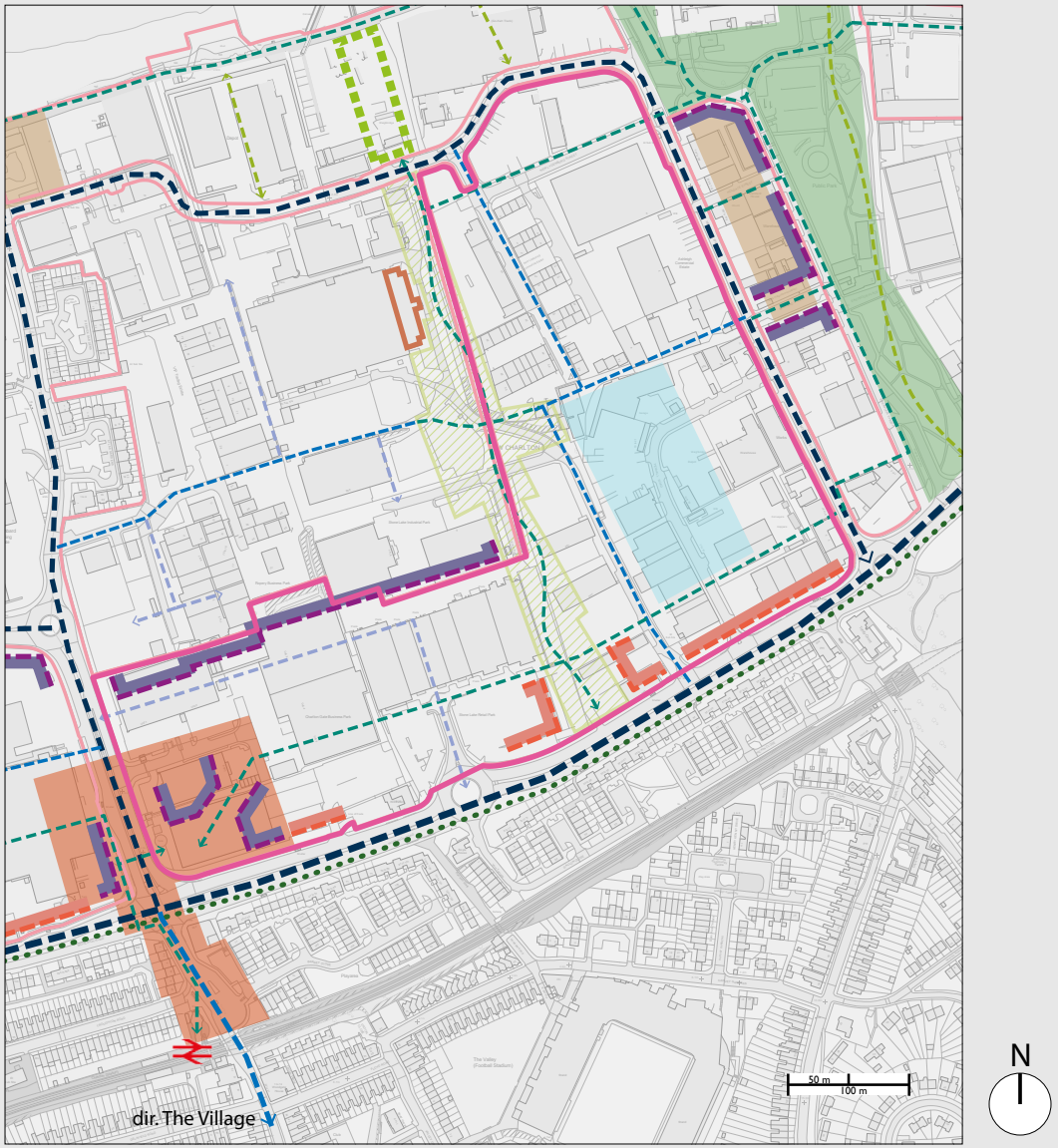
Green and blue infrastructure, public realm and landscaping

- Enhanced green park
- New linear park above underground utilities
- Potential extension of linear park to riverside

Land uses and built form

- Site boundary
- Neighbouring allocations
- Ground floor active frontage - commercial, industrial and retail uses
- Building line
- Retained on site buildings of townscape importance
- On-site social / health / educational uses
- Local centre
- Neighbourhood centre
- Relocated and new commercial/industrial uses
- Suitable for residential uses subject to consolidation of industrial uses

Place making diagram



Site Context

This site is one of six site allocations, set within the wider Charlton Riverside Opportunity Area, which is identified by the GLA as 'Ready to Grow'.

The site is bounded on three sides by other Site Allocations, with the A206 dual carriageway forming the southern boundary to the site, on the other side of which is existing residential development.

The majority of the site is in a mix of disparate industrial uses across numerous land parcels. The exception being the Stonelake Retail Park, adjacent to Woolwich Road, comprising 'big-box' retail.

There are several land owners across the site although a significant proportion is owned by the Council.

Connectivity varies across the site, with a PTAL of 3 to 4 along Woolwich Road and Anchor and Hope Lane, falling to 0 to 2 further north in to the site. While Charlton station is less than 150 m from the southwest corner of the allocation, access is across a busy dual carriageway.

1. Access to Anchor and Hope Lane from Woolwich Road

2. Access to Stone Foundries

3. Approach from Stone Lake Roundabout

4. View looking south on Stone Foundry Yard

5. Approach from northern New Lydenburg Street

6. Access to New Lydenburg Street from Westmoor Street

Charlton Riverside - Eastmoor Street and Westmoor Street

Proposed Land Uses

A. Mixed-use development comprising residential, commercial, light industrial and community uses.

Indicative development capacity*

B. 537 homes

C. 5,660 sqm non-residential floorspace
*including 182 homes and1140 sqm already consented on Eastmoor Street (20/1924/F) and 67 homes and 524 sqm already consented at Evelyn House (20/2186/F)

Indicative delivery timescale – years

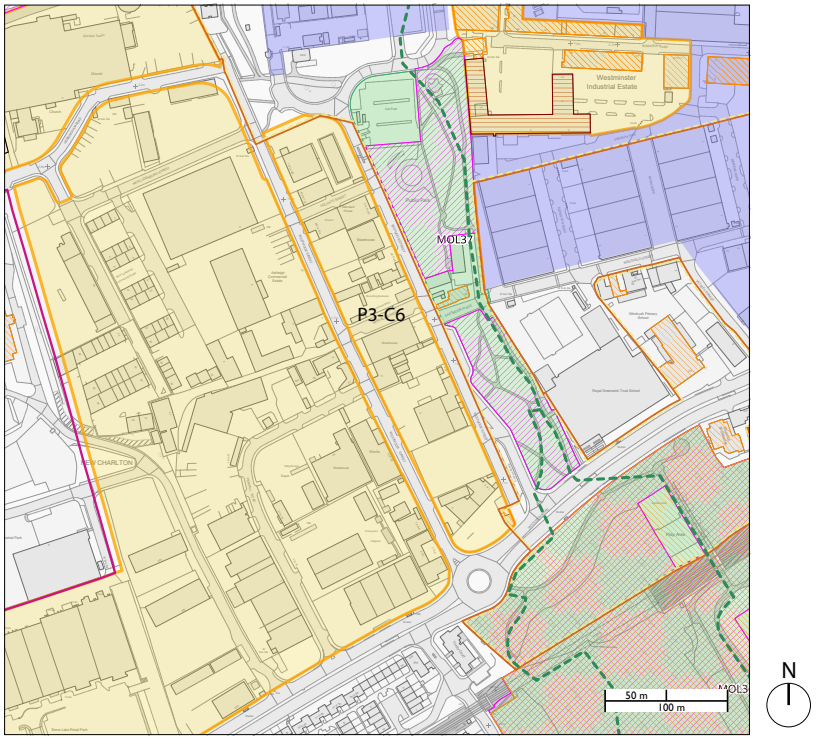
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Limited Opportunity Zone.

Site boundary and constraints



Address: Eastmoor Street / Westmoor Street	**Ward:** Charlton Village and Riverside
Site area: 2.224 ha	**Ownership:** Part public (RBG), part private
Current use: Residential, Industrial and Commercial uses.	**Policy designation:** Opportunity Area, Flood Zone 3, Area of High Archaeological Potential. Limited Opportunity Zone for tall buildings. Local View 7.
Consent Status: Partly consented	**Planning Reference(s):** 20/1924/F, 20/2186/F
PTAL rating: 2 to 3	

Policy P3-C6: Charlton Riverside: Eastmoor and Westmoor Street

Vision

1. The Eastmoor and Westmoor Street site will deliver new homes and employment opportunities and a neighbourhood centre. It will capitalise on its proximity to the proposed Riverside Link bus route along Westmoor Street and to Moore Park and improve access from the new communities to the wider network of Metropolitan Open Land. To ensure coherence and integration, proposals must complement existing planning consents, supporting a coordinated and comprehensive approach to site delivery.

Land Use

2. Development at 61-81 Eastmoor Street, in the centre of the allocation, has planning consent for 182 residential units and 1,140 sqm of commercial, retail and community uses at ground floor level.
3. Development at Evelyn House, under construction towards the south of the allocation, will deliver 67 residential units and 524sqm of commercial uses at ground floor level.
4. The remainder of the site allocation should accommodate a further 290 homes and 4,000 sqm of non-residential floorspace. This can take the form of commercial and light industrial uses at ground floor level, suitable for vertical co-location with residential above. Retail / community uses should be located towards the north of the site, to form a new neighbourhood centre together with the retail and community uses to be delivered at 61-81 Eastmoor Street.

Design

5. Development should provide a carefully scaled parapet of buildings, gaps, and active frontages facing Moore Park on one side and Westmoor Road, -the main road across the neighbourhood, on the other. The principal parapet along the park should be around six storeys, with any additional storey set back from it. Similar heights can be explored along Westmoor Street, with slightly taller elements at key junctions where Westmoor Street intersects with pedestrian and cycle routes linking the park to the western part of the neighbourhood.
6. Visual and pedestrian permeability should be achieved in the east–west direction, integrated organically with the wider network of routes in the neighbourhood.
7. Development should take into account the requirements set out in the Thames Estuary 2100 Plan and be designed to accord with the security, access and operational requirements of the Thames Barrier.
8. Residential development in proximity to safeguarded wharves should incorporate comprehensive mitigation measures, in accordance with the Agent of Change principle, ensuring that their 24-hour operation is not prejudiced.

Connectivity and Public Realm

9. Development should have a positive relationship with the green space to the north and east of the site, and create enhanced, attractive and cohesive links between the site, the existing Metropolitan Open Land immediately to the east of the site, Moore Park, Thames Barrier Gardens and the riverside.

Policy P3-C6: Charlton Riverside: Eastmoor and Westmoor Street

10. Westmoor Street has been identified as part of a potential new 'Riverside Link' bus route through Charlton Riverside, which will link to Herringham Road and Anchor and Hope Lane.

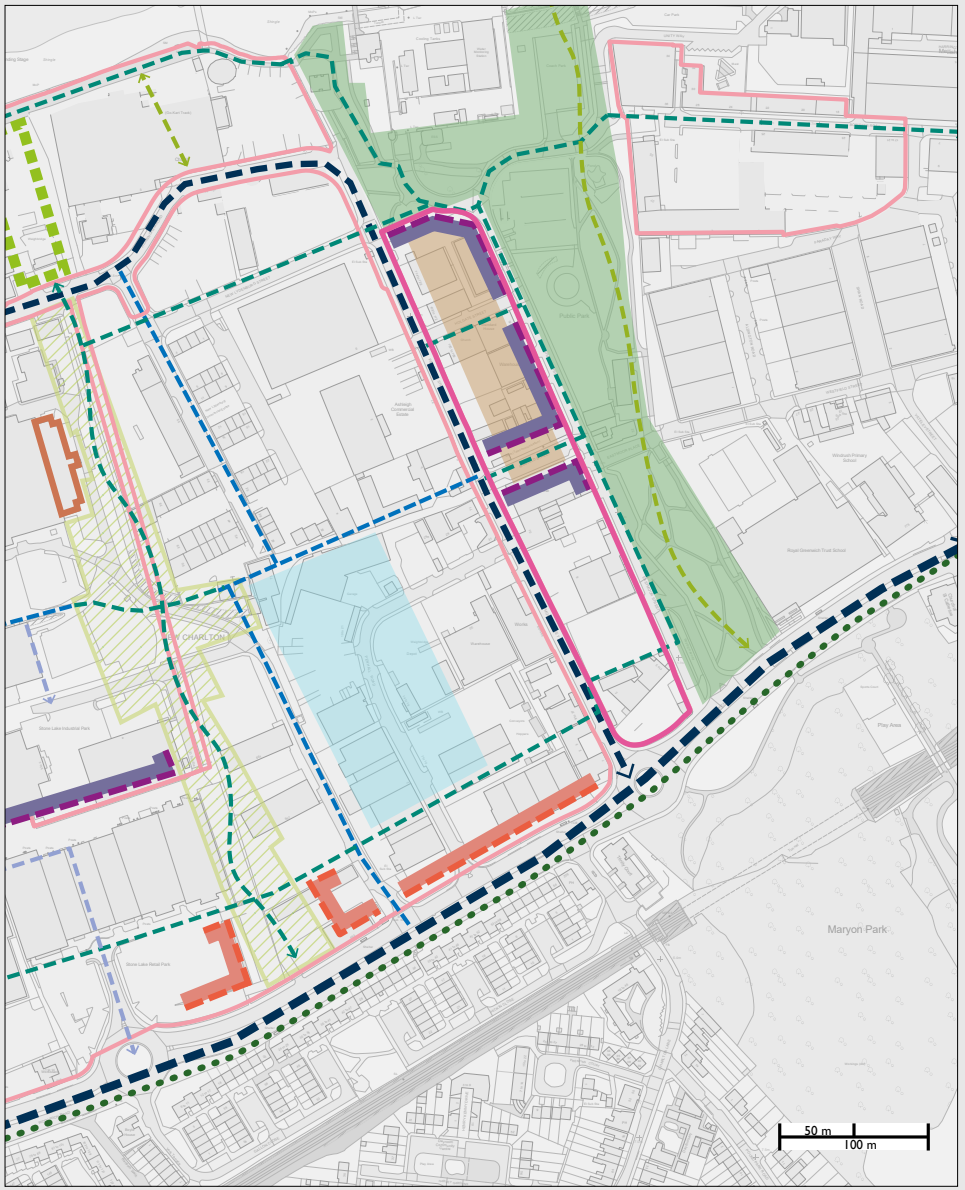
Environment

11. Opportunities to embed onsite renewable energy generation should be taken, including the ability to connect to any future local decentralised energy network.
12. Attractive landscaping with trees should be incorporated along the links connecting to Moore park and the River Thames.

Implementation

13. The site has been partly subject to consented planning applications 20/1924/F, 20/2186/F. Detailed pre-application discussions are encouraged to enable development of the remainder of the site.

Place making diagram



Connectivity, Movement, Access and Servicing

- Main road
- Residential street
- Pedestrian and cycle route
- Pedestrian route only
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries
- Charlton railway station

Green and blue infrastructure, public realm and landscaping

- Enhanced green park
- New linear park above underground utilities
- Potential extension of linear park to riverside

Land uses and built form

- Site boundary
- Neighbouring allocations
- Ground floor active frontage - commercial, industrial and retail uses
- Building line
- Retained on site buildings of townscape importance
- Educational uses
- Local centre
- Neighbourhood centre
- Relocated and new commercial/industrial uses

Site Context

This site is one of six site allocations set within the wider Charlton Riverside Opportunity Area, which is identified by the GLA as 'Ready to Grow'.

The site is a relatively narrow strip enclosed between Eastmoor Street and Westmoor Street. The site comprises a number of small parcels of land; planning permission has been granted on two of these for mixed-use development comprising commercial / retail use at ground floor with residential above. The remainder of the site is mainly in industrial use.

The site has poor connectivity, particularly the northern portion, which is distant from existing bus routes along Woolwich Road. The site has a PTAL rating of 2-3.

To the west is another Site Allocation: Charlton Riverside Central. To the east lies Moore Park, Metropolitan Open Land leading to the River Thames and Thames Barrier. The A206 dual carriageway forms the southern boundary to the site, with Maryon Park and Gilbert's Pit, also Metropolitan Open Land on the other side.

1. View of Eastmoor Street western frontage

2. View from northern Westmoor Street

3. Approach from Penhall Road

4. View from southern Westmoor Street

5. Approach from west of Mirfield Street

6. View from northern Eastmoor Street

17-37 and 18-36 Bowater Road, 1-3 Faraday Way
Site Allocation

Proposed Land Uses

A. Mixed use development incorporating commercial and light industrial uses with residential uses.

Indicative development capacity

B. 360 homes

C. Approximately 14,490sqm non-residential floorspace

Indicative delivery timescale - years

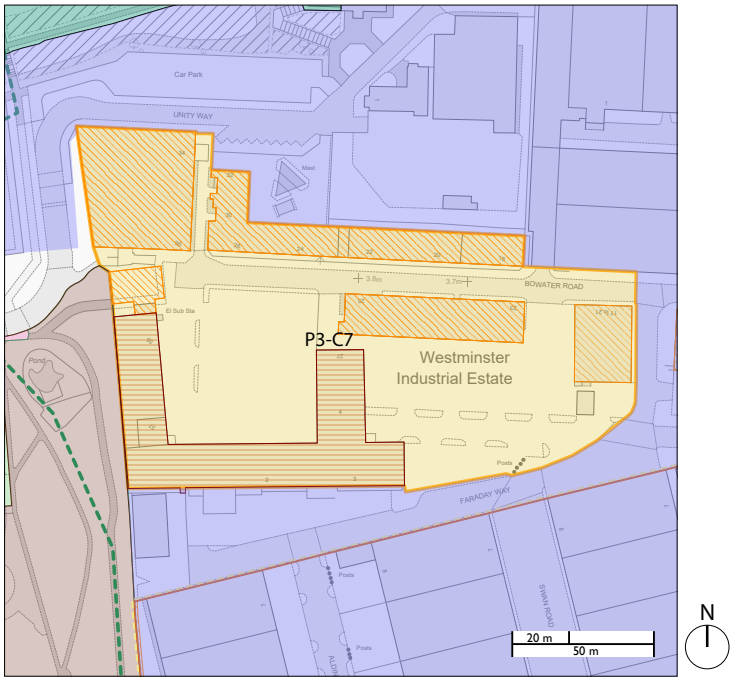
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, sensitive to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 17-37 and 18-36 Bowater Road, 1-3 Faraday Way SE18 5TF	**Ward:** Charlton Village and Riverside
Site area: 2.25 ha	**Ownership:** Private
Current use: Vacant industrial buildings, partly occupied industrial/office building	**Policy designation:** Charlton Riverside Opportunity Area, Strategic Industrial Location, Thames Barrier & Bowater Road Conservation Area, Grade II Listed Buildings, locally listed buildings, Flood Zone 3.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 2	

Policy P3-C7: 17–37 and 18–36 Bowater Road, 1-3 Faraday Way

Vision

1. The Bowater Road and Faraday Way site will deliver a residential-led mixed-use scheme where new buildings complement the listed buildings onsite. Building mass and facades should remain sensitive to heritage assets and a range of supporting uses should be provided to support residential use onsite. Ground floor retail uses should be incorporated to create active frontages, alongside light industrial uses.

Land Use

2. The scheme should be residential-led and incorporate the reprovision of commercial or industrial use. Development on the site should not prejudice the operation of adjacent strategic industrial land. Employment uses without detriment to residential amenity are expected, such as light industrial uses and offices. Active frontages should be created where commercial uses are supportive of the residential use on higher floors.

Design

3. Any new development should preserve the significance of the Grade II listed building and its setting, as well as that of the locally listed buildings. New design should be appropriate in terms of mass and scale, well integrated with the heritage assets and in keeping with the character of the Conservation Area. Materiality should respond to and sit harmoniously within the immediate and wider context. Any building proposed within the courtyard of No. 37 Bowater Road should align with the established built frontage along Bowater Road, preserve key architectural features of the listed building, and retain a significant portion of the courtyard as outdoor amenity space.
4. Tall buildings may be appropriate on the site of around 10 storeys, but must not dominate the setting of the heritage assets on the site. Careful consideration should be given to views from within the Thames Barrier and Bowater Road Conservation Area, including approaches from Moore Park and the riverside.
5. Development should take into account the requirements set out in the Thames Estuary 2100 Plan and be designed to accord with the security, access and operational requirements of the Thames Barrier and Thames Barrier Navigation Centre communication tower.

Connectivity and Public Realm

6. Development should contribute to creating an inviting pedestrian and cycle route to Woolwich Dockyard, integrated with the Thames Path.
7. Bowater Road should be reimagined as an outdoor public space offering a vibrant mix of uses.
8. Public accessibility to open space should be prioritised. However, the design must incorporate a clear hierarchy of spaces and legible thresholds to distinguish between public and more intimate areas, while providing adequate amenity space for new residents.
9. Service and collection vehicle access should preferably be routed from the southern side of the site to minimise impact on Bowater Road.

Environment

10. Opportunities to enhance the public realm and green infrastructure should be maximised. The scheme should provide sufficient amenity space for new residents on site, including high quality urban planting to benefit wellbeing and the environment. SuDS should be used to assist flood risk management onsite.

Implementation

11. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Pedestrian route only
- Potential location for access, servicing and deliveries
- On site route for access, servicing and deliveries

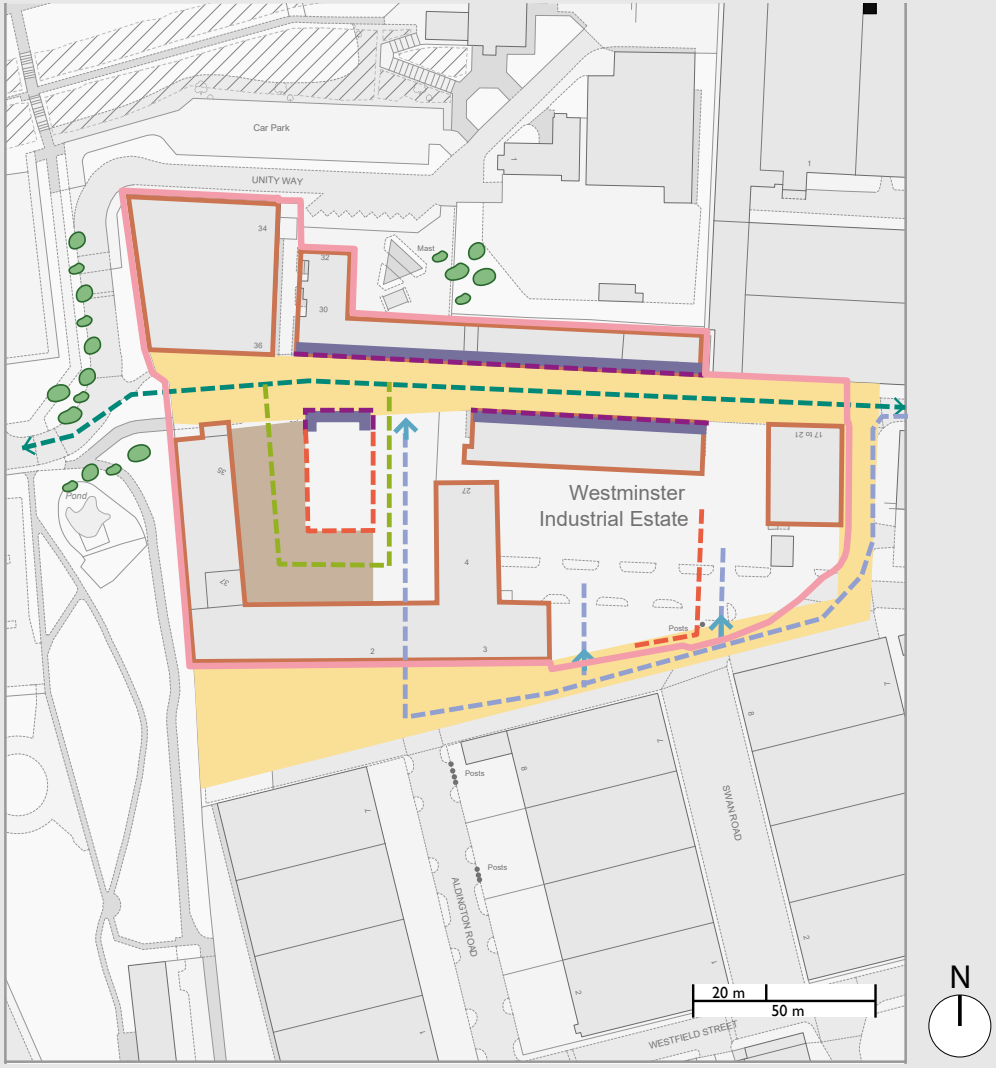
Green and blue infrastructure, public realm and landscaping

- Existing trees
- New trees and greening
- Green buffer
- Green park / central square
- New public space
- Public realm enhancement

Land uses and built form

- Site boundary
- Building line
- Ground floor active frontage - commercial, industrial and retail uses
- Retained buildings of heritage and townscape importance

Place making diagram



Site Context

The surviving assets of the former Siemens Brothers' Telegraph Works are clustered around Bowater Road, within the Bowater and Thames Barrier Conservation Area in Charlton. The site includes the Grade II listed 37 Bowater Road, alongside several Locally Listed buildings such as the Junction Box, 18–32 Bowater Road, and 17–21 Bowater Road. These structures are currently in industrial use and in poor repair.

The area's historic significance is rooted in its association with the Siemens industrial complex. It lies adjacent to the southern entrance of the Thames Barrier and is surrounded by a mix of historic and modern light industrial development. Large distribution sheds line Woolwich Road to the south, while the River Thames borders the site to the north.

The site has a PTAL rating of 2. The C14 cycle route runs through the site. The site is also served by bus routes that go through A206, other transport links are from Woolwich Dockyard station, providing connections to the wider borough and central London via London Bridge.

1. View northeast from within the site

2. The site from Unity Way

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

4. View of the Grade II listed 37 Bowater Road

5. View from the Thames Barrier Park (south side)

6. View of the site from eastern Bowater Road

Woolwich

3.65. Woolwich is the Royal Borough's civic and cultural centre and a key location for inclusive and sustainable growth. Recognised in the London Plan (2021) as an Opportunity Area and Major Town Centre, included in the Thames Estuary Growth Corridor and designated a Night Time Enterprise Zone in 2022, Woolwich is undergoing significant regeneration. The Woolwich spatial area covers the wards of Woolwich Dockyard, Woolwich Common, Woolwich Arsenal, and parts of Shooters Hill and Plumstead and Glyndon.

3.66. The area stretches from Woolwich Dockyard, Woolwich Ferry and the Thames in the north to the A207 Shooters Hill Road in the south, with the western boundary being marked by Maryon Park, Charlton Cemetery and Queen Elizabeth Hospital, and the eastern boundary by Shooters Hill Sixth Form College, Plumstead Station and Royal Arsenal West industrial area. Woolwich Town Centre, the Royal Artillery Barracks Woolwich, and Woolwich Common form its central and southern core.

3.67. Woolwich benefits from excellent transport links across the Royal Borough and to Central London and beyond, including the Elizabeth Line, DLR, National Rail, various bus connections and riverboat services, the Woolwich Ferry and the pedestrian tunnel connecting to North Woolwich. The Thames Path offers a high quality, traffic-free walking and cycling route along Woolwich's northern boundary. Planned cycleway investments will enhance connectivity to Central London via Greenwich and link Queen Elizabeth Hospital to Woolwich Town Centre.

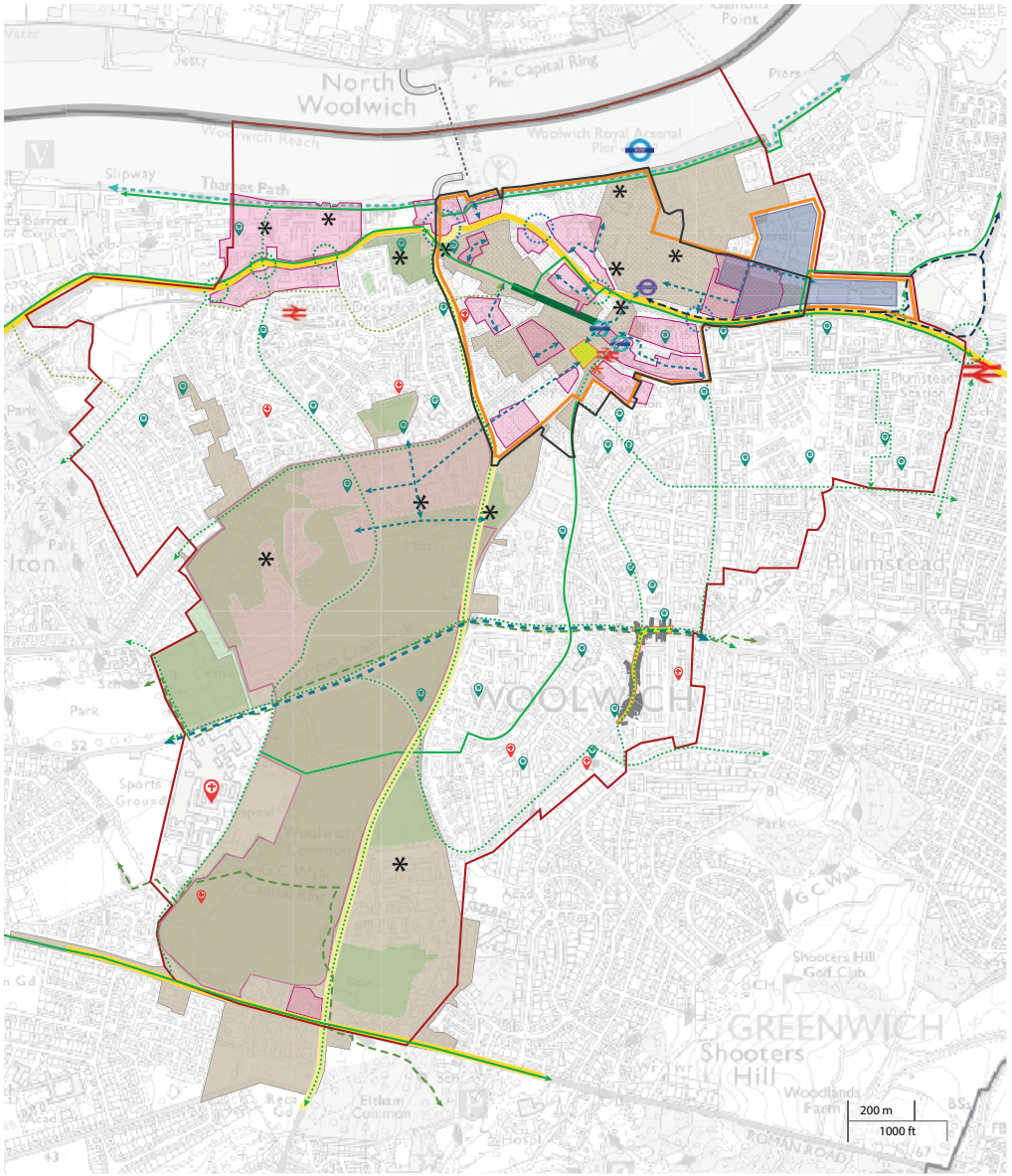
3.68. Woolwich's rich urban character and the growth of its town centre has been shaped by strategic access to the Thames and its military and industrial heritage, particularly within the Royal Arsenal and Woolwich Dockyard. The area has long served as a civic and military hub, with its historic uses such as shipbuilding, naval operations and armament production having left a lasting imprint. The area features a wide variety of housing types, from pre-1919 terraced housing to postwar estates and modern flatted blocks. The town centre, whilst also containing a mix of architecture styles, has retained notable Victorian era civic and institutional landmark buildings, including the Town Hall, as well as some art-deco buildings.

3.69. Woolwich Town Centre is bound by the Thames to the north, the A205 to the west, Royal Artillery Barracks Woolwich to the south and Woolwich Dockyard to the west and Royal Arsenal West to the east. The centre incorporates Woolwich Arsenal, Powis Street High Street, Beresford Square, and the surrounding areas, forming the borough's civic, commercial and retail heart. The area is home to Woolwich Market, a historic outdoor market dating back to the 17th century. Regeneration has brought new transport connections, housing, retail, leisure and streetscape upgrades, supported by high-quality public spaces like General Gordon Square, Beresford Square and Dial Arch Square. The new Woolwich Waves leisure centre is now open, alongside the newly renovated Tramshed, community arts hub.

3.70. The Royal Arsenal Riverfront has been transformed into a residential-led mixed use district combining historic buildings with new residential, commercial and open spaces, including the historic Royal Brass Foundry and the Woolwich Works creative hub. Further south, the Woolwich Barracks comprises large blocks with a long formal frontage and extensive training grounds. Part of the site is expected to be redeveloped over the life of the plan, with the Woolwich Barracks Supplementary Planning Document (SPD) adopted in March 2026 to guide redevelopment.

3.71. The Woolwich spatial area contains four Conservation Areas: Woolwich, Royal Arsenal, Woolwich Common, and Plumstead Common. Located within these areas are key heritage assets such as St Mary Magdalene Church, the Woolwich Town Hall, the Royal Arsenal Gatehouse, the Repository Woods and the Royal Artillery Barracks. The Royal Arsenal Conservation Area has seen adaptive reuse of historic buildings like the Royal Brass Foundry, while Woolwich Common Conservation Area remains partly inaccessible due to military use. It is also home to Repository Woods, a Grade II Registered Park and Garden, formerly part of the Royal Military Repository in Woolwich. Woolwich Conservation Area covers the historic heart of the town, and has been heavily altered over the years.

Figure P4 Woolwich Spatial Area map and key



P4 - Woolwich - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- TFL roads (frontage enhancement)
- Public realm enhancement
- Proposed local centre
- New public space
- New / improved connection
- Proposed cycle routes
- Proposed or potential improved walking routes
- Waterfront route improvement
- Junctions improvement
- Proposed and improved crossing/bridge/underpass
- Proposed Bus Rapid Transit (BRT) route

Existing Features and Plan Designations:

- Royal Borough boundary
- Sub-area boundary
- Opportunity area
- Major Centres
- High Streets / local centres
- Open Space
- Water space
- Conservation Areas
- Heritage landmark
- Public destination
- Site allocations
- Strategic Industrial location (SIL)
- Locally Significant Industrial Sites (LSIS)
- Crossrail station
- Rail Lines stations
- DLR Stations
- River Services
- Schools and Universities
- Healthcare facilities
- Existing, planned or under construction cycling routes
- Green chain walk
- Pedestrianised

Woolwich Vision

Woolwich will continue to evolve as the civic, creative, economic, and retail heart of the borough, with investment driving its transformation into a vibrant, inclusive urban centre where heritage and innovation coexist. The Town Centre will be the borough's key destination for culture, entertainment, and the night-time economy, supported by enhanced retail, leisure, and employment spaces – including flexible and creative workspaces, improved public realm, and inclusive regeneration delivering high quality homes, jobs, and services.

Regeneration of various sites and public realm along the Thames and in and around the town centre will generate a mix of housing types and tenures, including affordable housing. Development within Woolwich Town Centre and its surrounds will be proactively managed to secure its future reclassification as a Metropolitan Centre, serving both local and wider sub-regional needs, and as leading destination in the Thames Growth Corridor.

Development will respond to the distinct character and opportunities of different parts of Woolwich, supporting a pattern of growth that reduces car dependency and improves connectivity. High-quality placemaking will promote active travel, open space improvements, biodiversity, and climate resilience.

Woolwich will remain a hub for cultural and civic life, with residential areas beyond the town centre benefiting from better housing, accessibility, and services. Estate regeneration at Woolwich Dockyard will revitalise this area of Woolwich, improve housing provision and connectivity to the Thames. Woolwich Barracks will become a vibrant new neighbourhood with homes, supporting facilities and better links to the town centre, while the King's Troop remain at Napier Lines preserving the area's strong military ties.

Policy P4 Woolwich

1. Woolwich will continue to grow and thrive as a series of distinct places with a connected town centre. Development will deliver the following priorities:

   a. a sustainable mix of medium and high-density development across Woolwich to support new jobs and homes, contributing to Royal Greenwich's 15-year housing supply. This will be achieved on a mix of site allocations and infill development and intensification–to support mixed and balanced communities.

   b. ensure regeneration schemes and estate renewal, including the redevelopment of Woolwich Dockyard, deliver high-quality homes across a range of tenures, including affordable housing, inclusive and accessible public realm, open spaces and neighbourhoods, with clear benefits for both new and existing communities.

   c. reinforce Woolwich Town Centre's borough-wide significance and role as the borough's primary centre for civic, cultural, retail, and leisure uses. Development should contribute to increasing footfall and encouraging longer dwell times within the centre, through supporting the renewal of the primary shopping area, providing a strong mix of uses, active frontages, high-quality landscaping and social and community infrastructure.

   d. support the growth of creative industries and cultural spaces, including meanwhile uses to activate vacant and underused sites and promote a diverse evening and night-time economy that fosters community cohesion and vibrancy.

   e. facilitate the regeneration of Woolwich riverside as an attractive, inclusive and vibrant destination for residents and visitors, including enhanced visual and physical connections, varied building forms to enhance permeability and the public realm experience, improvements to the quality, safety and continuity of the Thames Path, and the delivery of high-quality public realm, accessible open spaces, and climate resilience measures.

   f. support development that enables transit-oriented and sustainable growth, with higher densities near train stations, reduced car dependency, and improved infrastructure for walking and cycling, while enhancing connectivity between Woolwich Town Centre, surrounding neighbourhoods, and the Thames Path.

   g. promote high-quality placemaking through public spaces, streetscapes, landscaping, biodiversity enhancement and increased provision of multifunctional green infrastructure and open space, and architecture that reflects Woolwich's unique character, and that creates safe, inclusive, accessible and climate-resilient environments. Development should be of a high architectural quality that reinforces local distinctiveness, responds to historic street patterns, and integrates positively with the surrounding townscape and heritage assets.

   h. support the regeneration of sites to deliver homes, commercial spaces, and public realm and open space improvements, that respond sensitively to heritage designations.

   i. support the redevelopment of Woolwich Barracks to deliver transformational mixed-use neighbourhoods that contribute significantly to housing and employment, retain defence functions, conserve historic buildings, and improve links and connections between the Thames and central Woolwich.

Policy P4 Woolwich

j. protect and enhance Woolwich Market and Royal Arsenal Market as unique community assets serving everyday needs, and support new cultural, heritage and visitor attractions that complement existing cultural assets and are appropriate to their location.

k. encourage the preservation, enhancement and sensitive re-use of key historic buildings to preserve the area's diverse heritage assets and character, ensuring development within Woolwich's Conservation Areas preserve or enhance their special architectural and historic interest, including key views, spaces and townscape qualities.

Reasoned Justification

3.72. This policy recognises the importance of Woolwich as a key location for inclusive and sustainable growth in the borough, reflecting its Opportunity Area status. It also strengthens the key role Woolwich Town Centre, the borough's largest centre, plays as the borough's primary location for civic, cultural, retail and leisure uses. Future development and investment will promote sustainable economic growth in the business, retail, leisure, tourist and cultural sectors within the area and will help to drive Woolwich's growing evening and night time economy, building on its location within the Thames Estuary Production Corridor.

3.73. Applicants should also have regard to the Council's Woolwich Urban Regeneration Framework. Where development is proposed adjacent to the Thames Path, applicants should have regard to the Council's Thames Path and River Front Strategy when bringing forward development proposals.

3.74. Medium- and high-density housing and mixed-use development will be encouraged across Woolwich to enable a greater level of high-quality housing within the area and to support the town centre functions. Proposals must protect and enhance heritage assets, local views, green spaces, reflecting the area's character, while contributing to housing delivery, community diversity, and high-quality placemaking.

3.75. Working in collaboration with Transport for London (TfL), the Council is committed to reinforcing Woolwich as one of south east London's key transport interchanges, building on the success of the Elizabeth Line. This includes ensuring the delivery of new cycleways through Woolwich and enhanced bus connections, which will bring greater potential for growth in the borough and also facilitate increased use of more sustainable transport modes and reduced car dependency.

Site Allocations in Woolwich sub-area

- Policy P4-W1 Woolwich Dockyard and St. Mary's
- Policy P4-W2 Woolwich Ferry and Ambulance Station
- Policy P4-W3 Waterfront Leisure Centre
- Policy P4-W4 Mortgramit Square
- Policy P4-W5 Riverside House
- Policy P4-W6 Royal Arsenal Riverside Blocks D and K
- Policy P4-W7 Beresford Street/ Macbean Street
- Policy P4-W8 Woolwich OSD East
- Policy P4-W9 Spray Street Quarter
- Policy P4-W10 Woolwich Telephone Exchange
- Policy P4-W11 Woolwich Arsenal OSD Site A and B
- Policy P4-W12 Woolwich Waves Leisure Centre
- Policy P4-W13 Love Lane and Former Post Office Site
- Policy P4-W14 Woolwich Island Site
- Policy P4-W15 Calderwood Street Car Park
- Policy P4-W16 Royal Artillery Barracks
- Policy P4-W17 Victoria House
- Policy P4-W18 Land at Gunnery Terrace
- Policy P4-W19 The IO Centre

Woolwich Dockyard and St. Mary's Site Allocation

Proposed Land Uses

A. Residential led mixed use development with commercial units and community uses at ground floor.

Indicative development capacity

B. 1,020 homes

C. Approximately 2,000sqm of non-residential floorspace

Indicative delivery timescale – years

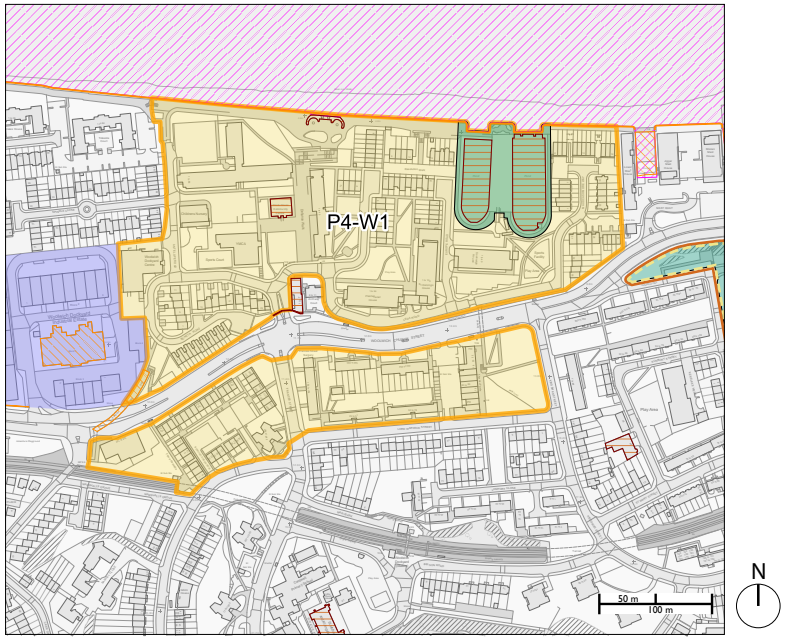
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Area of transition / enhancement with a portion of the site being an area of reinforcement. Varying levels of sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Land bound by Woolwich Church Street, the Thames Path, Mast Quay and Antelope Road, Woolwich	**Ward:** Woolwich Dockyard
Site area: 10.24 ha	**Ownership:** Public and Private
Current use: Residential and community uses, as well as the former Woolwich Dry Docks and green space.	**Policy designation:** Kingsman Parade Neighbourhood Centre, Thames Policy Area, Flood Zone 2 and 3, Borough Open Land, Capital Ring and Area of High Archaeological Potential.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 3 to 4	

Policy P4-W1: Woolwich Dockyard and St. Mary's

Vision

1. The Woolwich Dockyard and St. Mary's site will deliver a masterplan-led development with a high-quality, permeable and landscape-led residential environment with appropriate supporting commercial and community uses. A variety of new housing will be supplied in a mix of sizes and typologies. The historic assets, particularly the Clockhouse and the Docks, will be preserved and shape the development's layout, serving as focal points within landscaped corridors. Stronger visual connections to the River Thames will be created, with improved pedestrian connections and accessibility. Development will enhance the experience along Woolwich Church Street with improved pedestrian access into the site.

Land Use

2. Development will be residential-led, providing 1,020 additional homes in a mix of sizes and typologies to provide a range of tenures to house a diverse community, in accordance with London Plan 2021 Policy H8, ensuring the needs of existing communities are also accounted for. To support the housing, approximately 2,000sqm of commercial and community space should be provided at ground floor, subject to sequential and impact assessment where appropriate. Any new commercial should complement, and support rather than compete with existing town centres.

Design

3. New development should contribute to stitching together the urban fabric across the A206 – Woolwich Church Street, enhancing the surrounding townscape. The arrangement of buildings and open spaces should gravitate around existing assets on the site, including the Thames frontage and Path,, the statutory listed docks, and the Clock House.

4. 'Historic visual axes' should be defined, aligning all heritage assets within a single view or space to highlight local identity and history, preserving and integrating these key historic landmarks, and enhancing their visibility and accessibility. Local building lines should be continued, where desirable, to integrate new proposals into the surrounding context as seamlessly as possible.

5. The prevailing roof-parapet height should be mid-rise, around six storeys. Higher-density, taller blocks should be located along the water's edge, with strong active frontages to maximise river views and provide overlooking and surveillance of the Thames Path. Locally scaled markers can be explored at key junctions and prominent points along Woolwich Church Street. Tall buildings above ten storeys in height may be appropriate on the site.

6. Development must ensure the correct typological approach by selecting block types that build up to the boundary wall, concealing it from street view and supporting the use of podium parking at ground floor level.

7. The site is adjacent to the River Thames tidal flood defences, with any development needing to be setback from these defences. Part of the site is situated within Flood Zone 3 and falls partially within an area at risk of flooding a breach of the River Thames tidal flood defences. Finished floor levels (within this area), should be situated appropriately above modelled flood levels, with all residential uses above the modelled breach flood level.

Policy P4-W1: Woolwich Dockyard and St. Mary's

Connectivity and Public Realm

8. New development should establish a clear hierarchy of open spaces and pedestrian and cycle-friendly routes to enhance permeability throughout the wider area. It must ensure a pedestrian-focused public realm by prioritising walkability and creating inviting, people-friendly spaces.

9. New and improved crossings on the A206 and new access points and openings in the boundary wall should be created. These interventions will also extend the local green infrastructure network and open up views across the docks and river. Development should create an east–west route across the site to connect with neighbouring riverside residential areas, as well as strengthen links to the riverfront.

10. New development should enhance the public realm around the statutory listed Clock House and incorporate community-focused activities within the surrounding built frontage. A new central green space within the dock setting, with green links connecting heritage assets should be developed. The revitalisation of the historic docks should be supported, making them more accessible and usable for the public.

Environment

11. Development should be designed to incorporate opportunities for flood resilience, climate adaptation and riverside enhancements. It should consider the use of bioswales, rain gardens, and multi-functional green spaces to manage surface water effectively and contribute to a more resilient and ecologically rich urban environment. These spaces should incorporate permeable surfaces, native planting, and variation in planting. Existing trees should be protected where possible.

Implementation

12. The site will be masterplan-led in collaboration with the residents of the existing estates within the site. It will be subject to a comprehensive estate regeneration process including fully engaging residents in the design process, with the scheme being subject to a clear resident offer and a residents' ballot. This is in addition to standard planning application processes.

Connectivity, Movement, Access and Servicing

- Main road
- Main residential street prioritising walking and cycling
- Pedestrian and cycle route
- Pedestrian path
- New crossing or improved subway

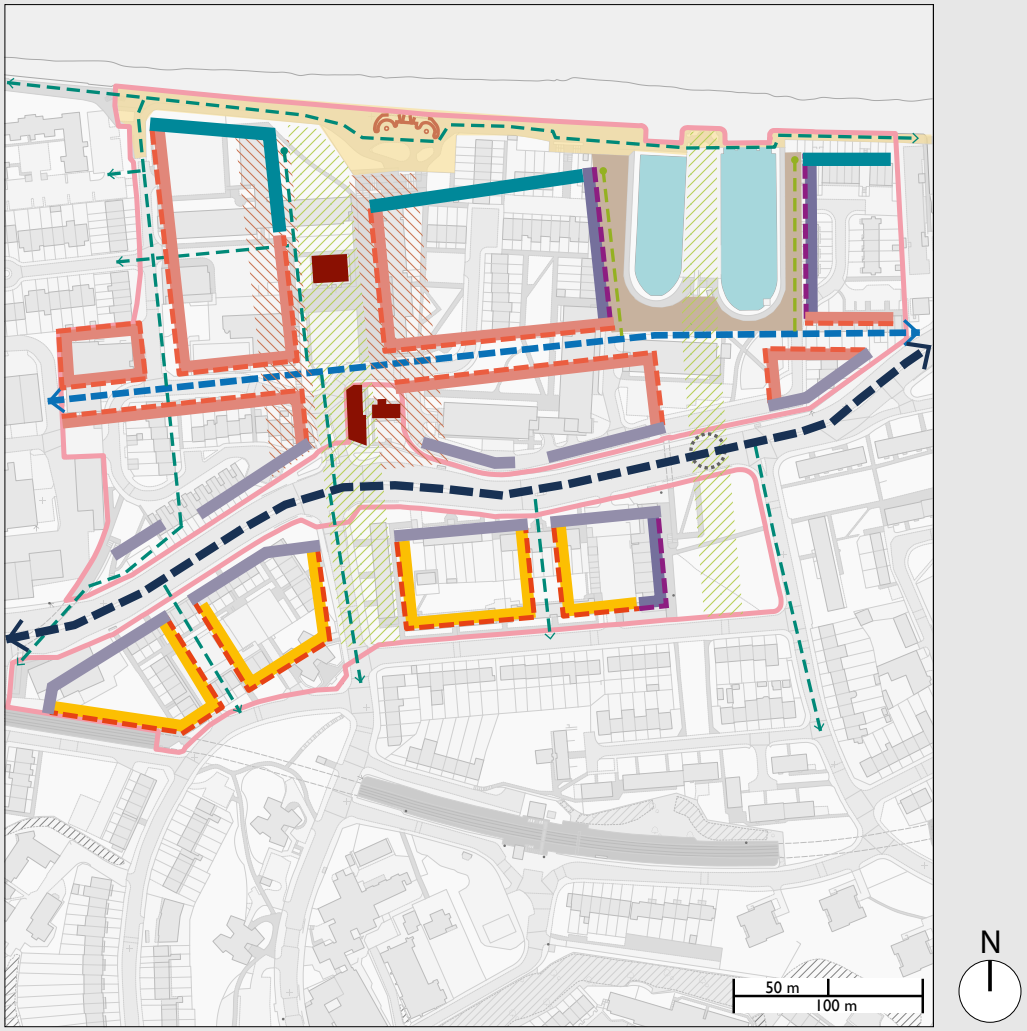
Green and blue infrastructure, public realm and landscaping

- Green corridors aligned with heritage assets
- Enhanced thames path and docks public realm
- Repaired docks heritage asset

Land uses and built form

- Site boundary
- Building line
- Ground floor active frontage - commercial, retail and community uses
- Ground floor active frontage - Residential uses
- Waterfront enhancement
- Front incorporating noise mitigation strategy
- Retained buildings of heritage and townscape value
- Heritage sensitivity
- On-site social / health / educational uses
- Local centres
- Relocated and new commercial uses

Place making diagram



Site Context

The site comprises Royal Greenwich housing estates sitting between Woolwich Church Street and the Thames Path/river wall and is bounded to the east by the Mast Quay development and to the west by Antelope Road and the neighbouring industrial estate. The site includes the Dockyard Estate and St Mary's Estate lying to the south of Woolwich Church Street and two listed former docks. The site contains around 780m of river frontage and is accessible via pedestrian tunnels under the road and the Thames Path.

There are 676 existing homes across the site. There are a small number of commercial properties, a nursery and the YMCA facility. The northern parcel fronting to the river is primarily residential and contains all of the heritage assets including the two docks. The southern parcel lying to the south of Woolwich Church Street (A206) and north of Woolwich Dockyard station is primarily residential with some retail/commercial premises.

The site has a rich history, having been used as part of the Royal Woolwich Dockyard from the late 1500s through to the 19th century. Fragments of the dockyard remain in the Grade II listed structures including the Clockhouse, the dockyard gates, the former police station, the gun battery and the docks. The rest of the site contains late twentieth century buildings.

The western half of the site has a PTAL rating of 3 and the eastern half 4. The site is well-connected east to west, sitting adjacent to the A206, with the Woolwich Ferry pier terminal within close proximity. The site is also very close to Woolwich Dockyard Station, with connections at Woolwich Elizabeth Line and Woolwich Arsenal stations nearby. The site is also close to the Woolwich Town Centre.

1. View from western Woolwich Church Street

2. View from western Woolwich Church Street, southern frontage

3. View of one of the two statutory listed dock

4. View of Lord Warwick Street

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

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

Woolwich Ferry and Ambulance Station
Site Allocation

Proposed Land Uses

A. Mixed use development, incorporating the Woolwich Ferry operational facilities and plant yard. Additional non-residential space for commercial uses.

Indicative development capacity

B. 210 homes

C. 1,700sqm of Woolwich Ferry facilities

D. 840sqm of commercial, community uses

Indicative delivery timescale – years

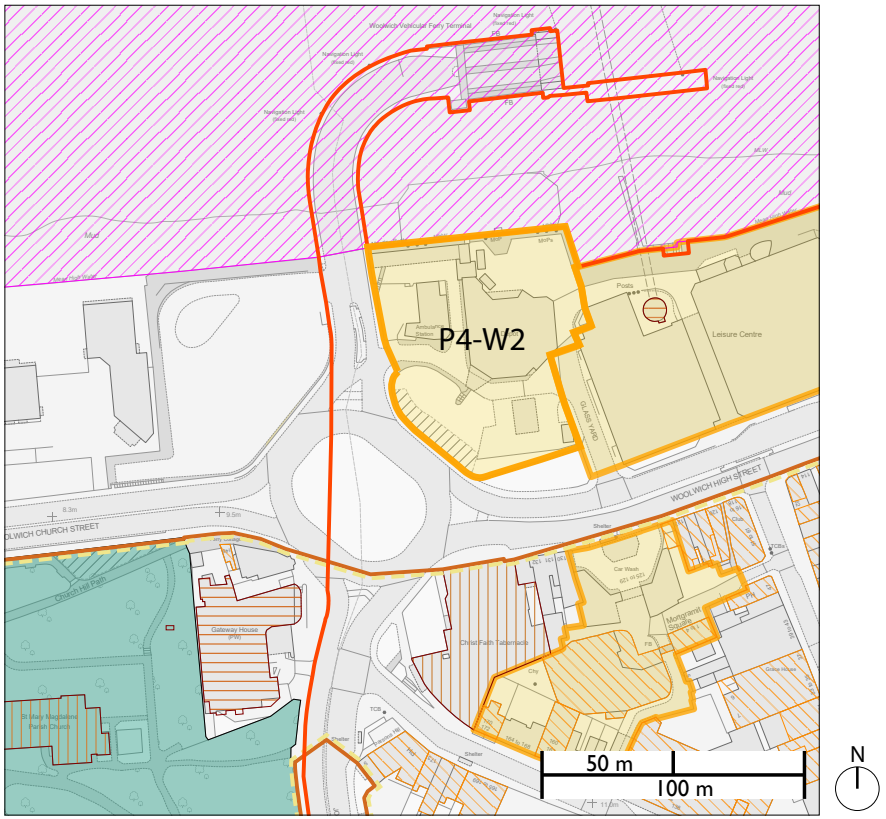
1-5	**6-10**	**11-15**

Evidence Base

Characterisation Study: Area of transformation.

Tall Buildings Assessment: Part of the site is located within a Tall Building Cluster.

Site boundary and constraints



Address: Woolwich, London SE18 6DX	**Ward:** Woolwich Dockyard and Woolwich Arsenal
Site area: 0.60ha ha	**Ownership:** Public and Private
Current use: Woolwich Ferry operational use (including offices, depot, and open maintenance yard), Woolwich Ambulance Station and Energy Charging Station.	**Policy designation:** Flood Zone 3, Woolwich Town Centre, Area of High Archaeological Potentia.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 6a	

Policy P4-W2: Woolwich Ferry and Ambulance Station

Vision

1. The Woolwich Ferry and Ambulance Station site will deliver a mixed-use development that combines high-density residential uses with the continued operation of the ferry service. The site presents a significant opportunity to enhance the entrance to Woolwich town centre, creating stronger integration with the Woolwich Ferry facilities through a substantially improved public realm, enriched green landscapes, and enhanced pedestrian and cycle routes.
2. Design quality must be exemplary, reflecting the site's strategic importance, its prominent riverside location on the Thames, and its relationship with surrounding heritage assets and diverse urban character.

Land Use

3. Development will deliver a mixed use scheme which incorporates and enables the continued operation of the Woolwich Ferry with its 1,700sqm of associated TfL facilities and plant yard. Development should optimise the capacity of the site to contribute to the delivery of 210 new homes, with a mix of sizes and tenures.
4. This will be supported by approximately 840 sqm of commercial and community uses. The Ambulance Station will need to be re-provided at a suitable alternative location. The existing EV charging station should be relocated on a principal road elsewhere. Commercial uses should reflect the site's location within the Woolwich Town Centre, complementing existing uses.

Design

5. Buildings on the site should be arranged and scaled to form a well-balanced composition with the emerging landscape of tall buildings to the site's east and west. Building heights should vary to avoid an undesirable "table-top" effect, and their orientation should prevent buildings from reading as a single, monolithic and bulky form in diagonal views and unappealing walls of development facing the Thames and surrounding streets. Tall buildings may be appropriate on the site of around 21 storeys.
6. Buildings should step down in scale towards the A206 roundabout, the statutory listed Odeon Cinema and former Granada Cinema, and the Woolwich Conservation Area. Distances from neighbouring developments must be carefully designed to prevent excessive overshadowing of adjacent amenities.
7. Ground floor areas not constrained by the reprovision of ferry facilities should be appropriately activated with commercial uses and residential lobbies facing the surrounding streets.
8. The site is adjacent to the River Thames tidal flood defences, with any development needing to be setback from these defences. Part of the site is situated within Flood Zone 3 and falls partially within an area at risk of flooding a breach of the River Thames tidal flood defences. Finished floor levels should be situated appropriately above modelled flood levels, with all residential uses above the modelled breach flood level.
9. Redevelopment of the site will need to be phased as to enable the continued operation of and access to the Woolwich Ferry and London Ambulance Service. If necessary, temporary or alternative ambulance station facility provision may be required.

Policy P4-W2: Woolwich Ferry and Ambulance Station

Connectivity and Public Realm

10. Pedestrian and cycle permeability across the area should be enhanced in alignment with TfL's plans for Woolwich (Cycleway 4).
11. New trees should be integrated with existing ones to create an attractive public realm on both quadrants of the roundabout. This will help soften the interface between the high-density development, road infrastructure, and the historic fabric of the town centre.
12. New development should enhance access to the ferry station and surrounding public realm to better integrate its facilities in the local townscape and avoid any excessive disruption to the pedestrian experience of the Thames Path.

Environment

13. Development should be designed to incorporate opportunities for flood resilience, climate adaptation and riverside enhancements. Flood plain, flood risk mitigation measures must be explored on the site in collaboration with the Environment Agency, ahead of the site being redeveloped.
14. New development should enhance the existing green infrastructure provision with increased tree planting and green spaces.

Implementation

15. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Pedestrian route only
- Ferry car parking access/egress
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees
- New trees and greening

Land uses and built form

- Site boundary
- TFL optimised facility area
- Landscaped open space
- Ground floor active frontage - commercial, community and retail uses

Place making diagram

Site Context

The site is bound by the former Waterfront Leisure Centre to the east which adjoins Glass Yard, the Thames to the north, a high-rise apartment complex to the west and the A206 to the south. The A2204 intersects the middle of the site connecting the A206 to the Woolwich Ferry South Pier. The site is also accessible via Glass Yard to the east.

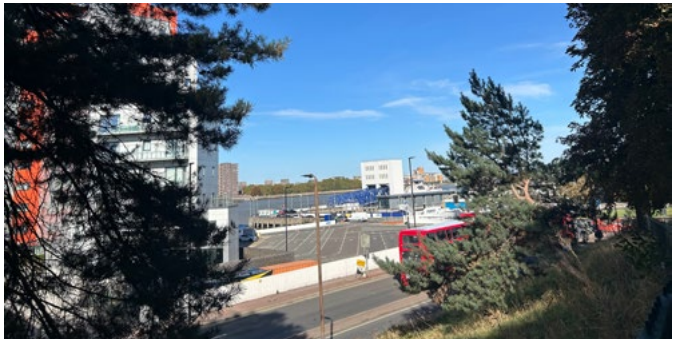
The site includes the Woolwich Ferry and associated operational functions and facilities, the Woolwich Ambulance Station and the Energy Charging Station. A ferry has operated on the Thames at Woolwich since the 14th century and commercial crossings since the mid-19th century. The free service opened in 1889. The ferry connects pedestrians, cyclists and motor vehicles across the river to North Woolwich.

The site benefits from a high PTAL rating of 6a across the whole site. In addition to the ferry service provided on-site, the site is well connected by various bus routes with bus stops within a five-minute walk of the site along Woolwich Church Street to the west and across the road to the east on Woolwich High Street. Bus routes run along Woolwich Church Street, Woolwich High Street and John Wilson Street which adjoin the site, connecting to Abbey Wood, Chislehurst, Hillside, Thamesmead, North Greenwich and Peckham. The site is an 11-minute walk to the Woolwich Elizabeth Line Station and a 13-minute walk to the Woolwich Arsenal DLR and Rail Station, which is served by Southeastern and Thameslink services.

1. Approach to Woolwich Ferry Pier

2. Approach from Powis Street

3. Approach from Woolwich Curch Street - A206



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

5. Approach from the western Thames pathway

6. View towards the Woolwich Ferry waiting area

Waterfront Leisure Centre
Site Allocation

Proposed Land Uses

A. Residential-led mixed-use development, with commercial uses at ground floor.

Indicative development capacity

B. 310 homes

C. Approximately 2,100sqm of non-residential floorspace

Indicative delivery timescale

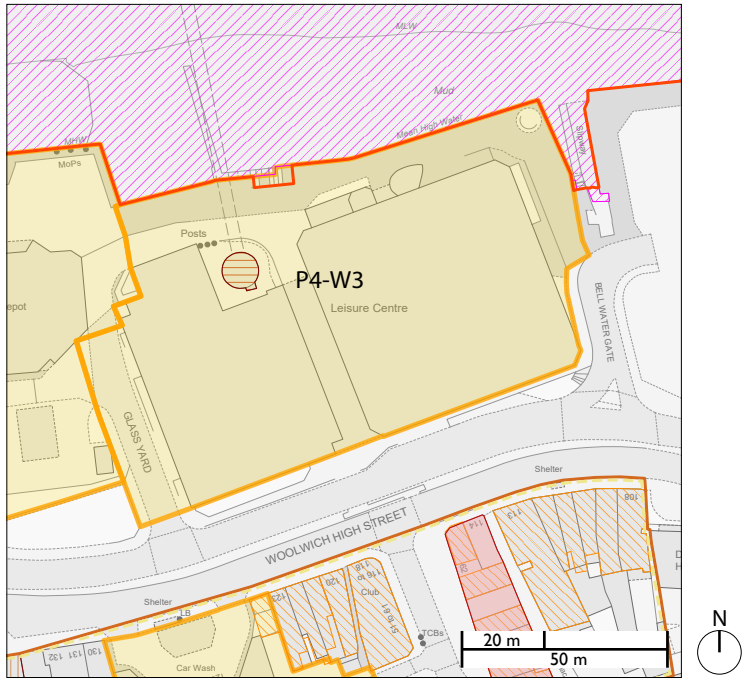
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Cluster.

Site boundary and constraints



Address: Woolwich High Street, SE18 6DL	**Ward:** Woolwich Arsenal
Site area: 0.82 ha	**Ownership:** Public
Current use: The site was formerly used as a Leisure Centre until late 2025 and includes the Woolwich Foot Tunnel South entrance.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, Grade II Listed building (Woolwich Foot Tunnel South entrance building), Area of High Archaeological Potential, Flood Zone 3.
Consent Status: None	**Planning Reference(s):** N/A

PTAL rating: 5

Policy P4-W3: Waterfront Leisure Centre

Vision

1. The Waterfront Leisure Centre site will deliver a vibrant and high quality residential-led mixed-use development, with appropriate commercial uses contributing to the Woolwich Town Centre and improvements along the Thames Path. There should be a visual link to the Thames and the setting of the Woolwich Foot Tunnel should be enhanced. Any development should enhance and respect the surrounding heritage assets and adjacent Woolwich Conservation Area.

Land Use

2. Development will consist of a residential led, mixed use scheme which optimises the capacity of the site to deliver 310 new homes, with a mix of sizes and tenures. This will be supported by approximately 2,100sqm of commercial floorspace.
3. The ground floors should comprise of commercial units along all sides of the development to support the town centre. The upper floors of the development should be residential.

Design

4. Development should be of a high quality and integrate well into the established town centre and the listed heritage assets on and surrounding the site. The Woolwich South Foot Tunnel should be at the centre of the public realm strategy. The development should respond to the lower rise character of the Woolwich Conservation Area. It should provide appealing background views of the River Thames; this also includes from the north bank of the river, and it should provide a positive active frontage along the river. Development should avoid creating a wall of development along the river which could block views and create excessive overshadowing. Tall buildings may be appropriate on the site of around 18 storeys.
5. The site is adjacent to the River Thames tidal flood defences, with any development needing to be setback from these defences. Part of the site is situated within Flood Zone 3 and falls partially within an area at risk of flooding a breach of the River Thames tidal flood defences. Finished floor levels (within this area), should be situated appropriately above modelled flood levels, with all residential uses above the modelled breach flood level.

6. Connectivity and Public Realm

7. Development should improve pedestrian permeability across the site and the wider surrounding area, while encouraging spaces of activity along the river. A high-quality public promenade is expected. The development should promote active travel from the Thames Path and improve the existing cycle path.

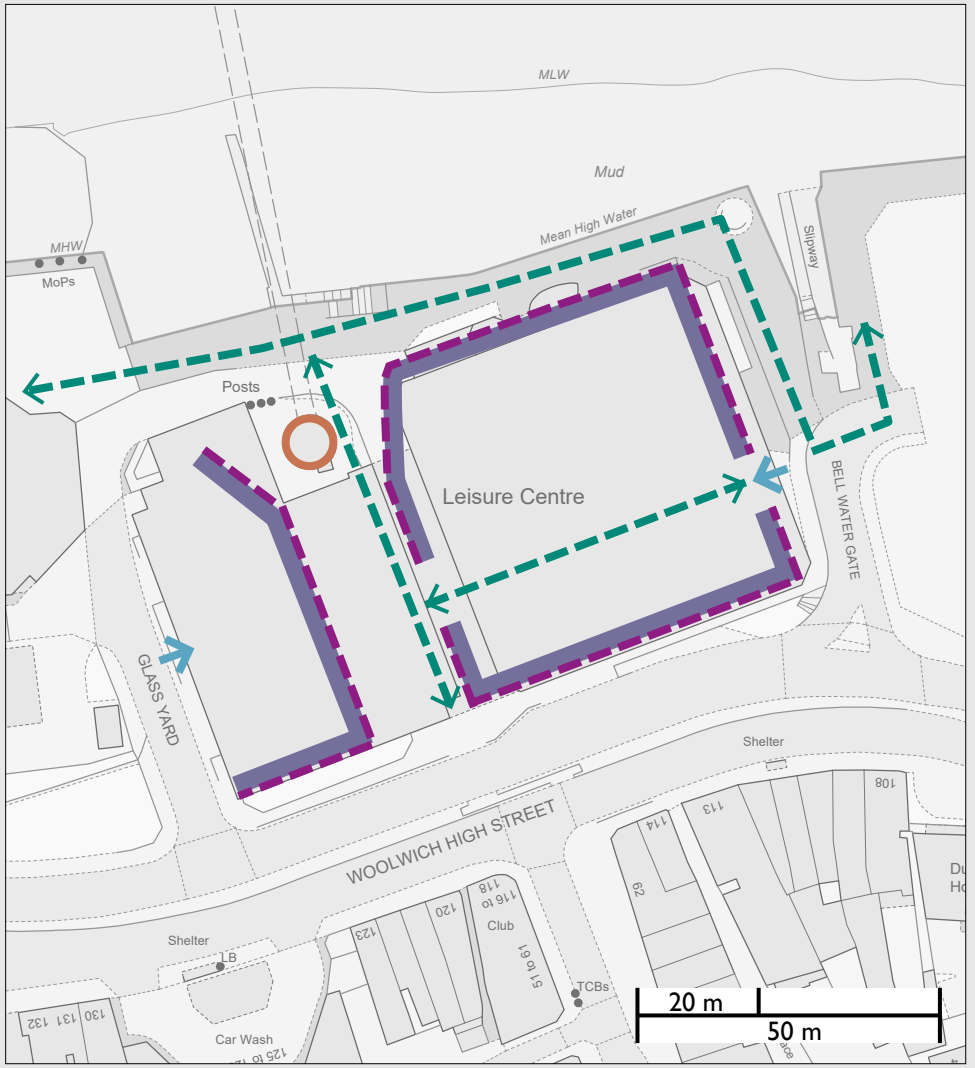
Environment

8. Development should be designed to incorporate opportunities for flood resilience, climate adaptation and riverside enhancements.
9. A key element of the scheme is to optimise the density of the site and enhance the quality of the overall urban fabric whilst providing open space for new and existing residents. Urban greening should be maximised in the public realm with sustainable drainage systems incorporated.

Implementation

10. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian and cycle routes
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Enhanced public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses
- Entrance to Woolwich Foot Tunnel (Retained building of heritage and townscape importance)

Site Context

The site adjoins the River Thames, and is bound by the Woolwich Ambulance Station, an energy charging station, the Woolwich Ferry and Glass Yard to the west. To the east is the Royal Arsenal Riverside, which includes various high rise apartment blocks, which reach up more than 20 storeys. The south of the site is bound by the A206 Woolwich High Street, with various retail businesses sitting across Woolwich High Street.

The site benefits from a high PTAL rating of 5. In addition to the ferry service adjoining the site, the site is well connected by various bus routes with connecting to Orpington and Blackheath, Peckham and North Greenwich. The site is a nine-minute walk to the Woolwich Elizabeth Line Station and a 10-minute walk to the Woolwich Arsenal DLR and National Rail Station, which is served by Southeastern and Thameslink services. The site is a nine-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

The Grade II listed Woolwich Foot Tunnel South entrance building is located within the site.

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

2. View from western Woolwich High Street - A206

3. View from eastern Woolwich High Street

4. View from Hare Street

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

6. View of the Thames Path side

Mortgramit Square
Site Allocation

Proposed Land Uses

A. Residential-led mixed use development, incorporating commercial uses at ground floor and in the retained historic garage.

Indicative development capacity

B. 140 homes

C. Approximately 3,190sqm of commercial floorspace

Indicative delivery timescale – years

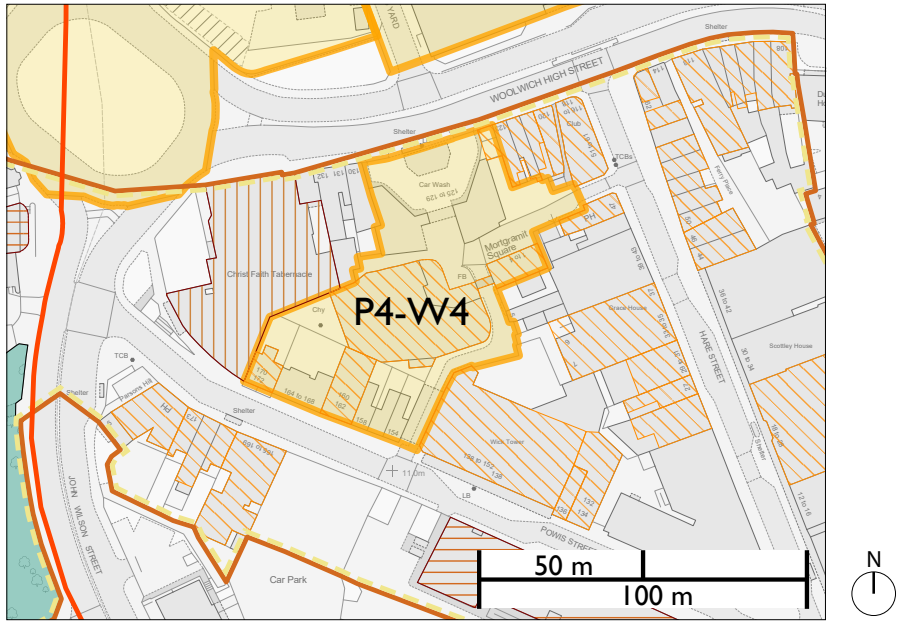
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with some sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Cluster.

Site boundary and constraints



Address: Mortgramit Square, 154-172 Powis Street and 125-129 Woolwich High Street, Woolwich, London SE18 6DS	**Ward:** Woolwich Arsenal
Site area: 0.50 ha	**Ownership:** Private
Current use: Former Furlong motoring complex, including garage, workshop and showroom. Mostly vacant, except car wash, garage and associated buildings used for MOT car testing.	**Policy designation:** Woolwich Opportunity Area, Woolwich Conservation Area, Locally Listed Buildings (Furlongs Motor Complex, 160-162 and 170-172 Powis Street and 123 Woolwich High Street), Woolwich Town Centre and Area of High Archaeological Potential.
Consent Status: None	**Planning Reference(s):** N/A

PTAL rating: Western portion rated 6a and the eastern portion rated 6b

Policy P4-W4: Mortgramit Square

Vision

1. The Mortgramit Square site will deliver a vibrant, mixed use development with a variety of town centre uses, including residential, commercial, community and cultural uses. The site will provide a unique opportunity to enhance the urban character of this part of the town centre, mediating between its historic and contemporary fabric, and providing a welcoming public realm and amenities. Development will continue the site's employment heritage and will integrate space for living, creating and working.

Land Use

2. The site will deliver 140 homes, with a mix of sizes and tenures. This will be supported by approximately 3,190sqm of commercial floorspace. Development within the site should incorporate a mixture of uses across the site. Affordable workspaces suitable for Small to Medium Enterprises (SMEs), creative workshops, and community and cultural uses are the Council's preferred uses for the Furlongs Garage. Residential uses within this part of the site may be considered only if it is fully demonstrated that none of the preferred uses are viable within these historic structures. Ground floor uses on Powis Street and Woolwich High Street may include commercial and community activities. Any commercial activity located away from Powis Street should complement, and not detract from, the vitality of the high street.

3. Residential uses can be designed on the upper floors of new buildings and within the preserved Doctor's House.

Design

4. New buildings should integrate sensitively with the historic structures of the garage and the surrounding conservation area and contribute positively to the surrounding streetscape and internal pedestrian yard.

5. A mid-rise block may be considered on Powis Street. The locally listed Doctor's House should be retained, providing a meaningful gap between the Grade II* Former Granada Cinema and other landmark buildings including the tower of the RACS building and the new mid-rise block. The height of this block should remain subservient to the cinema tower and avoid dominating or diminishing the significance of this important heritage asset from all approaches.

6. A tall building, of around 16 storeys, may be explored on the part of the site facing Woolwich High Street, but this must mitigate potential visual impacts on views of the Grade II* St. Mary Magdeline Church. The architecture of new buildings should harmonise with that of the historic garage.

Connectivity and Public Realm

7. Development and layout of the site should provide opportunities to enhance the connectivity of Woolwich Town Centre through linking development sites along Woolwich High Street to the other parts of the town centre.

Policy P4-W4: Mortgramit Square

Environment

8. A comprehensive SuDS strategy should be integrated into any scheme for the site. Trees and rain gardens should be incorporated into the public realm where practical and appropriate in terms of local character. New development should seek to reduce the amount of embodied carbon associated with demolition of existing buildings. Any proposals for demolition should be fully justified and should demonstrate that a new building would be the most sustainable outcome.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Pedestrian route only
- Potential location for access, servicing and deliveries
- On site route for access, servicing and deliveries

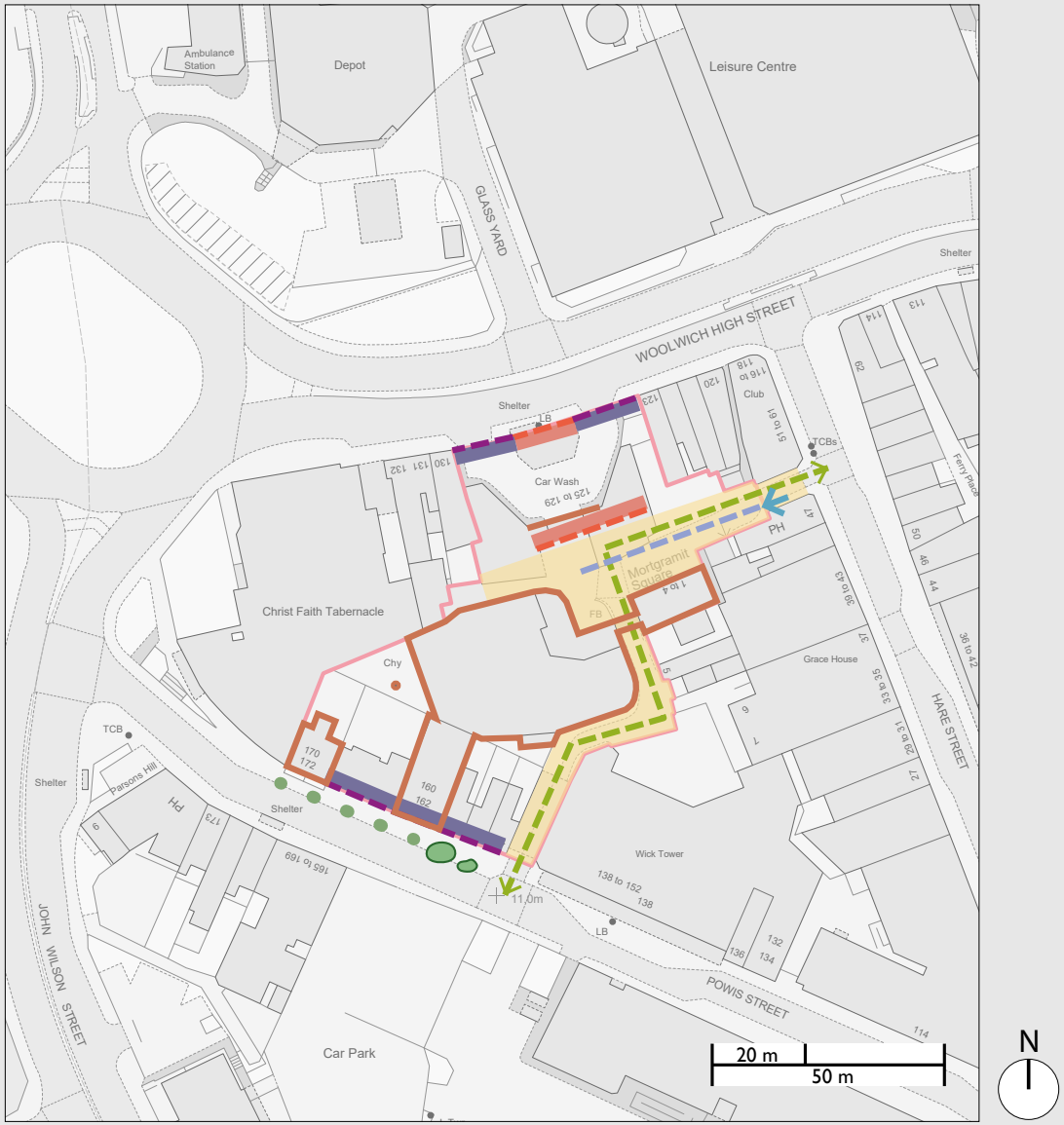
Green and blue infrastructure, public realm and landscaping

- Existing trees
- New trees and greening
- Green buffer
- Green park / central square
- Public realm enhancement

Land uses and built form

- Site boundary
- Building line
- Ground floor active frontage - commercial, retail and community uses
- Retained buildings of heritage and townscape importance

Place making diagram



Site Context

The site comprises the former Furlong motoring complex, including the garage building, attached workshop with link bridge and showroom fronting Powis Street. The site is currently vacant, with the exception of the car wash operating at the front of the site on Woolwich High Street and some elements of the garage and associated buildings being used for MOT testing.

The site is bound by the A206 Woolwich High Street to the north, commercial businesses and a cathedral to the west, Powis Street to the southwest, Mortgramit Square and a flat complex to the south, and a mix of commercial uses and residential dwellings to the south-east and east along Hare Street.

The site benefits from a high PTAL rating, with the western portion rated 6a and the eastern portion rated 6b. The Woolwich Ferry sits to the north of the site across the A206. The site is well connected by various bus routes and bus stops, connecting to North Greenwich, Peckham, Blackheath, Orpington, Thamesmead, Abbey Wood, Hillside and Chislehurst. The site is a 9-minute walk from the Woolwich Elizabeth Line Station, and a 10-minute walk from the Woolwich Arsenal National Rail and DLR station, which is served by Southeastern and Thameslink services. The site is a 10-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

1. Long view from St. Mary's Gardens

2. Approach from western A206 - Woolwich Church Street

3. View from Woolwich High Street

4. View from western end of Powis Street

5. Approach from eastern Powis Street

6. Approach from eastern Powis Street

Riverside House
Site Allocation

Proposed Land Uses

A. Residential-led, mixed use development, incorporating non-residential uses at ground floor.

Indicative development capacity

B. 230 homes

C. Approximately 1,070sqm of non-residential floorspace.

Indicative delivery timescale – years

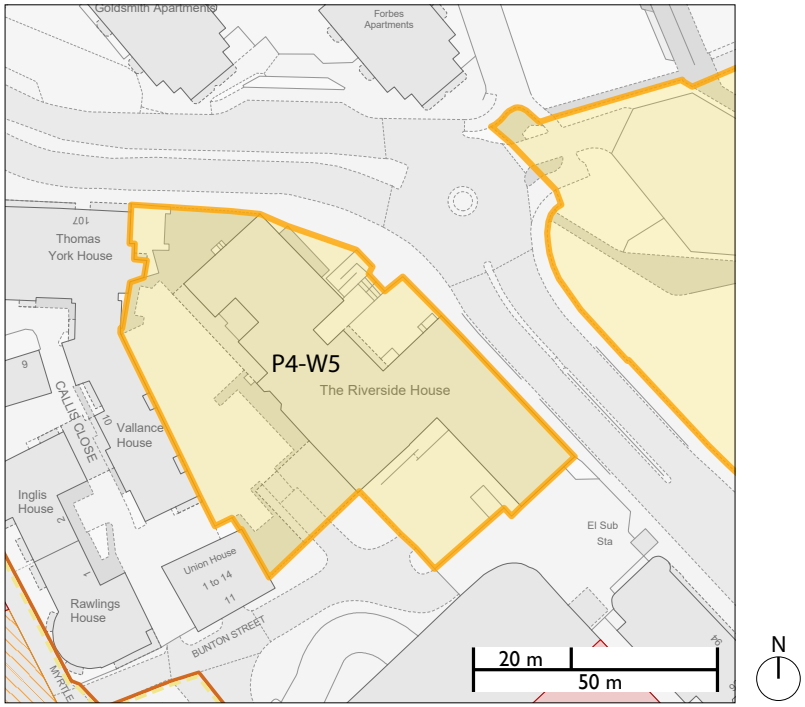
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with some sensitivity to change.

Tall Building Assessment: The site is located within a Tall Building Cluster.

Site boundary and constraints



Address: Riverside House, Beresford St, Woolwich, SE18 6BU	**Ward:** Woolwich Arsenal
Site area: 1.425 ha	**Ownership:** Private (Formerly Publicly Owned Land)
Current use: Previous B1 office use and recently has been used temporarily as artist studios.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre and Area of High Archaeological Potential.
Consent Status: Consented	**Planning Reference(s):** 24/2813/F
PTAL rating: 6a	

Policy P4-W5: Riverside House

Vision

1. The Riverside House site will deliver a vibrant, high density residential-led mixed use development with a variety of town centre uses, supplying a substantial amount of either residential or student accommodation units. The site will provide an opportunity to enhance the urban character of this section of Woolwich High Street, providing a welcoming public realm and amenities.

Land Use

2. Development of the site will deliver a mixed-use, residential-led scheme appropriate to its town centre location, incorporating both commercial and residential uses, either as student housing (as per the existing planning permission) or residential dwellings.
3. Where conventional housing is proposed, development should provide approximately 230 homes, delivering a mix of sizes and tenures, including at least 50% affordable housing.
4. This will be supported by approximately 1,070sqm of commercial floorspace. New commercial uses should reflect the site's location within Woolwich Town Centre and complement the existing uses within the centre. The existing planning permission includes hotel use.

Design

5. New development on the site should be designed to ensure that massing, building heights and architecture is integrated comfortably within the surrounding townscape.
6. Building heights should step down towards the rear of the site backing onto Bunton Street to avoid any excessive overshadowing towards the neighbouring amenities.
7. Block A to the north of the site along Woolwich High Street could accommodate around 10 storeys stepping down in height to 8 storeys for Block B to the south. Tall buildings may be appropriate on the site of around 18 storeys.

Connectivity and Public Realm

8. The existing public realm should be enhanced along Woolwich High Street, to a pedestrian-focused environment which is green, safe and accessible to all. Vehicle access, servicing and deliveries should be located at the south of the site from Bunton Street. Development should include a new access route through the site to improve connectivity and accessibility for cyclists and pedestrians, as well provide a new visual connection from Woolwich High Street.

Environment

9. Development should provide green infrastructure enhancements within the site and along the street edges.

Implementation

10. The site is subject to a consented planning application (24/2813/F).

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement

Land uses and built form

- Site boundary
- Building line
- Upper ground floor active frontage - Residential uses
- Upper ground floor active frontage - Commercial and retail

Place making diagram

Site Context

The site is bound by the A206 Woolwich High Street to the northeast and east, apartments and a LIDL supermarket to the south of the site and apartment blocks sit to the west and northwest of the site.

The site benefits from a high PTAL rating of 6a. The site is a seven-minute walk from the Woolwich Elizabeth Line Station and an eight-minute walk from the Woolwich Arsenal National Rail and DLR station, which is served by Southeastern and Thameslink services. Bus routes to Orpington, Blackheath and Bexleyheath run along Woolwich High Street, with the closest bus stop being a two-minute walk away. The site is an eight-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

The site consists of car parking areas, and two connected office tower buildings spread across the site. Vehicle access is off Bunton Street to the south of the site.

1. View from southern approach on Beresford Street

2. View from roundabout on Beresford Street

3. View opposite the site on Woolwich High Street

4. View from northern approach on Woolwich High Street

5. View from approach on Bunton Street

6. View from end of Bunton Street

Royal Arsenal Riverside Blocks D and K
Site Allocation

Proposed Land Uses

A. Residential-led mixed use development with commercial uses on ground floor

Indicative development capacity

B. 663 homes

C. Approximately 960sqm of non-residential floorspace

Indicative delivery timescale – years

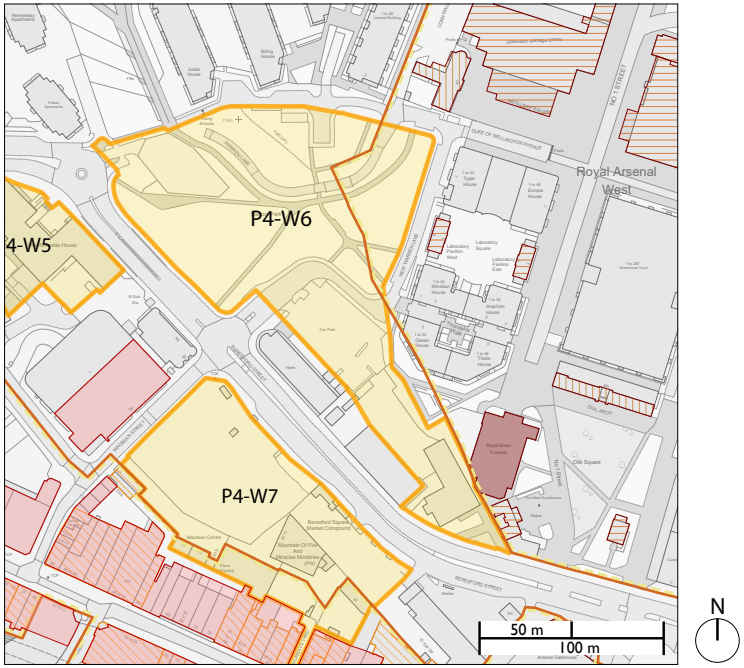
1-5	6-10	11-15

Evidence Base

Characterisation Study: Eastern portion of the site is within an area of reinforcement. Parts of the site have high sensitivity to change.

Tall Building Assessment: Within a Tall Building Cluster.

Site boundary and constraints



Address: Royal Arsenal Riverside, Plots D & K, London SE18 6NP	**Ward:** Woolwich Arsenal
Site area: 2.3 ha	**Ownership:** Private
Current use: Formerly a park, now a construction site.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, partially within Royal Arsenal Conservation Area, in the setting of Grade I & II Listed Buildings, Flood Zone 3.
Consent Status: Consented	**Planning Reference(s):** 24/0848/R
PTAL rating: 6a to 6b	

Policy P4-W6: Royal Arsenal Riverside Blocks D and K

Vision

1. The Royal Arsenal Riverside Blocks D&K site will deliver a vibrant, high-density residential-led mixed use development with a variety of town centre uses to complement the wider Royal Arsenal and Woolwich Town Centre offering.

2. The site's strategic location provides a unique opportunity to enhance the urban character of this part of the town centre, sensitively mediating between its historic and contemporary fabric, providing exemplary design quality, desirable pedestrian permeability, and a welcoming public realm and amenities.

Land Use

3. Residential-led mixed use development will be delivered. Commercial uses at ground floor will provide active frontages and services reflecting the site's location within the Woolwich Town Centre. The site will deliver 663 homes, with a mix of sizes and tenures. This will be supported by approximately 960sqm of commercial floorspace.

Design

4. Commercial uses and residential lobbies should activate Beresford Street, Duke of Wellington Avenue, New Warren Lane and internal open space within the site.

5. Whilst the site is considered suitable for tall buildings, new development on the site should be designed to ensure that massing and architecture is integrated comfortably within the surrounding townscape.

6. Given the site's sensitive location with adjoining and nearby heritage assets, and its location within a conservation area, new development should step down in scale towards nearby Grade II listed buildings. Heritage assets should be protected or enhanced, and any negative impacts mitigated. Consideration must also be given to the impact on local views within the conservation area.

7. Tall buildings may be appropriate on the site of around 18 storeys.

Connectivity and Public Realm

8. Public realm and public open space enhancements are to be provided across the majority of the site. New development should enhance pedestrian permeability and contribute to the provision of public amenity in this part of the town centre.

9. Access, servicing and deliveries are to be provided via Beresford Street A206 and Duke of Wellington Avenue, with an on-site route running parallel to Beresford Street. A new link across the site is to be provided from Duke of Wellington Avenue to Beresford Street through the middle of the site. Pedestrian and cycling routes are to be provided from the northern boundary of the site along Duke of Wellington Avenue connecting to the southern boundary on Beresford Street, as well as other connections into the Royal Arsenal.

Environment

10. Development should provide green infrastructure enhancements within the site and along the street edges. Environmental performance should be integral to design, with microclimate mitigation built into buildings and landscape. Sustainable drainage should be considered from the outset.

Implementation

11. The site is subject to a consented planning application (24/0848/R).

Connectivity, Movement, Access and Servicing

- New link across the site
- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

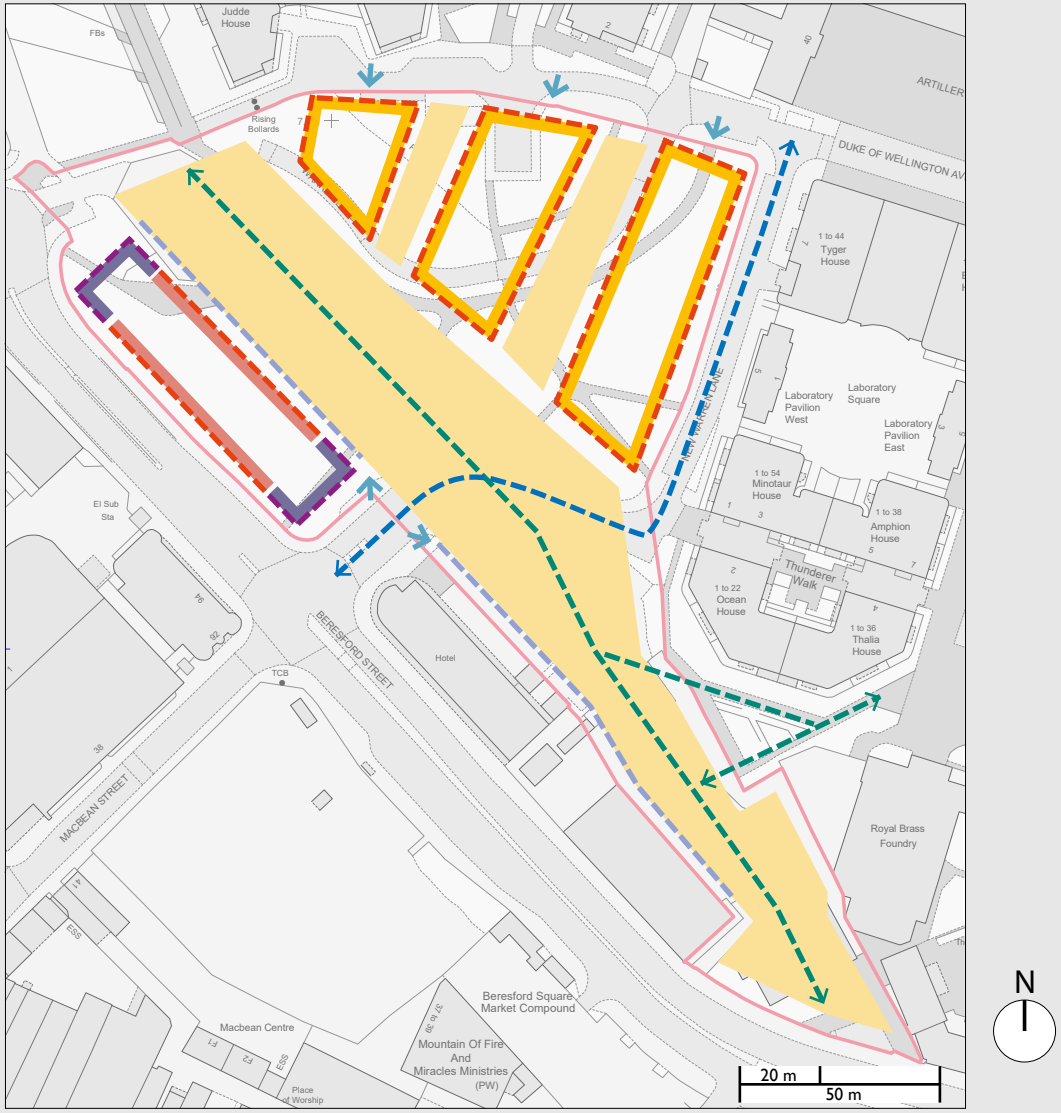
Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - Residential uses
- Ground floor active frontage - Commercial uses
- Building line

Place making diagram



Site Context

The northern half of the site includes car parks and an existing building within the southern half of the site. The north of the site is bounded by Duke of Wellington Avenue, with apartments sitting opposite along the Thames.

Beresford Street A206 adjoins the northwestern edge of the site, with New Warren Lane running along the northeastern edge and dissecting through the middle of the site. Apartment complexes and the Royal Brass Foundry sit to the east of the site. To the south of the site is the Woolwich Elizabeth Line station and Beresford Square.

Located within the Woolwich Town Centre, the site benefits from a high PTAL rating of 6a to the north of the site and 6b across the remainder of the site. The site is within a two-minute walk of the Woolwich Elizabeth Line Station and a five-minute walk to the DLR and Woolwich Arsenal National Rail Station, which is served by Southeastern and Thameslink services. The nearest bus stop is a three-minute walk away, with bus stops along Beresford Street connecting the site to various destinations including North Greenwich, Peckham, Bexleyheath, and Abbey Wood. The site is a five-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

There are numerous Grade I, Grade II and Grade II* Listed Buildings to the northeast and east of the site including the Royal Brass Foundry, Guard Room and Royal Laboratory Pavilion West and East.

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

2. Approach from roundabout at Woolwich High Road

3. View into the site from Duke of Wellington Avenue

4. View from car park on New Warren Lane

5. View from outside Building 40, Artillery Square

6. View into the site from New Warren Lane

Beresford Street / Macbean Street
Site Allocation

Proposed Land Uses

A. Mixed use, including commercial and community uses on ground floor and residential uses on floors above.

Indicative development capacity

B. 700 homes

C. Approximately 1,550sqm of non-residential floorspace

Indicative delivery timescale – years

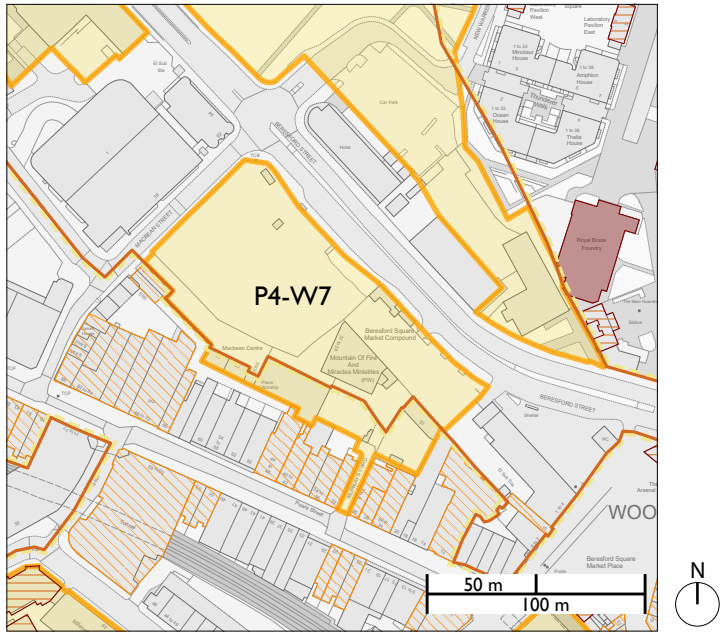
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, sensitive to change.

Tall Building Assessment: Located within a Tall Building Cluster.

Site boundary and constraints



Address: Land bound by Beresford Street and Macbean Street, Woolwich, SE18 6LW	**Ward:** Woolwich Arsenal
Site area: 1.06 ha	**Ownership:** Private
Current use: Vacant site with the exception of the Woolwich Market Pound which comprises storage facilities and a car park used by market traders.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, Woolwich Conservation Area, Area of High Archaeological Potential.
Consent Status: Resolution to grant	**Planning Reference(s):** 24/3273/F

PTAL rating: Western portion 6a and the eastern portion 6b

Policy P4-W7: Beresford Street / Macbean Street

Vision

1. The Beresford Street / Macbean Street site will deliver a vibrant, high density mixed use development with a variety of town centre uses, including a substantial amount of residential accommodation. The site provides a unique opportunity to enhance the urban character of the western part of the town centre, mediating between its historic and contemporary fabric, providing desirable pedestrian permeability, and a welcoming public realm and amenities.

Land Use

2. Development within the site will deliver a mixed-use, residential-led scheme appropriate to the site's town centre location, incorporating a mix of workspaces suitable for Small to Medium Sized Enterprises (SMEs), commercial uses, community uses and residential uses on upper floors. Development will incorporate the existing market pound storage function. The site will contribute to the delivery of 700 homes, with a mix of sizes and tenures. This will be supported by approximately 1,550sqm of non-residential space, including commercial and community floorspace.
3. Commercial uses and residential lobbies should activate both Beresford Street and the internal open space within the site. Opportunities for workshops or co-working spaces should be explored within the retained Electric-works building.

Design

4. New development on the site should be designed to ensure that massing and architecture is integrated comfortably within the surrounding townscape. Tall buildings may be appropriate on the site of around 23 storeys.
5. Given the site's sensitive location with nearby heritage assets and conservation areas, new development should clearly step down in scale towards the Woolwich Conservation Area, Beresford Square, and Powis Street.
6. Heritage assets should be protected or enhanced, and any negative impacts mitigated. The Electric-works building, identified as a non-designated heritage asset of historic and architectural merit, should be preserved. Consideration must also be given to the impact on local views into and within Woolwich Conservation Area.
7. Private and communal space should be provided on the site sufficient for the proposed number of occupants and to cater to a variety of ages and users.

Connectivity and Public Realm

8. New development should enhance pedestrian permeability and contribute to the provision of public amenity in this part of the town centre, enhancing the existing public realm onto Beresford Street, Macbean Street and Murray's Yard. A new public open space should be provided at Murray's Yard, with public pedestrian routes connecting Powis Street and Beresford Street, as well as linking from Macbean Street.

Environment

9. Development should provide green infrastructure enhancements within the site and along the street edges. Sustainable drainage should be considered from the outset.

Implementation

10. The site is subject to a resolution to grant for planning application 24/3273/F.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Pedestrian route across site
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees and greening
- New trees and greening
- New public space
- Enhanced public realm

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial, retail and community uses
- Building line
- Historic building to be retained

Place making diagram

Site Context

The site is bounded by the A206 Beresford Street to the northeast. To the south of the site lies Powis Street, a key retail and high street area. To the west, opposite Macbean Street, is a Lidl supermarket and a gym, while to the east there are the rear elevations of buildings fronting Beresford Square and Woolwich Market.

The site benefits from a high Public Transport Accessibility Level (PTAL), with the western portion rated 6a and the eastern portion rated 6b. It is well connected, with Woolwich Elizabeth Line station and Woolwich Arsenal DLR and National Rail station within a five-minute walk. Woolwich Arsenal Station is served by Southeastern and Thameslink services. Bus routes to North Greenwich and Peckham run along Beresford Street, with a bus stop located at the northeast corner of the site. The site is an eight-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

The majority of the site was previously occupied by Woolwich Polytechnic, which relocated in 1999. All associated buildings have since been demolished. The north-eastern corner of the site is currently occupied by the Woolwich Market Pound, which includes storage facilities and a car park used by market traders from the nearby Woolwich Market. Access to this facility is from Beresford Street.

Five, mostly derelict buildings, remain on the site, including a four-storey structure from the 1930s known as the Electric Works, which is recognized as a non-designated heritage asset of historical and architectural significance.

1. Approach from western Beresford Street

2. View from New Warren Lane

3. Approach from Plumstead Road

4. Approach from Macbean Street

5. View from Beresford Square

6. View from General Gordon Place

Woolwich OSD East
Site Allocation

Proposed Land Uses

A. Residential-led, mixed use

Indicative development capacity

B. 575 homes

C. Approximately 610sqm non-residential floorspace

Indicative delivery timescale – years

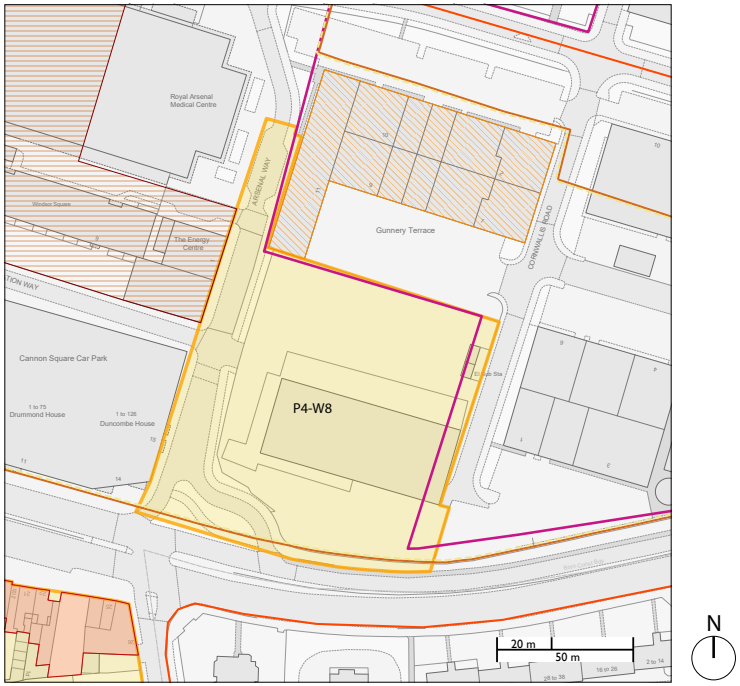
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation.

Tall Buildings Assessment: Within an identified Tall Building Cluster.

Site boundary and constraints



Address: Woolwich Elizabeth Line station, bounded by Plumstead, Road, Arsenal Way and Cornwallis Road, Woolwich, SE18 6FZ	**Ward:** Woolwich Arsenal
Site area: 1.18 ha	**Ownership:** Public and Private
Current use: Currently used as Crossrail works site and vent shaft to Elizabeth Line.	**Policy designation:** Woolwich Opportunity Area, Royal Arsenal Conservation Area, Woolwich Town Centre, Area of High Archaeological Potential.
Consent Status: Consented	**Planning Reference(s):** 21/4329/F
PTAL rating: 6a to 6b	

Policy P4-W8: Woolwich OSD East

Vision

1. The Woolwich OSD East site will deliver a vibrant, residential-led mixed use development with accompanying town centre uses, including a substantial amount of residential accommodation to reflect its strategic location. The site provides an opportunity to mediate between the historic and contemporary fabric surrounding the site, providing a desirable pedestrian permeability, and a welcoming public realm and amenities.

Land Use

2. Development within the site should consist of a residential-led mixed use scheme appropriate to the site's town centre location, incorporating commercial uses on the ground floor with residential uses above. The site will contribute to the delivery of 575 homes, with a mix of sizes and tenures. This will be supported by approximately 610sqm of non-residential floorspace.
3. Commercial uses and residential lobbies should active Plumstead Road, Arsenal Way and Cornwallis Road and internal open spaces.

Design

4. New development on the site should be designed to ensure that massing, heights and architecture are integrated comfortably with the surrounding townscape, including responding sensitively to the setting of the Royal Arsenal Conservation Area and Woolwich Conservation Area, nearby Grade I, Grade II* and Grade II listed buildings. Any negative impacts on adjoining heritage assets or on the conservation area should be mitigated.
5. Private and communal space should be provided on the site sufficient for the proposed number of occupants and to cater to a variety of ages and users.
6. Tall buildings may be appropriate on the site of around 26 storeys subject to conformity with London City Airport's Air Zone height controls.
7. The Woolwich Elizabeth Line station's ventilation shaft and emergency evacuation stairs located on site must be retained due to operational requirements.

Connectivity and Public Realm

8. New development should enhance pedestrian permeability and contribute to the provision of public amenity in this part of the town centre, enhancing the existing public realm onto Arsenal Way, Cornwallis Road and Plumstead Road.

Environment

9. Development should provide new planting and green infrastructure enhancements within the site and along the street edges.

Implementation

10. The site is subject to a consented planning application 21/4329/F.

Connectivity, Movement, Access and Servicing

- New link across the site
- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses
- Ground floor active frontage - Residential uses

Place making diagram

Site Context

The site is bound by Arsenal Way to the east, Cornwallis Road to the west, the A206 Plumstead Road to the south and a mixture of commercial and office activities to the north. Apartment blocks and the Woolwich Elizabeth Line station adjoin the site to the east, with further office and commercial buildings to the west of the site. Due to the site's close proximity to the Woolwich Elizabeth Line station, tunnels run under the site, constraining development.

The site is a cleared vacant lot except for the Elizabeth Line ventilation shaft and use of the site as a construction compound.

The site benefits from a high PTAL rating of 6a and is well connected. The Woolwich Elizabeth Line Station entrance is a four-minute walk away, the Woolwich Ferry a 17-minute walk away and a seven-minute walk to the Woolwich Arsenal DLR and National Rail Station, which is served by Southeastern and Thameslink services. There are numerous bus stops within close proximity, with two stops within a three-minute walk connecting the site to various destinations including Lambeth North, Charlton, North Greenwich, Abbey Wood, Plumstead, Bluewater etc. The site is an eight-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

1. Western approach on Victory Parade

2. Eastern approach on Victory Parade

3. Southern approach on Arsenal Way

4. Southern approach on Arsenal Way

5. View from end of Cornwallis Road

6. View from Burrage Road

Spray Street Quarter
Site Allocation

Proposed Land Uses

A. Residential-led mix-use

Indicative development capacity

B. In excess of 800 units

C. 14,820sqm mixed use non-residential floorspace

D. Listed Woolwich Market to be retained and incorporated into the masterplan

E. New public realm

Indicative delivery timescale - years

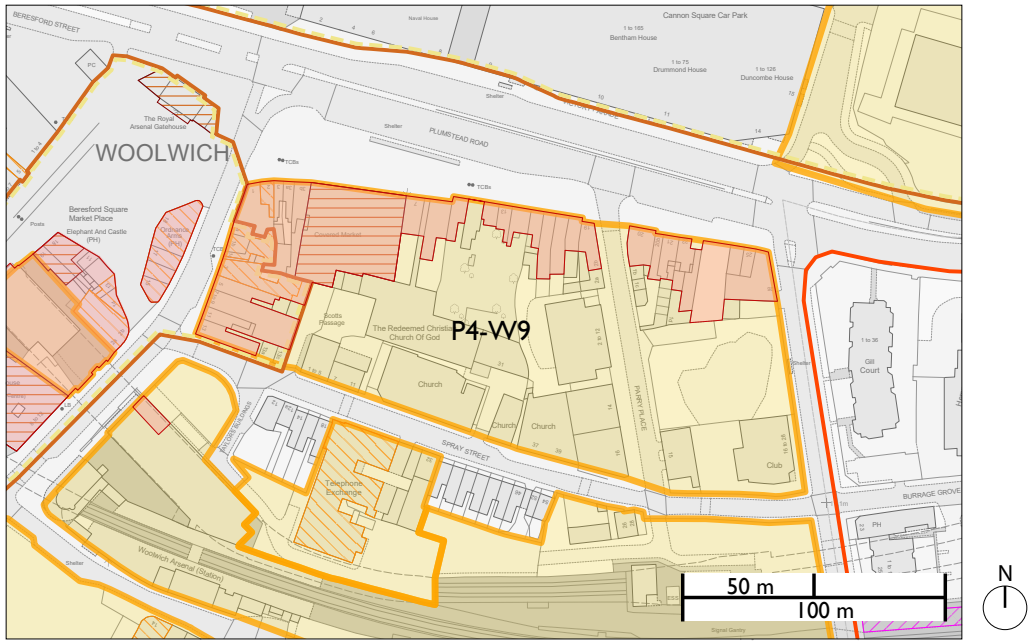
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with some sensitivity to change.

Tall Buildings Assessment: Within an identified Tall Building Cluster.

Site boundary and constraints



Address: Land bound by Plumstead Road, Burrage Road, Spray Street and Woolwich New Road, Woolwich, SE18	**Ward:** Woolwich Arsenal
Site area: 2.3 ha	**Ownership:** Public and Private
Current use: Numerous uses - retail, commercial services, restaurant, hot food takeaway, offices, private educational facilities, place of worship, former public market and residential.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, Conservation Area (partially within Woolwich Conservation Area), Grade II Listed Heritage Asset, Locally Listed Heritage Asset and Protected Trees.
Consent Status: Consented	**Planning Reference(s):** 20/3385/F
PTAL rating: 6b	

Policy P4-W9: Spray Street Quarter

Vision

1. The Spray Street Quarter site will deliver a high-density, mixed use development with exemplary design quality, reflecting the site's strategic importance in the heart of the centre, its relationship with on-site and surrounding heritage and diverse urban character. The site presents a significant opportunity to enhance Woolwich town centre with a high-quality development, improved public realm and enhanced pedestrian routes.

Land Use

2. Development will deliver a mixed use scheme which includes approximately 14,820sqm of flexible town centre uses, and incorporates the Listed Woolwich Market and new public realm. Development should optimize the capacity of the site to deliver over 800 new homes, with a mix of sizes and tenures.

Design

3. New buildings should positively incorporate the statutory listed Woolwich Market and be coherent with it in height terms. Taller buildings should be concentrated along the Plumstead Road boundary towards Burrage Road. Development should step down in height towards Woolwich New Road and Spray Street to avoid any excessive overshadowing towards the neighbouring amenities and to define welcoming, human scaled streets with the opposite frontage of buildings.

4. Gaps between blocks should be designed for the bulk of the site to provide some visual porosity, and avoid a continuous wall of development.

5. Heritage assets should be protected or enhanced, and any negative impacts mitigated. Private and communal space should be provided on the site sufficient for the proposed number of occupants and to cater to a variety of ages and users.

6. Commercial uses and residential lobbies should activate the road interfaces and the internal open space within the site.

7. Tall buildings may be appropriate on the site of around 23 storeys.

Connectivity and Public Realm

8. New development should enhance pedestrian permeability including public pedestrian routes through the site between Spray Street and Plumstead Road, and contribute to the provision of public amenity in this part of the town centre, enhancing the existing public realm onto each road interface. Attention should be paid to designing functional delivery access points and routes on the site.

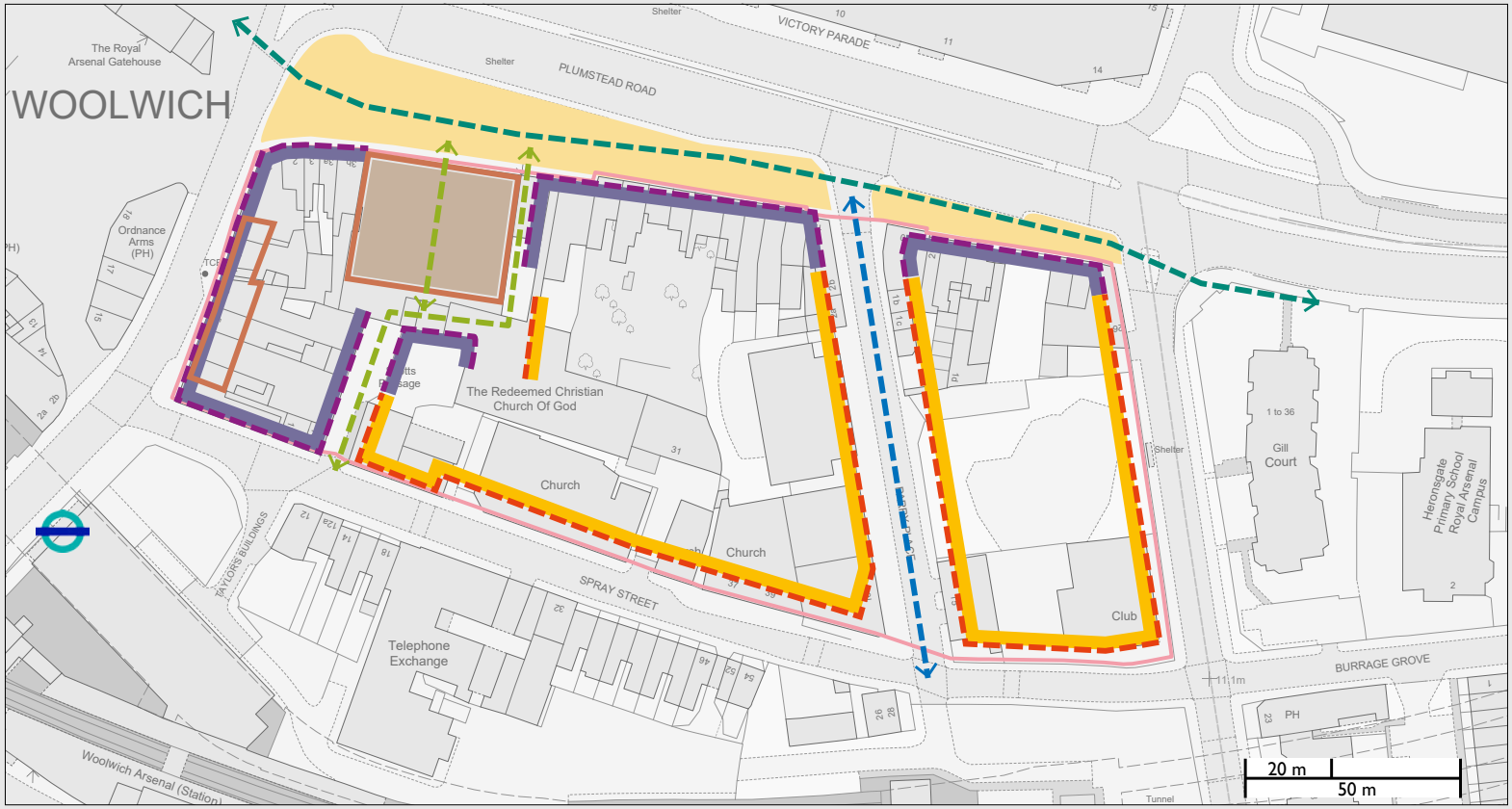
Environment

9. Development should provide green infrastructure enhancements within the site and along street edges, with tree planting and green spaces.

Implementation

10. The site is subject to a consented planning application 20/3385/F.

Place making diagram



Connectivity, Movement, Access and Servicing

- New link across the site
- Cycle route
- Pedestrian route
- Potential location for access, servicing and deliveries
- London DLR stations

Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement
- New covered public space

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses
- Ground floor active frontage - Residential uses
- Retained building of heritage and townscape importance

Site Context

The site is bound by Plumstead Road, Burrage Road, Spray Street and Woolwich New Road, with a variety of uses currently occupying the site. Woolwich Arsenal DLR and National Rail Station sits opposite the site to the south, with Royal Arsenal apartment buildings and the Woolwich Elizabeth Line Station sitting across Plumstead Road to the north. A mix of residential and commercial uses surround the site to the east and west.

The site is occupied by the former Woolwich covered market which is a Grade II listed building. There are also a handful of Locally Listed buildings along the interface with Woolwich New Road. The site is also surrounded to the east and south by Locally Listed Buildings, as well as the Grade II listed Royal Arsenal Gate House and the Grade I listed Royal Brass Foundry to the northwest of the site.

The site benefits from a high PTAL rating of 6b. It is well connected with Woolwich Arsenal DLR and National Rail Station sitting opposite the site served by both Southeastern and Thameslink services, and the Woolwich Elizabeth Line station being a two-minute walk away. There are two bus stops along the Plumstead Road boundary of the site connecting the site to various destinations including Lambeth North, Crystal Palace, North Greenwich, Charlton, Lewisham etc. The site is an eight-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

1. View northeast outside of Woolwich Arsenal Station

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

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

4. View towards site from bridge on Burrage Road

5. View from eastern end of Spray Street, west

6. View from Helen Street and Vincent Road, north

Woolwich Telephone Exchange
Site Allocation

Proposed Land Uses

A. Residential use with commercial use

Indicative development capacity

B. 110 homes

C. Approximately 360sqm of non-residential floorspace

Indicative delivery timescale - years

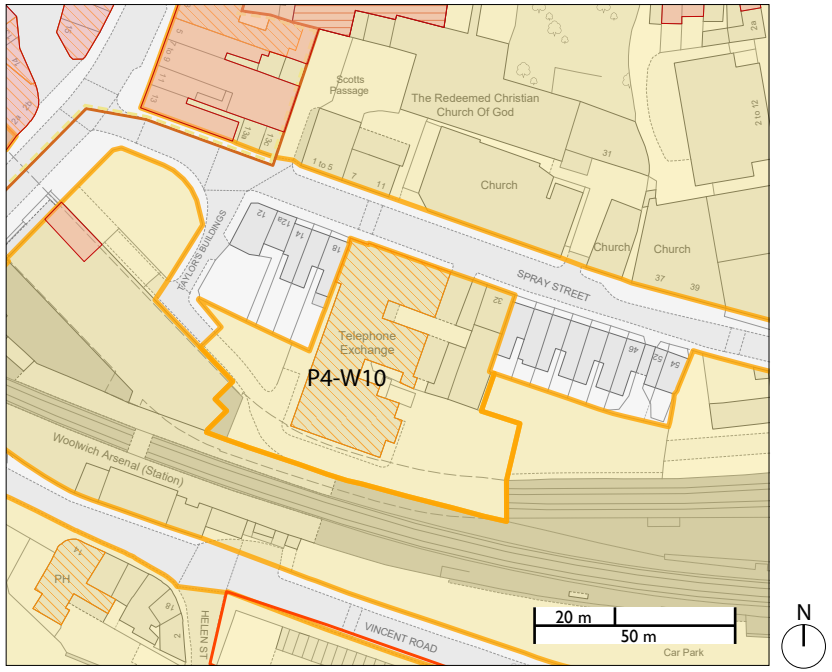
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition and enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 20-32 Spray Street, London, SE18 6AL	**Ward:** Woolwich Arsenal
Site area: 0.34 ha	**Ownership:** Private
Current use: Telephone exchange.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, Locally Listed Building (Woolwich Telephone Exchange building).
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 6b	

Policy P4-W10: Woolwich Telephone Exchange

Vision

1. The Woolwich Telephone Exchange site will deliver a high quality residential-led development in a strategic location in the heart of Woolwich Town Centre. Redevelopment of the site provides an opportunity for revitalization with new residential and supporting town centre uses, whilst sensitively mediating between its historic and contemporary fabric, and providing a welcoming public realm and amenities.

Land Use

2. The site is suitable for residential uses. Commercial and/or community space can be explored at the ground level. The site will deliver 110 homes, with a mix of sizes and tenures. This will be supported by approximately 360sqm of commercial floorspace. Commercial uses should reflect the site's location within the Woolwich Town Centre, complementing existing uses within the centre. Commercial uses and residential lobbies should activate Spray Street.

Design

3. The front element of the locally listed building on the site should be retained. A one-to-two storey top extension can be explored. A taller element can be explored at the rear of Spray Street, however its height should be legibly subservient to the existing and approved tall buildings on both sides of Plumstead Road and those approved on Vincent Road including the proposed development to the rear of Woolwich Waves Leisure Centre (see Policy P4-W12), to avoid infilling the valley between the two clusters. The element should be adequately setback from the neighbouring amenities and avoid any excessive additional harm to them in terms of over-shadowing, in comparison to the current situation.
4. Attention should be paid to deliver a coherent response to the surrounding context, including the setting of the Woolwich Conservation Area.
5. Tall buildings may be appropriate on the site of around 10 storeys.
6. Engagement should be undertaken with Transport for London to ensure no operational impediment to the DLR.

Connectivity and Public Realm

7. Attention should be paid to the implications of using Taylor's Buildings as the access for service and emergency vehicles, and how it could be enhanced as a more welcoming route. Access and serving should be explored in conjunction with future redevelopment of the Woolwich Arsenal OSD site (see Policy P4-W11). Pedestrian and cycle access should be explored on Spray Street, via the existing undercroft entrance.

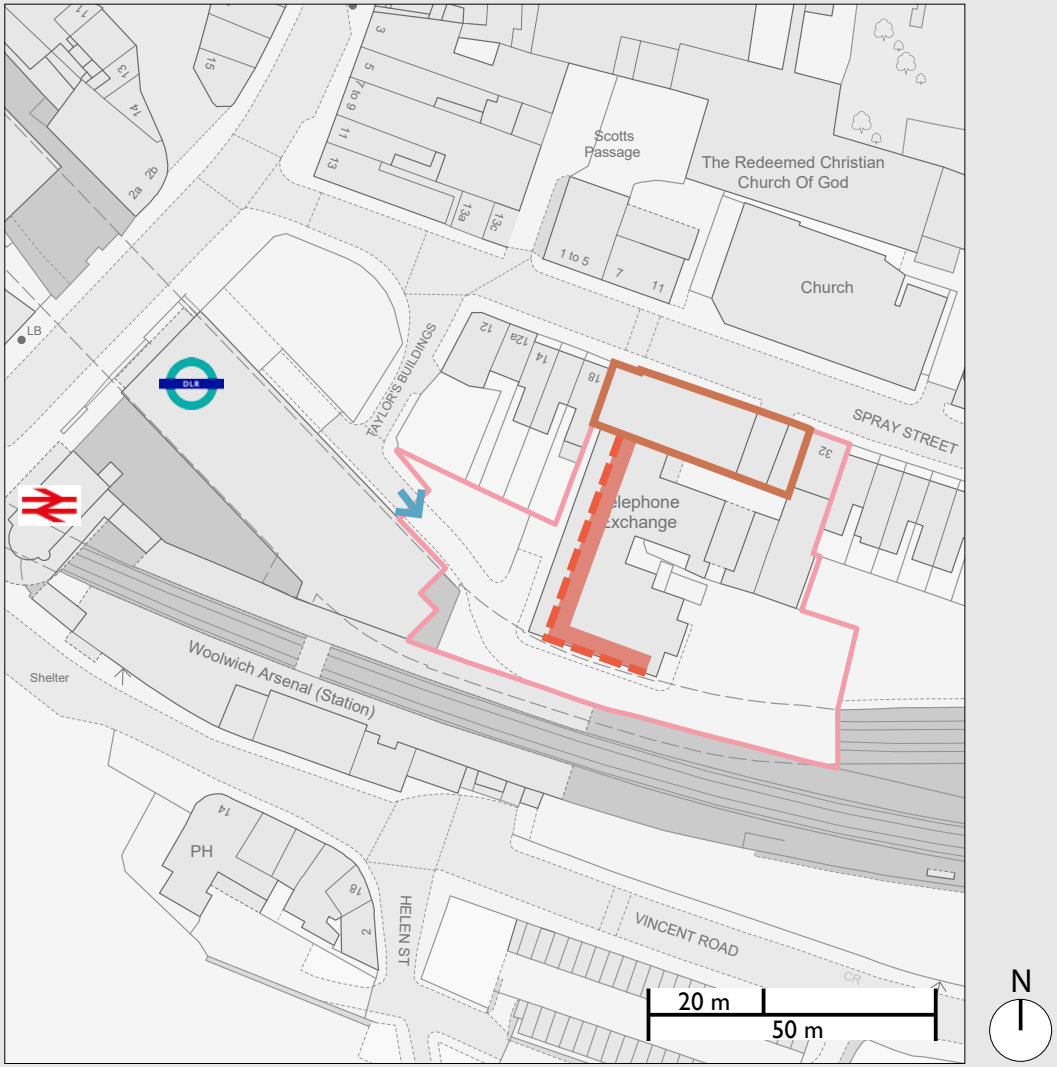
Environment

8. Development should provide green infrastructure enhancements where possible, at the street level as well as at the roof level. Rain gardens and small scale planting should be tested to enhance the interface of the site with the railway infrastructure, while providing a well-balanced composition of soft and hard surface on the site.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Potential location for access, servicing and deliveries
- National Rail Station
- London DLR stations

Land uses and built form

- Site boundary
- Building line
- Retained building of heritage and townscape importance

Site Context

The site is bound by Spray Street the north, the railways and DLR infrastructure to the south, residential dwellings to the west and a mix of residential and commercial to the east. The site contains the operational telephone exchange, which is a Locally Listed building and associated car parking area.

The block to the north between Spray Street and Plumstead Road is subject to an approved planning application for a mixed-use development comprising residential dwellings, commercial, business and service uses, a cinema and a new public square.

To the south of the railways, there is an approved scheme for a mixed-use development including a leisure centre, residential development and commercial uses, incorporating buildings up to 20 storeys. The leisure centre portion of the site has been built and is now operational as Woolwich Waves.

Located within the Woolwich Town Centre, the site benefits from a high PTAL rating of 6b. It adjoins the Woolwich Arsenal National Rail and DLR station, and is an approximately four-minute walk from the Woolwich Elizabeth Line Station. The nearest bus station is a two-minute walk away on Woolwich New Road, which connects the site to various destinations such as Lambeth North, Woolwich, North Greenwich and Lewisham etc.

1. View approaching from western Spray Street

2. View from Woolwich High Road

3. View from western Taylor's Works

4. View from eastern end of Taylor's Works

5. View from Woolwich Station platform

6. View from Vincent Road

Woolwich Arsenal OSD Sites A and B
Site Allocation

Proposed Land Uses

A. Mixed use development with railway and DLR station improvements, town centre commercial units at ground floor, residential uses, and enhanced public realm.

Indicative development capacity

B. 310 homes

C. Approximately 5,020sqm of combined commercial and transport infrastructure floor space.

Indicative delivery timescale

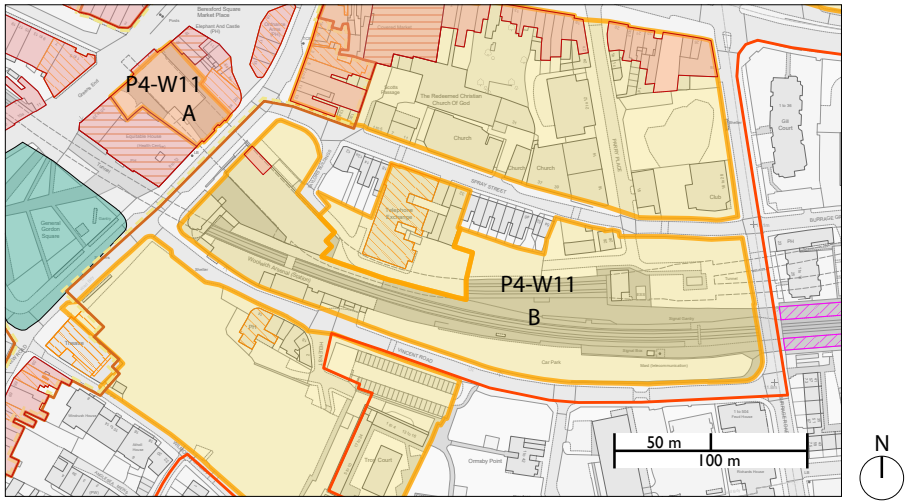
1-5	**6-10**	**11-15**

Evidence Base

Characterisation Study: Woolwich OSD Area A site is an area of reinforcement, with Woolwich OSD Area B being within an area of transition and enhancement. Both sites have some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or a Limited Opportunity Zone.

Site boundary and constraints



Address: Woolwich Arsenal DLR Station (Greens End), SE18 6EU; Woolwich Arsenal Station (Woolwich New Road), SE18 6EU	**Ward:** Woolwich Arsenal
Site area: 1.92 ha	**Ownership:** Public
Current use: - Site A: DLR Station, railway operational land and associated structures, retail use and residential/office uses above ground floor. - Site B: Woolwich Arsenal DLR/Network Rail station and associated operational transport land, tracks, cutting, buildings, DLR lines, transformer DLR track intervention point and substation retail/cafes, TfL/DLR staff car parking and Woolwich Arsenal Station car park.	**Policy designation:** Woolwich Town Centre, Woolwich Conservation Area (Site A only), Primary Shopping Area.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 6b	

Policy P4-W11: Woolwich Arsenal OSD Sites A and B

Vision

1. The Woolwich Arsenal OSD site will deliver a high quality public transport interchange and mixed-use development. It will become a destination at the heart of Woolwich Town Centre, framed by active commercial uses. Set within high quality public spaces and highly connected into its surroundings, the space will be a catalyst for further growth locally.

Land Use

2. Redevelopment of the site will support the continued revitalisation of Woolwich town centre by delivering a mixed use scheme which incorporates residential, transport infrastructure and commercial uses. The site will deliver of 310 homes, with a mix of sizes and tenures. This will be supported by approximately 5,020sqm of combined commercial and transport infrastructure floor space.

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

Design

4. Site A: Any new development should be coherent with the roof parapet and alignment established by the Grade II listed Equitable House, while optimising density on the site. Any element significantly taller than Equitable House may cause harm to its setting and would likely negatively impact on the views from General Gordon Place.

5. Site B: New buildings on Woolwich New Road visible from General Gordon Place should avoid impacting negatively on the views of the Grade II listed Equitable House and be coherent with it in height terms.

6. New development on the site should be designed to ensure that massing, heights and architecture are integrated comfortably with the surrounding townscape, including responding sensitively to the setting of the Woolwich Conservation Area. Any negative impacts on adjoining heritage assets or on the conservation area should be mitigated.

7. Building heights should step down towards Burrage Road and Spray Street to avoid any excessive overshadowing towards the neighbouring amenities and to define welcoming, human scaled streets with the opposite frontage of buildings.

8. Prevalent parapets should be mid-rise and generally within six storeys in height. Heights can progressively increase towards the central part of Vincent Road, the highest element of around 11-12 storeys in height, in front of the neighbouring amenity space of the Armstrong Estate. Gaps between blocks should be designed on Vincent Road to provide some visual porosity and avoid a continuous wall of development.

9. A local-scale marker building by the Woolwich Arsenal Station (on site B) may be appropriate where it does not cause harm to surrounding heritage assets. Development of the site should not create a wall of development, nor enable a clustering of tall buildings.

Policy P4-W11: Woolwich Arsenal OSD Sites A and B

10. Site B contains operational DLR and National Rail Infrastructure and substations. Development will need to respond to railway safety and asset protection requirements, construction and possession constraints, and access and maintenance requirements associated with this infrastructure. Engagement with TfL and Network Rail is required to ensure no operational impediment upon this infrastructure.

Connectivity and Public Realm

11. New commercial activities facing Greens End and Woolwich New Road should be integrated with the DLR and National Rail station and open into the station lobby if practical. The public realm at the front of the buildings should be enhanced with trees and planting where practical. Attention should be paid to designing functional delivery access points and routes on the site.
12. New development should enhance pedestrian permeability and contribute to the provision of public amenity in this part of the town centre, enhancing the existing public realm onto Greens End, Woolwich New Road and Vincent Road.

Environment

13. Development should provide green infrastructure enhancements across Site B with tree planting and green spaces and along the street edges of Site B.
14. Sustainable drainage should be considered from the outset.

Implementation

15. Applicants should engage in detailed discussions through the pre-application process.

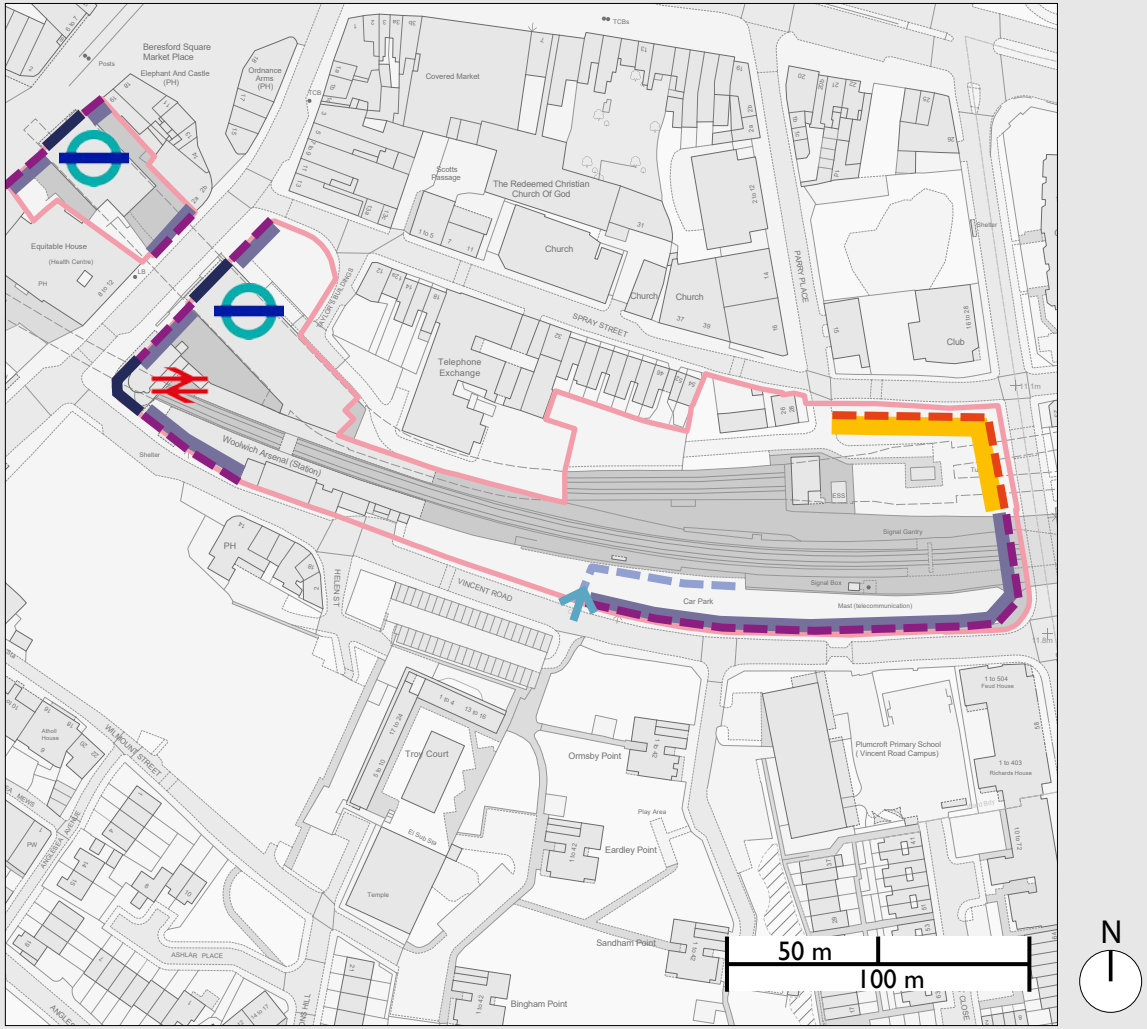
Connectivity, Movement, Access and Servicing

- Potential location for access, servicing and deliveries
- On site route for access, servicing and deliveries
- DLR station
- Railway station

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial uses
- Ground floor active frontage - residential
- Public service access frontage (stations)

Place making diagram



Site Context

The larger Woolwich Arsenal OSD site contains two distinct sites – Site A and Site B.

Site A includes the existing western DLR station entrance, fronting Green's End.

Site B includes the existing eastern DLR and National Rail station entrance, fronting Woolwich New Road. The site also includes the parcel of land to the north of the DLR station entrance, currently utilised as a car park, the land to the east of the DLR and Woolwich Arsenal National Rail Stations – currently occupied with DLR operational structures, the DLR cut and cover tunnels and railway lines.

The site also includes a parcel of land to the south of the tracks, currently utilised as a car park.

The wider site is bound by Greens End to the west, General Gordon Place and Vincent Road to the south, Burrage Road to the east and Spray Street to the north. The site is surrounded by multiple heritage assets including the Grade II listed Equitable House.

Located within the Woolwich Town Centre, the site benefits from a high PTAL rating of 6b. In addition to the DLR and National Rail station, which is served by Southeastern and Thameslink services, the site is within a three-minute walk of the Woolwich Elizabeth Line station. There are several bus railway that run along Woolwich New Road, which intersects the site with a bus stop on the site boundary, connecting the site to numerous destinations. The site is an 11-minute walk from the Woolwich (Royal Arsenal) Pier where Thames Clippers operates regular river bus services.

1. View of Plot A from Beresford Square

2. View of Plot A from Greens End

3. Approach to Plot B from western Spray Street

4. Approach from southern Burrage Road

5. Approach from eastern Vincent Road

6. Approach from General Gordon Place

Woolwich Waves Leisure Centre
Site Allocation

Proposed Land Uses

A. Residential led, mixed use with commercial and leisure uses.

Indicative development capacity

B. 557 homes

C. Approximately 12,140sqm of non-residential floorspace

D. 11,900sqm of leisure floorspace

Indicative delivery timescale – year

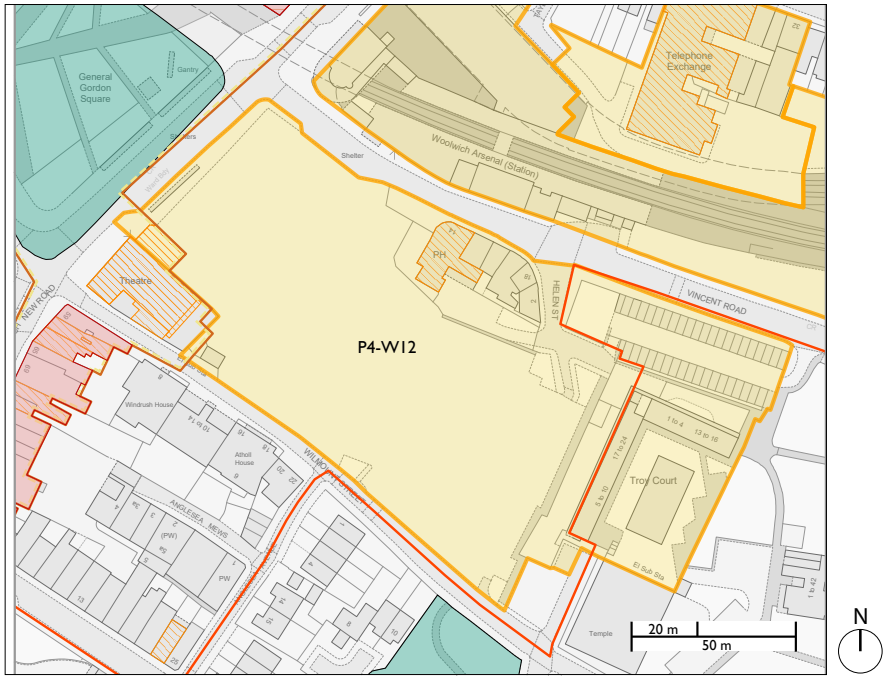
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transformation, with some sensitivity to change.

Tall Buildings Assessment: Not located within Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Land bound by Woolwich New Road, Vincent Street & Wilmount Street, Woolwich, SE18	**Ward:** Woolwich Arsenal
Site area: 1.57 ha	**Ownership:** Public
Current use: The new Woolwich Waves Leisure Centre is now operational whilst the remainder of the site remains vacant.	**Policy designation:** Woolwich Town Centre, Conservation Area, Locally Listed Heritage Assets. Primary Shopping Area.
Consent Status: Consented	**Planning Reference(s):** 25/2824/MA (Parent permission: 22/1017/F)
PTAL rating: 6b	

Policy P4-W12: Woolwich Waves Leisure Centre

Vision

1. The Woolwich Waves Leisure Centre site will deliver a vibrant mixed-use destination development during both the daytime and evening, which plays a significant role in the regeneration of Woolwich Town Centre for the social, economic and environment benefit of the local community.
2. The site will deliver a mixed-use development that combines a state of the art leisure centre, high density residential uses, community and commercial uses and substantial public realm and amenity contributions.
3. Design quality must be exemplary, reflecting the site's strategic importance, its prominent town centre location, and its relationship with surrounding heritage assets and diverse urban character.

Land Use

4. The site will deliver mixed use development including the new Woolwich Waves Leisure Centre commercial uses and high-density residential. In addition to the new multi-purpose state of the art leisure centre, new development will include approximately 560 new homes. This will be supported by 12,140sqm of commercial space, public realm, landscaping and pedestrian safety improvements.

Design

5. Redevelopment should create a coherent and legible space that responds to the site's town centre location and adjacent heritage assets. A range of heights should be provided across the site, stepping down towards General Gordon Square to ensure a transition in scale towards lower rise buildings. Active edges should be provided along any commercial ground floor frontages and along the new public square to create a welcoming environment.
6. Tall buildings may be appropriate on the site of around 18 storeys.

7. Connectivity and Public Realm

8. New development should provide public realm enhancements, including the provision of external amenity space, play space, a community square and enhanced pedestrian and cycle access through the site. New development should reinstate permeability across the site and improve cross-connectivity. This is to be supported by cycle parking spaces for residential, commercial and leisure centre uses.

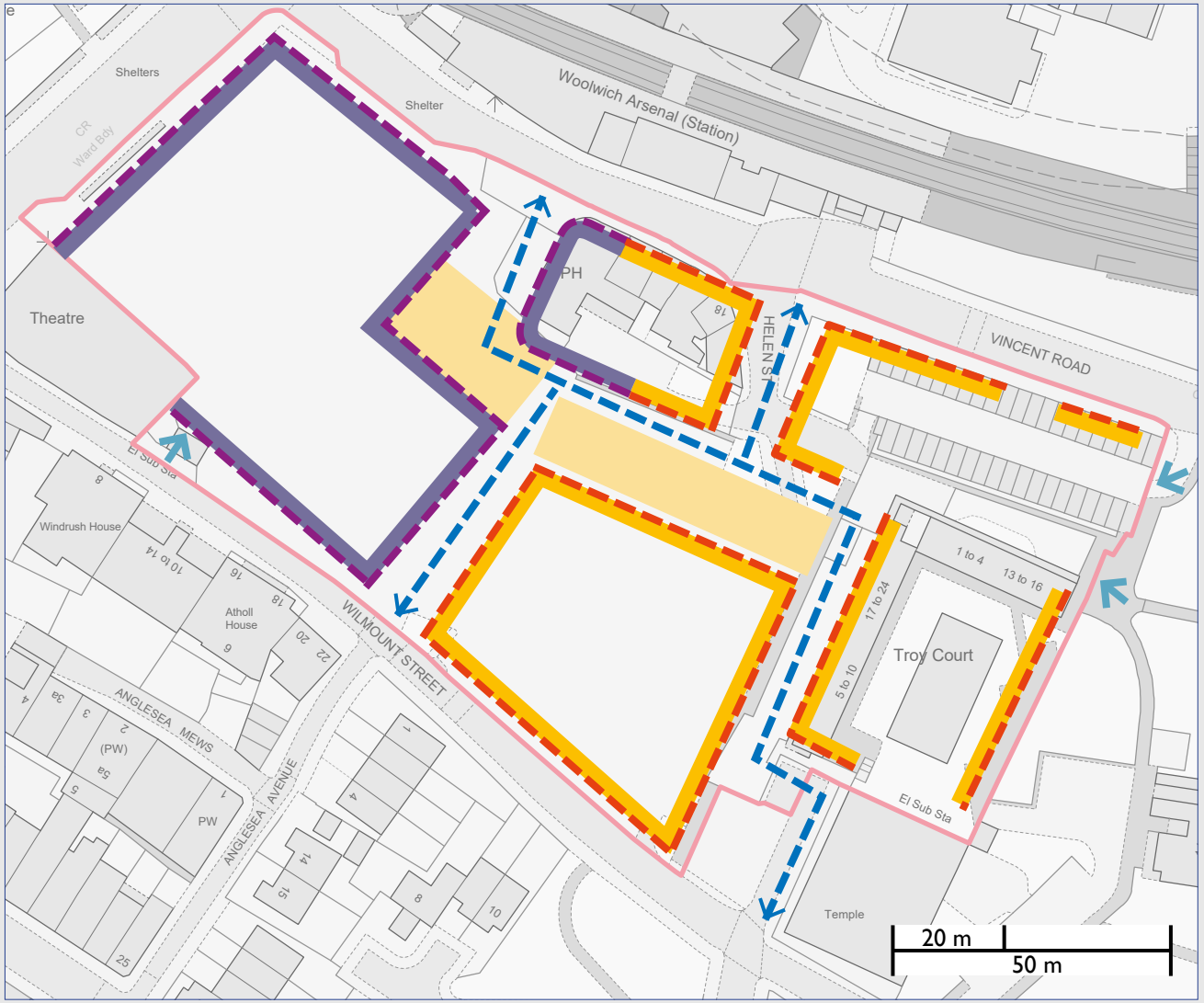
Environment

9. Environmental performance should be integral to design, with microclimate mitigation built into buildings and landscapes. Green infrastructure enhancements are required across the site including new garden spaces, habitats and trees, enhancing the biodiversity of the site.

Implementation

10. The site is subject to a consented planning application 25/2824/MA (Parent permission: 22/1017/F).

Place making diagram



Connectivity, Movement, Access and Servicing

- New link across the site
- Pedestrian and cycle route
- Potential location for access, servicing and deliveries
- National Rail Station
- London DLR stations

Green and blue infrastructure, public realm and landscaping

- Public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses
- Ground floor active frontage - Residential uses

Site Context

The site previously comprised of several buildings and uses including Viscount House, shops and businesses along Vincent Road, Bull Tavern Public House, Troy Court and associated garages, and surface car parking for the former Wilko store and taxi rink.

The front portion of the site facing onto Woolwich New Road has been developed and is now fully operational as Woolwich Waves Leisure Centre – a 11,891sqm multi-purpose state of the art leisure facility for the community, replacing the Waterfront Leisure Centre.

The site is bound by Woolwich New Road to the northwest, Wilmount Street, Masons Hill to the east and Vincent Road to the northeast. To the north and northwest sits the Woolwich Arsenal National Rail and DLR station, General Gordon Square to the west, with a mixture of uses opposite the site to the south.

The site benefits from the highest PTAL rating possible of 6b. It sits opposite the Woolwich Arsenal National Rail and DLR station, which is served by Southeastern and Thameslink services. The Woolwich Elizabeth Line station is a five-minute walk away. Bus stops sit along the site's northwestern boundary and opposite, connecting the site with various destinations including Charlton, Crystal Palace, Queen Elizabeth Hospital, Bexleyheath, Abbey Wood, Plumstead etc. There are also river bus services at Woolwich (Royal Arsenal) Pier which is a ten-minute walk away.

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

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

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

4. View from the green on Ashlar Place

5. View from the east end of Wilmount Street

6. View west along Vincent Road

Love Lane and Former Post Office Site
Site Allocation

Proposed Land Uses

A. Residential-led mixed use development incorporating commercial and community uses.

Indicative development capacity

B. 700 homes

C. Approximately 1,710sqm of commercial floorspace

D. Approximately 247sqm of community floorspace

Indicative delivery timescale – years

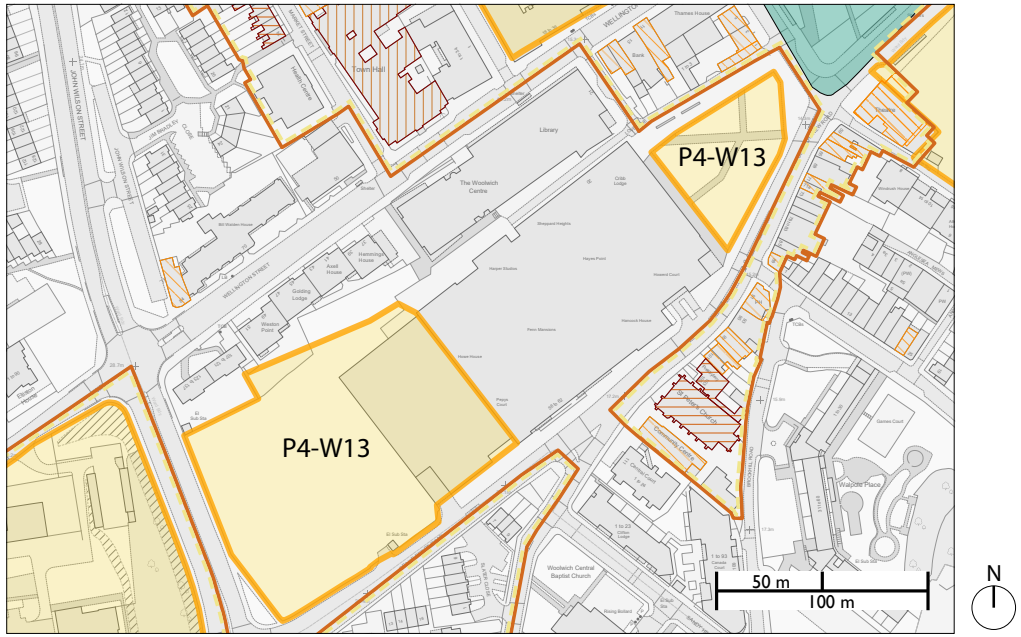
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transformation, with some sensitivity to change.

Tall Buildings Assessment: The site is within an existing Tall Buildings Cluster.

Site boundary and constraints



Address: Phase 3 and 4 Woolwich Central, Woolwich, SE18 6SJ	**Ward:** Woolwich Arsenal
Site area: 1.82 ha	**Ownership:** Private
Current use: Vacant (construction site)	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, adjacent to the Woolwich and Woolwich Common Conservation Areas, near Grade II and Grade II* and locally listed heritage assets, Flood Zone 3.
Consent Status: Consented	**Planning Reference(s):** 24/1641/NM (Parent permission: 21/3231/F)

PTAL rating: 6a in Phase 4 and 6b in Phase 3

Policy P4-W13: Love Lane and Former Post Office Site

Vision

1. The Love Lane and Former Post Office Site will deliver a vibrant residential-led mixed-use development suitable for its town centre setting, offering Woolwich a new supply of affordable homes, and new commercial and community uses. Development will respect the setting of nearby heritage assets and create high quality public realm spaces, contributing to the townscape of Woolwich Town Centre and maximising regeneration potential.

Land Use

2. The site will deliver a residential-led mixed use development with accompanying commercial and community uses and enhanced public realm. The site will deliver 700 homes, with a mix of sizes and tenures. The development will be supported by a combination of 1,710sqm of ground floor commercial space and 247sqm of community space.

3. Design

4. A high density, residential-led development is supported on the site, with seven of the eight proposed blocks sitting within Phase 4 and one triangular block in Phase 3 (former Post Office site). In terms of architectural quality and massing, buildings should balance optimising the site's capacity and mitigating visual impact on the townscape and views, by using appropriate materiality and scale.

5. The layout and legibility of the buildings onsite should respond positively to the wider context and use suitable materials to sit harmoniously with nearby heritage assets. An appropriate level of active frontages is expected to generate liveliness and interest.

6. Tall buildings may be appropriate on the site of around 16 storeys.

Connectivity and Public Realm

7. Development will deliver accessible routes connecting to the surrounding streets. New internal public realm will be active, vibrant, and have natural surveillance. The new pedestrian route linking Grand Depot Road to Love Lane will complete the pedestrian circulation around the larger site and provide new areas of public realm in this part of the Town Centre.

8. Significant improvements to the public realm should be achieved. The public and communal amenity spaces should receive good levels of sunlight, provision of planting, hard surface treatments and urban greening is also expected at the site, contributing to a fully accessible pedestrian route to Tesco and Love Lane which provides space for activation and sizable spill-out area.

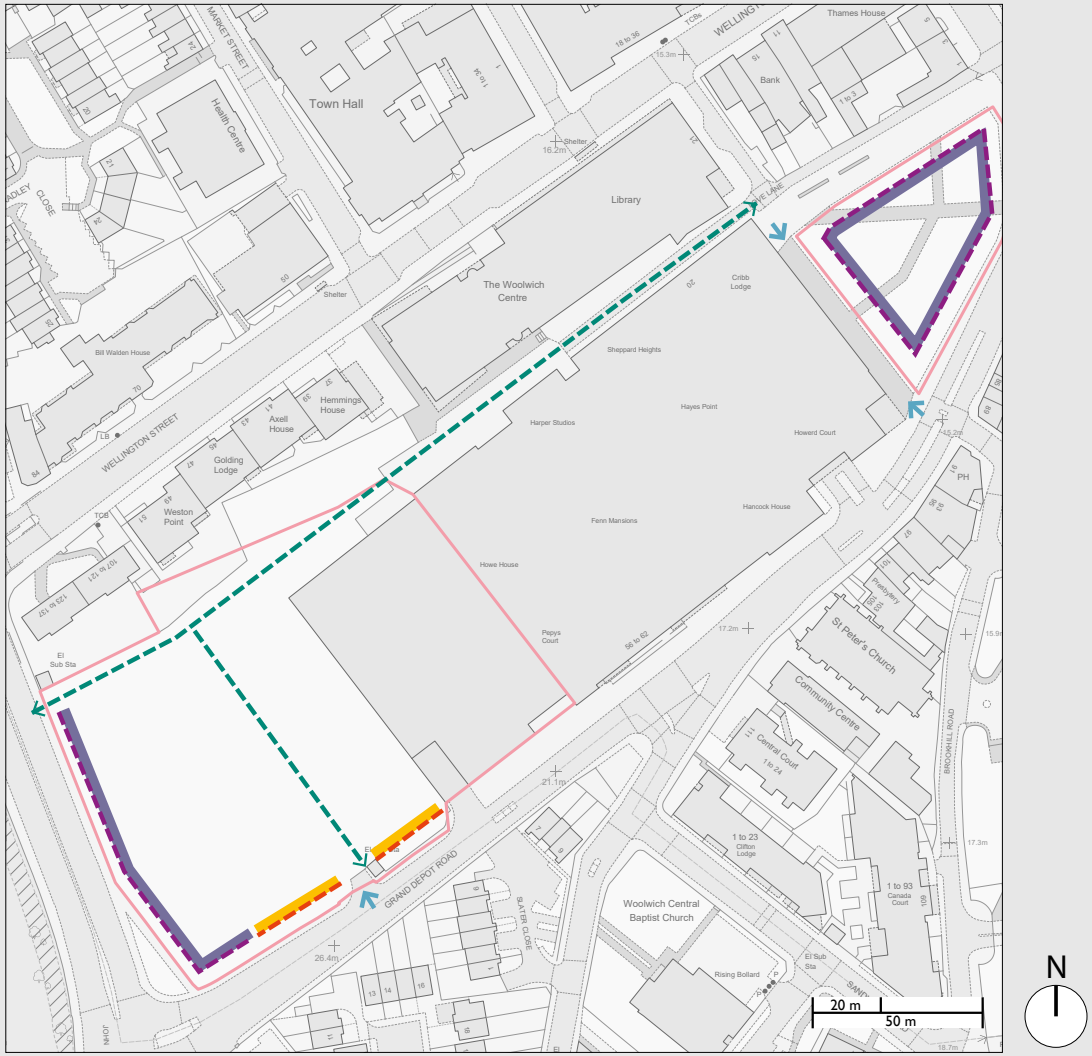
Environment

9. Landscaping of the site should include raised planting beds, which would provide much needed greening and tree cover, softening the environment. Opportunities to optimise biodiversity and sustainable design measures should be explored and implemented wherever practical.

Implementation

10. The site is subject to a consented planning application 24/1641/NM (Parent permission: 21/3231/F).

Place making diagram



Connectivity, Movement, Access and Servicing

Potential location for access, servicing and deliveries

Pedestrian and cycle route

Land uses and built form

Site boundary

Ground floor active frontage - commercial, retail and community uses

Ground floor active frontage - Residential uses

Site Context

The site is in Woolwich Town Centre, surrounded to the north by Wellington Street, to the east by Thomas Street, to the south by Woolwich New Road/Grand Depot Road, and to the west by John Wilson Street (also known as The South Circular Road).

It comprises two separate areas of land on the eastern and western boundaries of this block and has a total area of 1.82ha. The two pieces of land comprise the remaining parts of the Love Lane Masterplan site, which was granted outline consent in 2007 and is now known as 'Woolwich Central'.

To the southwest of the site is the Royal Artillery Barracks and beyond that Barrack Field and Woolwich Common. The barracks complex includes the Grade II* listed Royal Artillery Barracks Main Building and is surrounded by a series of associated Grade II listed buildings including the Chapel of St George.

Located within Woolwich Town Centre, the site benefits from a high PTAL rating of 6a and 6b. The site is an eight-minute walk from the Woolwich Elizabeth Line Station and a three-minute walk from the Woolwich Arsenal National Rail and DLR station, which is served by Southeastern and Thameslink services. There are numerous bus stops within close proximity, connecting the site to numerous destinations.

1. Approach from South of South Circular Road

2. View from the north of South Circular Road

3. View from eastern Grand Depot Road

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

5. View frrom north-eastern Woolwich New Road

6. View from public space on Woolwich New Road

Woolwich Island Site
Site Allocation

Proposed Land Uses

A. Co-living, residential, community, educational, retail, restaurants, cafes and office use.

Indicative development capacity

B. 289 homes

C. 1,100sqm of community floorspace

D. 1,405sqm of commercial floorspace (retail, restaurant and café)

E. 791sqm of office floorspace

Indicative delivery timescale

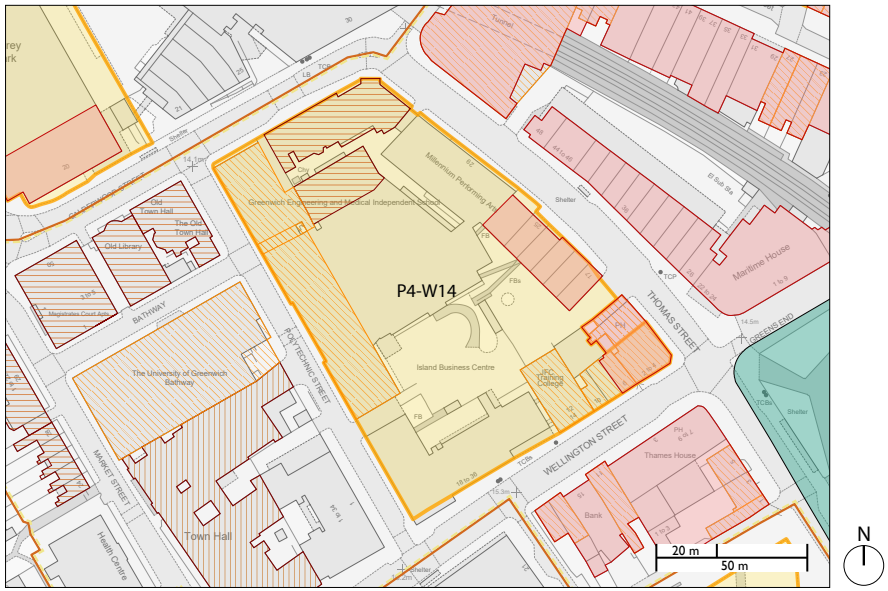
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of reinforcement (low/somewhat sensitive).

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Island Site, Wellington Street, Woolwich, SE18	**Ward:** Woolwich Arsenal
Site area: 1.13 ha	**Ownership:** Private
Current use: Mix of retail, leisure, and offices	**Policy designation:** Woolwich Town Centre, Woolwich Conservation Area, Primary Shopping Area, Grade II listed building (University of Greenwich Woolwich Campus) and locally listed buildings (Polytechnic Hall, 6-10 Wellington Street, 12-14 Wellington Street, Earl of Chatham).
Consent status: Consented	**Planning application reference:** 22/3162/F a
PTAL rating: 6b	

Policy P4-W14: Woolwich Island Site

Vision

1. The Woolwich Island Site will deliver a distinctive, high-density mixed-use development which will transform the site into a vibrant town centre destination to work, live and visit. A variety of town centre uses will be provided including a significant provision of new homes. Development provides an opportunity to strengthen the town centre's urban character by carefully incorporating historic fabric with modern architecture. The scheme will prioritise pedestrian permeability, inviting public spaces, and high-quality design.

Land Use

2. Development will deliver a mixed-use, residential-led scheme appropriate to the site's town centre location. The site has provision for 485 co-living units and 20 residential units, with a mix of sizes and tenures.

3. This will be supported by approximately 1,100sqm of community floorspace, 1,405sqm of commercial floorspace (retail, restaurant and café) and 791sqm of office floorspace.

Design

4. Development should preserve and seek opportunities to enhance the significance of the Grade II listed Polytechnical Building and Rotunda, as well as the significance of the locally listed assets on the site and other positive contributors to the Woolwich Conservation Area.

5. New development should sensitively respond to the historic context in terms of scale, height, materiality, and design. Extensions should be subservient to the heritage assets within and around the site. Development should positively contribute to the character of the Conservation Area and provide active street frontages, and should be designed to positively contribute to the site's sense of place.

Connectivity and Public Realm

6. Individual properties should be accesible via their own entrances. Active commercial frontages should be maintained onto Thomas Street, Wellington Street and Calderwood Street, with residential lobbies activating Polytechnic Street. New development should aim to improve permeability, pedestrian access and servicing and deliveries across the site and incorporate new public spaces.

Environment

7. Development should provide green infrastructure enhancements, to retrofitting, demolition and embodied carbon. New development should seek to reduce the amount of embodied carbon associated with demolition of existing buildings. Any proposals for demolition should be fully justified and should demonstrate that a new building would be the most sustainable outcome.

Implementation

8. The site is subject to a consented planning application 22/3162/F.

Connectivity, Movement, Access and Servicing

- New link across the site
- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Proposed green space
- Public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - coomercial, retail and community uses
- Ground floor active frontage - Residential uses
- Retained buildings and structures of heritage and townscape importance

Place making diagram

Site Context

The site lies within the historic heart of Woolwich Town Centre and Woolwich Conservation Area. It comprises the former Woolwich Polytechnic— part Grade II listed— alongside several locally listed buildings, including those associated with the Polytechnic to the west and a finer-grained historic commercial cluster to the southeast.

While the site contributes positively to the town centre's historic identity and urban grain, its coherence is weakened by unsympathetic 20th century infill, including two large Brutalist buildings that detract from its significance.

The site is bound by Thomas Street to the north, Wellington Street to the east, Polytechnic Street to the south and Calderwood Street to the west. The Woolwich Centre and Library sits to the south, with Woolwich's principal retail core sitting to the north of the site. Calderwood Street contains a mixture of high-rise apartment blocks, low-rise commercial units and locally listed buildings.

To the south-west, the adjacent block contains a notable civic buildings group: the Grade II* Woolwich Town Hall, the Grade II Old Town Hall, the former Woolwich Library, and the former Magistrates Court.

The site benefits from a high PTAL rating of 6b. It is well connected, with the DLR and National Rail Woolwich Arsenal Station within a three-minute walk, which is served by the Southeastern and Thameslink services. The Woolwich Elizabeth Line station is within a five-minute walk and the Woolwich Ferry a 15-minute walk. There are multiple bus stops nearby connecting the site to various destinations.

1. View from corner of Calderwood Street and Polytechnic Street

2. View from junction of Calderwood Street and Thomas Street

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

4. View from junction of Love Lane and Wellington Street

5. View from corner of Wellington Street and Polytechnic Street

6. View into the site from Thomas Street

Calderwood Street Car Park
Site Allocation

Proposed Land Uses

A. Residential-led, mixed use development

Indicative development capacity

B. 250 homes

C. Approximately 1,620sqm of non-residential floorspace

Indicative delivery timescale

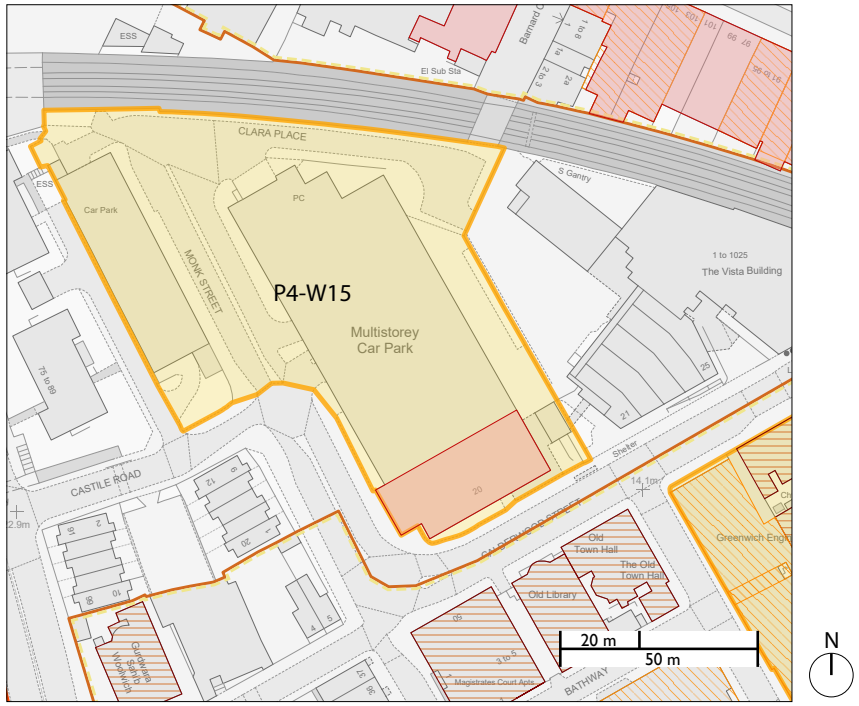
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Area of transition, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Monk Street, Woolwich, London SE18 6JT	**Ward:** Woolwich Arsenal
Site area: 0.88 ha	**Ownership:** Public
Current use: Multi-storey carpark, surface carparking and supermarket.	**Policy designation:** Woolwich Town Centre and Primary Shopping Area.
Consent status: None	**Planning application reference:** N/A
PTAL rating: 6a and 6b	

Policy P4-W15: Calderwood Street Car Park

Vision

1. The Calderwood Street Car Park site will deliver ahigh-density, residential-led mixed use development which complements its town centre location. The site will provide a high-quality and welcoming public realm with active frontages, improved permeability, and enhanced pedestrian and cycling connections between Calderwood Street and the town centre. The site will benefit from enhanced green infrastructure.

Land Use

2. Development will deliver a mixed-use, residential-led scheme, with an opportunity for commercial/retail uses on the ground floor. The site will deliver 200 homes, with a mix of sizes and tenures. This will be supported by 1,620sqm of non-residential floorspace. Any commercial uses should reflect the site's location within Woolwich Town Centre, complementing existing uses within the centre. These uses and residential lobbies should activate Calderwood Street, Monk Street and the internal open space and pathways within the site.
3. The site is located close to the railway which sits within a cutting. Technical details in relation to any piling and/or other engineering operations will need to be discussed in detail with Network Rail's Asset Protection Team.

Design

4. New development should integrate well with the town centre's established character, optimising density on the site and enhancing the quality of the overall urban fabric and open space. Particular attention should be paid to the setting of nearby heritage assets. Any taller elements should be set back behind the roof line when viewed from Calderwood Street to maintain a human scale on Calderwood Street.
5. Tall buildings may be appropriate on the site of around 15 storeys.

Connectivity and Public Realm

6. Development should include a new access route through the site to improve connectivity and accessibility to Powis Street, with priority given to pedestrians and cyclists, as well as provide a new visual connection from Barnard Close to Castile Road. The layout of any scheme should foster active travel into and across the site. A new and improved public realm should be delivered across the site, which should be concentrated along the designed cycle/pedestrian route across the site and in the new spaces created between buildings.

Environment

7. A vibrant mix and clear hierarchy of communal and public amenity spaces should be delivered on the site, with enhanced green infrastructure. The communal amenity space should be well-exposed to sunlight, preferably in the central and southern parts of the site.

Implementation

8. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Enhanced public realm and public open space enhancement

Land uses and built form

- Site boundary
- Green buffer
- Landscaped open space
- Ground floor active frontage - commercial and retail uses
- Ground floor active frontage - Residential uses

Place making diagram

Site Context

The site comprises council-owned land sitting between Calderwood Street, Monk Street and Clara Place. The surrounding area contains medium to high-rise buildings, with a high-rise apartment block bounding the site to the northeast. This apartment block is connected to the carpark building via an elevated pedestrian walkway. The surrounding building heights vary, with some taller post-war residential schemes and lower-rise listed municipal buildings.

The apartment block and some commercial premises sit to the east and southeast of the site, with mostly municipal buildings to the south, residential dwellings to the west and the rail line to the north. A range of Grade II listed heritage assets and locally listed heritage assets lie within the wider surroundings, including Grade II listed buildings across Calderwood Street.

The site is well connected and benefits from a high PTAL rating of 6a to 6b across the site. Woolwich Elizabeth Line Station is within a nine-minute walk and the DLR and National Rail Woolwich Arsenal Station is within a six-minute walk. Woolwich Arsenal Station is served by Southeastern and Thameslink services. Bus routes to Plumstead Common, Lewisham, Chislehurst, Blackheath and Orpington run along Calderwood Street, with a bus stop at the southeast corner of the site.

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

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

3. View from Castile Road

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

5. View from corner of Monk Street and Clara Place

6. View from the bridge at Barnard Close

Royal Artillery Barracks Woolwich
Site Allocation

Proposed Land Uses

A. Residential-led mixed-use with supporting commercial and community uses

Indicative development capacity

B. 1,920 homes

C. Approximately 4,500sqm of commercial floorspace subject to sequential and impact assessments

Indicative delivery timescale

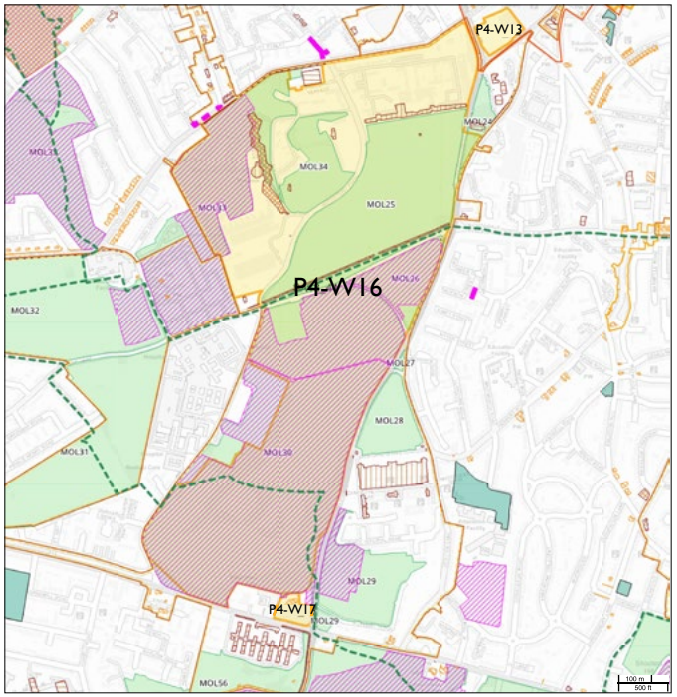
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Area of reinforcement.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Royal Artillery Barracks, London SE18 4BB	**Ward:** Woolwich Common
Site area: 101.5 ha	**Ownership:** Public
Current use: Army barracks used for military accommodation, storage, training and supporting facilities for officers.	**Policy designation:** Woolwich Common Conservation Area, Grade II* and Grade II listed buildings and scheduled ancient monument, MOL, SINC, Green Chain and Local View 1.
Consent Status: None	**Planning Reference(s):** N/A

PTAL rating: Ranges from 1a in the west to 6a in the north east

Policy P4-W16: Royal Artillery Barracks Woolwich

Vision

1. The Royal Artillery Barracks Woolwich site will deliver a high-quality residential neighbourhood with supporting commercial and community uses, shaped by its distinctive military heritage and abundance of green spaces. Redevelopment should celebrate and enhance historic military identity and heritage assets and improve integration with the surrounding area, including Woolwich town centre, and existing communities.

Land Use

2. Development should be residential-led, with 1,920 homes in a mix of sizes and tenures. To support the housing, approximately 4,500sqm of commercial space should be provided, subject to sequential and impact assessments where required. These types of uses could include small-scale retail, café, restaurant, gym, or nursery uses for instance. Integrating heritage assets into a sustainable future use while preserving their significance can be difficult and therefore, a flexible approach to commercial uses may be considered if the impacts on town centres are addressed and it ensures the viable use of the asset consistent with its conservation.

Design

3. New development should stitch historic assets into the urban fabric, using them to define the character of surrounding spaces. Drawing on the site's historic layout, the design should celebrate heritage and ensure the layout allows for glimpsed views of heritage assets across the site. Development should also preserve and enhance the site's green character and reflect the historic value and role of the open spaces throughout the site. Design should prioritise a compact, lower-rise approach which maximises capacity while respecting heritage assets, their setting and the townscape character.

4. Design should protect the dominance and visibility of the Royal Artillery Barracks and no buildings should be visible directly behind the parapet of the Barracks main building central arch.

5. Any height should be concentrated toward the northeast corner near the town centre, stepping down gently into the conservation area to ensure a clear distinction and transition.

6. Taller elements may be appropriate in the north-east corner, but these should be sensitively designed to minimise harm to heritage assets. Please refer to the Woolwich Barracks SPD for further guidance on heights, scale and massing.

Connectivity and Public Realm

7. The site should be opened up to the wider townscape by removing barriers, apart from the Grade II listed North Boundary Wall, and by introducing a connected network of new pedestrian and cycle routes that improve accessibility.

8. A clearly defined and welcoming entrance from Woolwich town centre is a key priority and should be designed to encourage movement through the site and enhance overall legibility. The street network should build upon the historic layout patterns to help knit the neighbourhood together, with a movement framework that prioritises pedestrians and cyclists at its core, providing safe, inclusive and accessible routes for all users.

9. Open spaces and play spaces should retain historic character and improve functionality, accessibility, and connectivity to support healthy, active lifestyles.

Policy P4-W16: Royal Artillery Barracks Woolwich

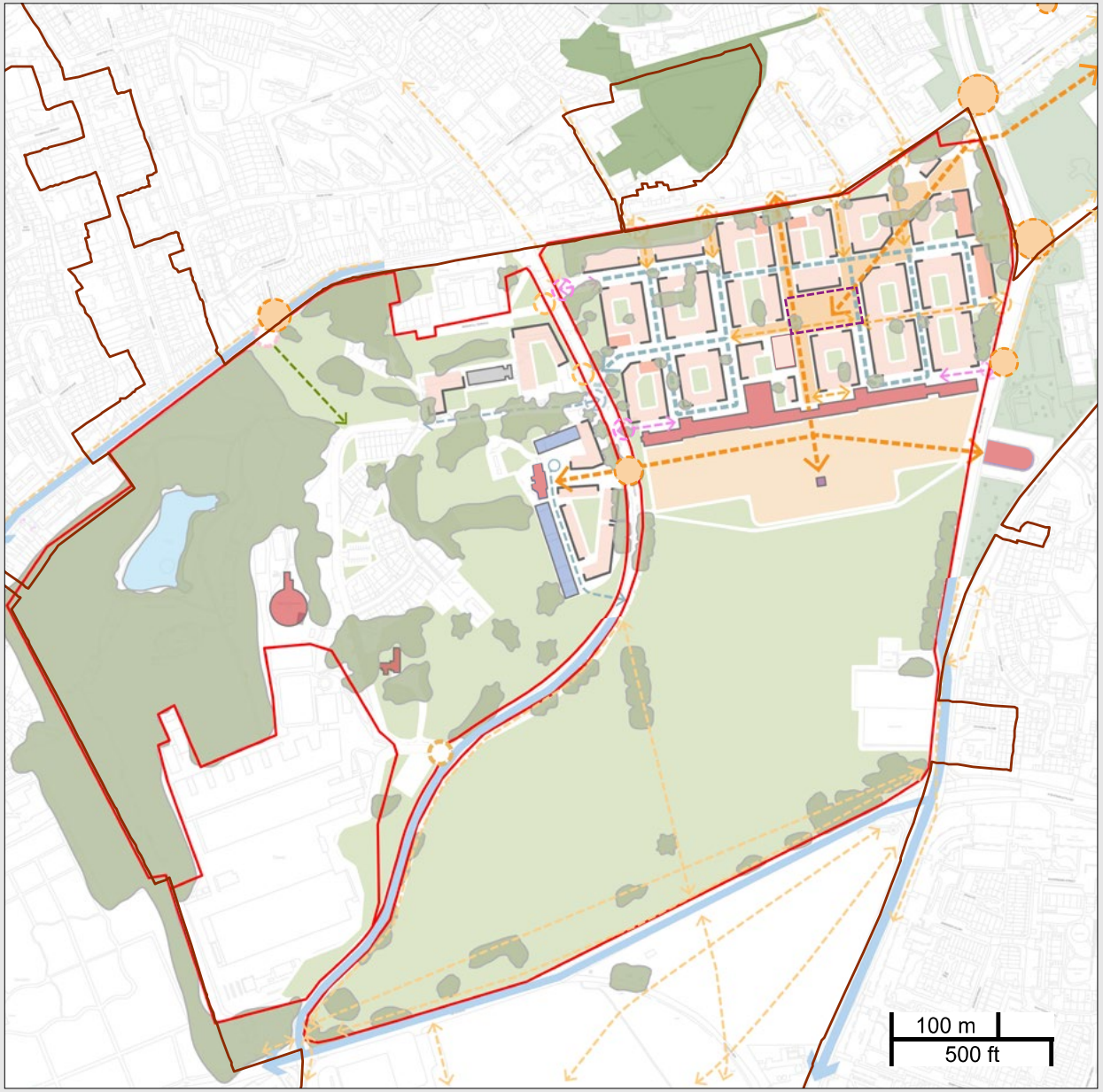
Environment

10. Environmental performance should be integral to design, and microclimate mitigation built into buildings and landscape. The trees are an integral part of the site's character and should be retained where possible. Green spaces must connect to nearby parks and habitats and favour native or climate-adaptive species to enhance biodiversity. Designs should respect the site's topography and natural water flow, incorporating rainwater harvesting and reuse.

Implementation

11. Proposals should align with the design principles and other guidance contained in the Woolwich Barracks SPD. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Proposed pedestrian/cycle routes through site
- Proposed vehicular routes through the site
- Proposed enhanced crossing
- Proposed pedestrian/cycle access
- Proposed all modes access

Green and blue infrastructure, public realm and landscaping

- On-site public and communal open space
- Existing trees
- Proposed open space
- Enhanced Parade Grounds

Land uses and built form

- Site boundary
- Statutory listed building
- Courtilage (of Gun Park Block) listed buildings
- Conservation area boundary
- Residential fabric structure
- Building line
- Central square - community hub

Site Context

The site is situated on the edge of Woolwich Town Centre, within easy walking distance of local amenities and well-connected public transport links. The site's PTAL ranges from 6a in the northeast to 1a in the west. It is within walking distance of the Woolwich Ferry and Foot Tunnel, and close to Woolwich Town Centre's National Rail, DLR, and Elizabeth Line stations, and extensive bus connections, including services to North Greenwich, Crystal Palace, Abbey Wood, Beckenham, and Lambeth.

Smaller neighbourhood shopping parades are also located nearby, particularly along Frances Street and Hillreach to the north. While parts of the area are already developed for military purposes, much of the land is made up of protected open and green spaces, which contribute significantly to the area's character.

The site is within the Woolwich Common Conservation Area and is home to several designated heritage assets including the Grade II* Royal Artillery Barracks main building. With its impressive 330-metre frontage overlooking the parade ground, it is the most historically and architecturally significant building on the site.

To the west of the Barracks is Upper and Lower Gun Park as well as several listed heritage assets including Repository Woods, the Rotunda, the Observatory and Gun Block Park. These heritage assets provide important historical context and contribute positively to the site's character.

1. View towards Woolwich Town centre from South Circular Road

2. Interface of site with South Circular Road

3. View of site interface with Artillery Place

Site Context

The site itself can be divided into four distinct zones, reflecting its large and varied nature: the Royal Artillery Barracks, the Parade Ground, Upper Gun Park, and Lower Gun Park, as illustrated opposite. Due to security requirements, the site is enclosed by high boundary walls and railings, which limit both access and movement through the area.

The surrounding neighbourhood is primarily residential, with buildings that are generally low to medium in height. A few taller buildings are visible, especially to the north and east. Housing types vary widely, from early 20th-century terraced homes to post-war estates and modern apartment blocks. This mix gives the area a diverse character, though it lacks a consistent visual identity. Some streets follow a traditional grid layout, particularly where two-storey houses are common, while others have a more informal and irregular pattern.

4. View from Repository Road

5. View of Barracks main building and Parade Grounds

6. View of Barracks Fields from southern Repository Road

Victoria House
Site Allocation

Proposed Land Uses

A. Care home

Indicative development capacity

B. 70 care beds

Indicative delivery timescale

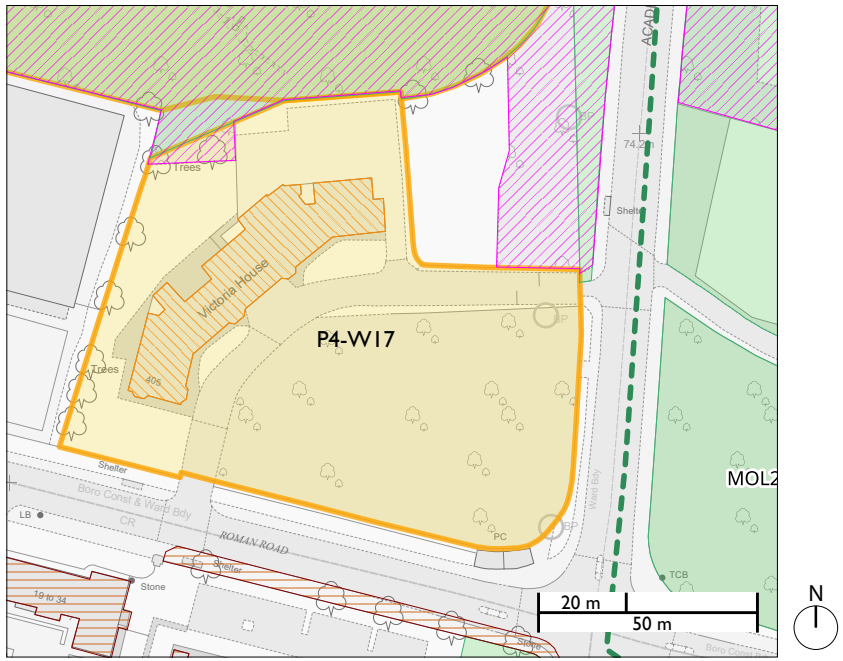
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of reinforcement (sensitive/highly sensitive).

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Victoria House, 405 Shooter's Hill Road, London SE18 4LH	**Ward:** Woolwich Common
Site area: 0.89 ha	**Ownership:** Private
Current use: Care home - previously the Medical Officer's Mess, associated with the Woolwich Barracks and Royal Herbert Military Hospital opposite.	**Policy designation:** Woolwich Common Conservation Area, within the setting of Grade II listed buildings, with a locally listed building within the site itself. Multiple Tree Preservation Orders onsite. Partially within Green Chain and SINC. Local View 1.
Consent Status: Consented	**Planning Reference(s):** 23/2747/F
PTAL rating: 3	

Policy P4-W17: Victoria House

Vision

1. The Victoria House site will deliver a sensitive and design-led development appropriate for its surrounding heritage and green space setting. Given the existing building's status as a locally listed building, development may explore opportunities to sensibly extend and renovate the building. Excellent and inclusive design for internal living space should be achieved, alongside high-quality greening and landscaping.

Land Use

2. The site is will deliver a residential care home with 70 bedspaces. Other residential uses may be appropriate but should be discussed further with the Council. discussed further with the Council. Improvements to landscaping and sensitive re-use of a locally listed heritage asset are expected.

Design

3. The design and layout of any proposal needs to minimise harm to the locally listed heritage asset and should not disrupt the setting of neighbouring statutory listed buildings. The primary facades and significant historic features of Victoria House should be retained and conserved, such that the architectural character of the building is not lost, and the character and appearance of the Conservation Area is preserved or enhanced. This also means any development on the site should have a building height in line with the surrounding townscape, and tall buildings will not be permitted. Any addition of structure or extensions may be contemporary but should be complementary and subservient to the host building.

Connectivity and Public Realm

4. The site should leverage existing public transport and active travel connectivity. Delivery and servicing should be well-defined given the residential nature of the proposed use, with provision of cycle and car parking in line with Local Plan and London Plan standards.

5. Within the site there should be some communal spaces that are active, vibrant and have natural surveillance. The amenity spaces should receive good levels of sunlight, with acceptable noise and air quality. Provision of planting, hard surface treatments and urban greening should also be present at the site.

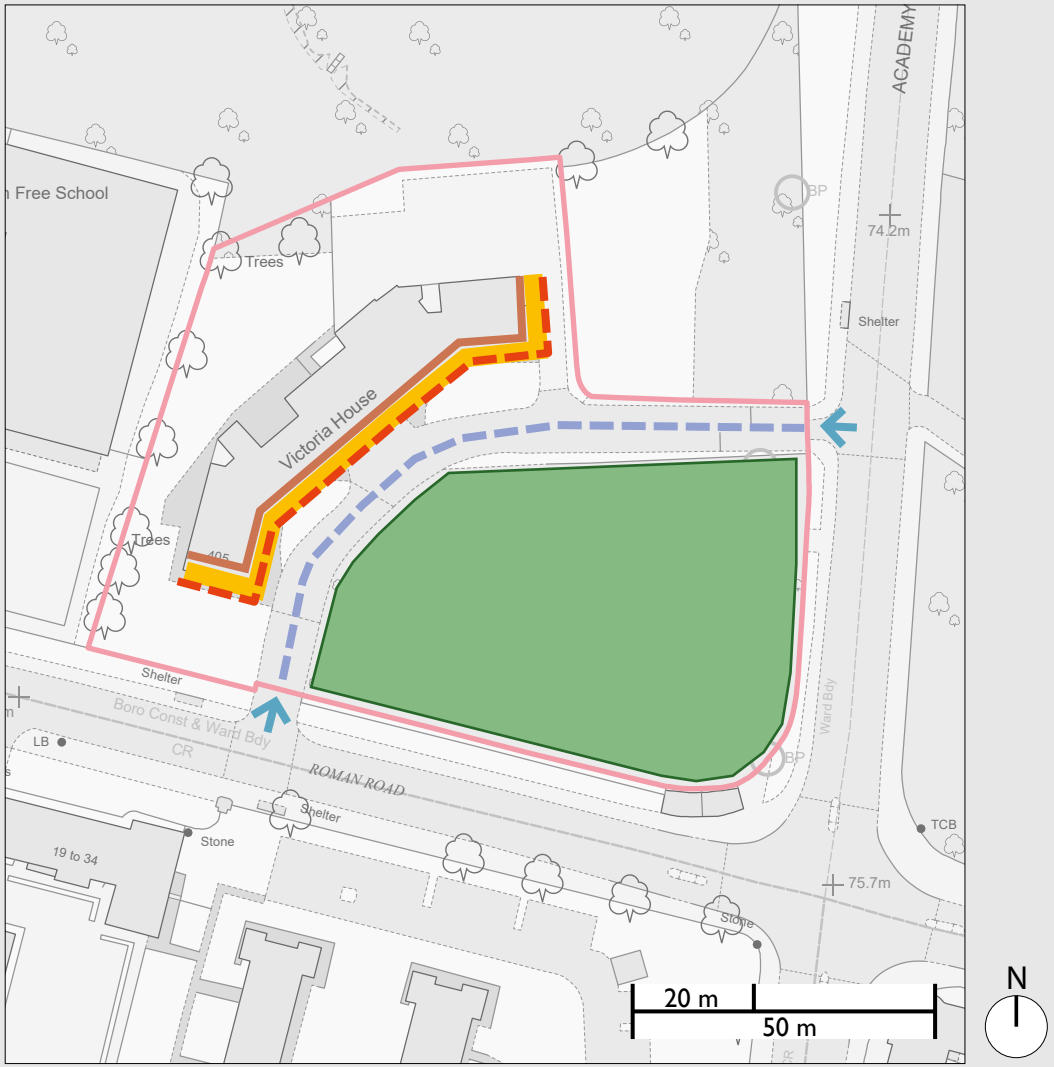
Environment

6. The development should respect the ecology and biodiversity of designated green infrastructure, such as SINC, Green Chain and MOL, to the north of the site. There should not be any harm to existing green spaces, habitats or SINC. The site should also maximise urban greening and sustainable drainage, alongside interventions to improve or create habitats.

Implementation

7. The site is subject to a consented planning application 23/2747/F.

Place making diagram



Connectivity, Movement, Access and Servicing

New link across the site

Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

Existing trees and greening

Land uses and built form

Site boundary

Ground floor active frontage - Residential uses

Retained on site buildings of townscape importance

Site Context

Victoria House is a two-storey former medical officers' mess built in 1909 which is set within extensive wooded grounds, sited on the northern side of Shooters Hill Road (A207) on the corner with Academy Road (A205), adjacent to the Greenwich Free School to the west. The site is approximately 0.89ha.

Victoria House is a locally listed building, the site is also located within the Woolwich Common Conservation Area and in the vicinity of the Grade II listed former Royal Herbert Military Hospital, which is on the south side of Shooters Hill Road.

Shooters Hill Road is identified in the Woolwich Common Conservation Area appraisal as an especially fine avenue of very large trees with a series of fine building complexes behind – with Victoria House named as one of these. The site lies in a context where strong historical and visual relationship between heritage assets, markedly the former Royal Herbert Military Hospital, highlight the area's military history. Now the immediate context is mainly in residential and instituitional/education uses.

The northwest corner of the site as well as the land to the north is designated as Metropolitan Open Land (MOL), a Site of Nature Conservation Importance and is part of the Southeast London Green Chain.

The site benefits from having a PTAL rating of 3 offering moderately high public transport accessibility. The site is well connected with multiple bus routes with several destinations such as North Greenwich, Bexleyheath, Lewisham and Abbey Wood.

1. Approach from west on Shooters Hill Road

2. View into the site from Shooters Hill Road

3. View into the site from Academy Road

4. View within the site from the East

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

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

Gunnery Terrace
Site Allocation

Proposed Land Uses

A. Residential-led, mixed-use, including reprovision of commercial and industrial uses on ground floor and residential uses on floors above.

Indicative development capacity

B. 180 homes

C. Approximatley 7,800sqm of non-residential floorspace

Indicative delivery timescale

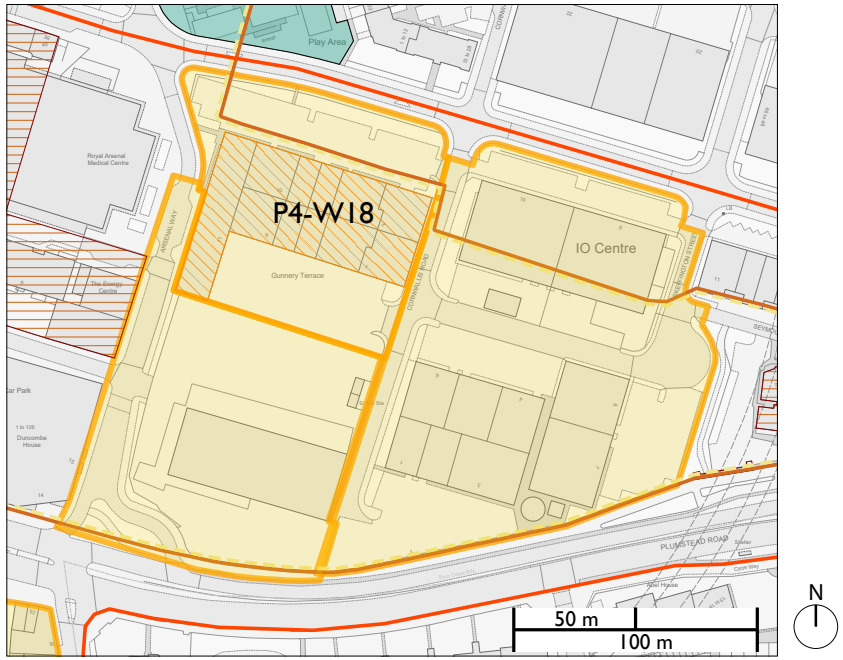
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with low sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 9-11 Gunnery Terrace, Cornwallis Road, Royal Arsenal, SE18 6SW	**Ward:** Woolwich Arsenal Ward
Site area: 0.93 ha	**Ownership:** Private
Current use: Former military building which has been adapted for employment purposes with commercial, office, industrial and other uses, and parking.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, Royal Arsenal Conservation Area, Locally Significant Industrial Site, Locally Listed Building (Gunnery House), Area of High Archaeological Potential, Flood Zone 3.
Consent status: None	**Planning Reference(s):** N/A
PTAL rating: 6a & 6b	

Policy P4-W18: Gunnery Terrace

Vision

1. The Gunnery Terrace site will deliver a high-density, residential-led mixed use development will be delivered on the site, incorporating a range of uses to complement the wider Royal Arsenal and Woolwich Town Centre offer.
2. Comprehnsive development of this site alongside the neighbouring IO Centre site provides an opportunity to sustain and enhance employment provision while delivering a substantial number of new homes.
3. Development should respond sensitively to the surrounding historic and contemporary townscape, provide effective transitions between these contexts, and enhance pedestrain connectivity. A high-quality, accessible and legible public realm, with supporting amenities, will be integral to the scheme.

Land Use

4. Development will deliver a residential-led mixed use scheme, incorporating flexible office, commercial, industrial, and/or storage and logistics uses on the ground and first floors with residential uses above. The non-residential floorspace must be consistent with the LSIS designation, ensuring that overall employment capacity is maintained at least at an equivalent level, including through increased employment density, and is capable of accommodating appropriate uses within Use Classes E(g)(ii), E(g)(iii), B2 and B8 in a mixed-use context. The site will contribute to the delivery of 180 homes, with a mix of sizes and tenures. This will be supported by approximately 7,800sqm of non-residential floorspace.
5. Other commercial uses should reflect the site's location within Woolwich Town Centre, complementing existing uses within the centre. Commercial uses and residential lobbies should activate Plumstead Road, Arsenal Way and Cornwallis Road and internal open spaces.

Design

6. Development should be designed in a way to preserve at least the front elements and roofs of the locally listed building on the site. It should ensure that massing, heights and architecture are integrated comfortably with the surrounding townscape, including responding sensitively to the Gunnery House Locally Listed Building and the setting of the Royal Arsenal Conservation Area, Woolwich Conservation Area and nearby Grade I, Grade II* and Grade II listed buildings. Any negative impacts on adjoining heritage significance or on the conservation area should be mitigated.
7. Private and communal space should be provided on the site sufficient for the proposed number of occupants and to cater to a variety of ages and users.
8. Tall buildings may be appropriate on the site of around 19 storeys on the Cornwallis Road interface subject to conformity with London City Airport's Air Zone height controls. Heights should step down towards the Royal Arsenal.

Policy P4-W18: Gunnery Terrace

Connectivity and Public Realm

9. New development should enhance pedestrian permeability, contribute to defining more appealing and inviting routes to the town centre from the directions of Broadwater Dock/Gallions Park and Plumstead and to the provision of public amenity in this part of the town centre, enhancing the existing public realm onto Arsenal Way, Cornwallis Road and Plumstead Road.

Environment

10. Development should retain existing street trees and provide new planting and green infrastructure enhancements within the site and along the street edges. The site must incorporate flood mitigation measures.

Implementation

11. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

Existing line of trees to be reinforced

Green buffer

Land uses and built form

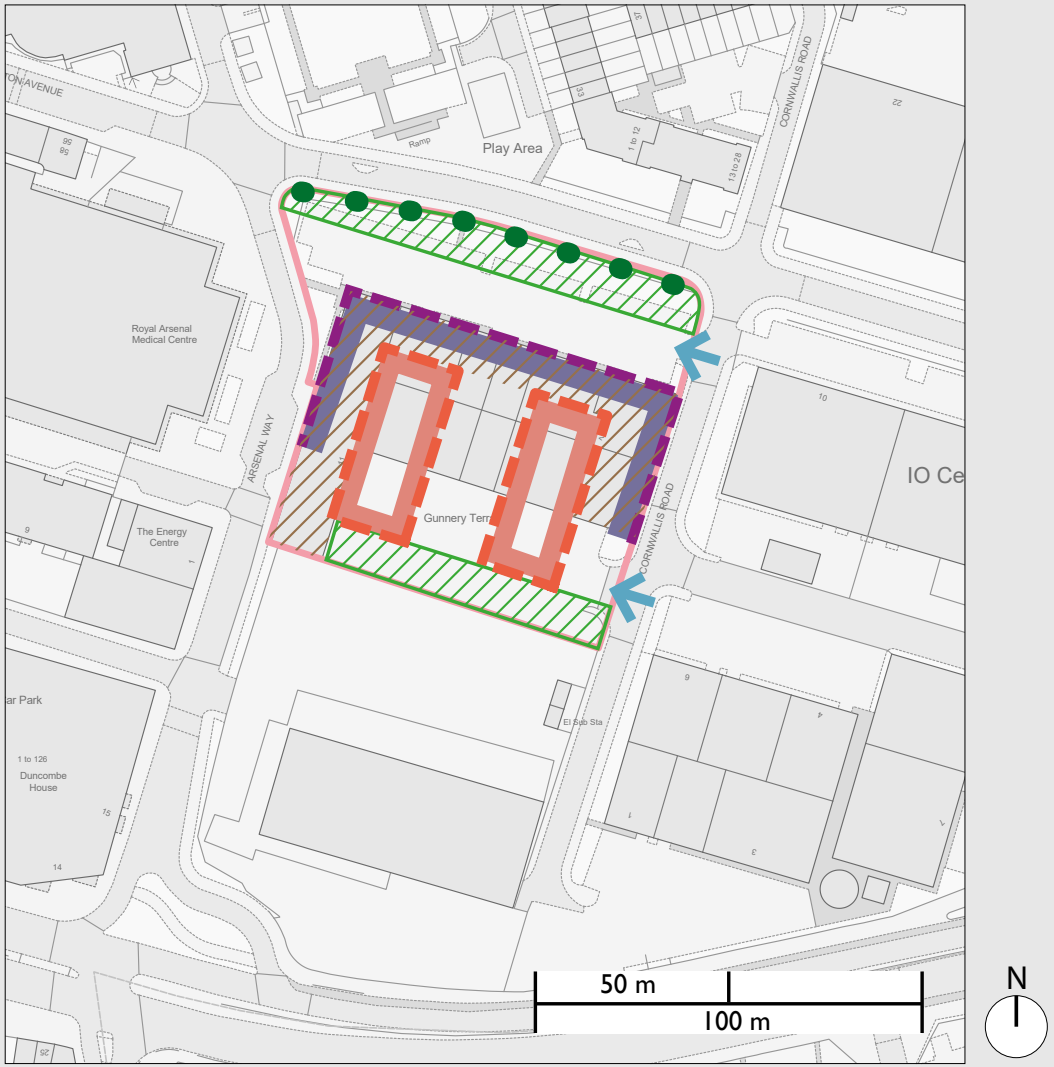
Site boundary

Building line

Ground floor active frontage - commercial, industrial and retail uses

Retained building of heritage and townscape inportance

Place making diagram



Site Context

The site is bound by Duke of Wellington Avenue to the north, Cornwallis Road to the east and Arsenal Way to the west. The vacant Woolwich OSD East site (P4-W8) sits to the south of the site. Apartment blocks and the Woolwich Elizabeth Line station adjoin the site on the east, with further office and commercial buildings to the west of the site. The IO Centre site (P4-W19) sits to the east of the site.

The site contains a converted former military building (Gunnery House) which has been adapted for employment purposes to provide a mixture of commercial, office and industrial uses. The site is occupied by a range of businesses including professional/administrative functions, healthcare, leisure and wellbeing services as well as managed workspace providers. To the front and rear of the site are areas of hardstanding which are used for parking. Street trees and shrubbery run along the northern boundary of the site with a handful of street trees along the eastern boundary.

The site benefits from a very high PTAL rating of 6b and 6a. The Woolwich Elizabeth Line Station entrance is a four-minute walk away, the Woolwich Ferry a 17-minute walk away, and both the Thames Clipper at Woolwich (Royal Arsenal) Pier and the Woolwich Arsenal DLR (served by southeastern and Thameslink) and Rail Station are an eight-minute walk away. There are bus stops within a three-minute walk connecting the site to various destinations including Lambeth North, Charlton, North Greenwich, Abbey Wood, Plumstead, Bluewater etc.

1. Approach from western Duke of Wellington Avenue

2. Approach from northern Arsenal way

3. Approach from eastern Duke of Wellington Avenue

4. Southern approach from Cornwallis Road

5. View from IO Centre on Skeffington Street

6. Approach from South Arsenal Way

The IO Centre
Site Allocation

Proposed Land Uses

A. Residential-led, mixed-use, including reprovision of commercial and industrial uses on ground floor and residential uses on floors above.

Indicative development capacity

B. 570 homes

C. Approximatley 7,870sqm of non-residential floorspace

Indicative delivery timescale

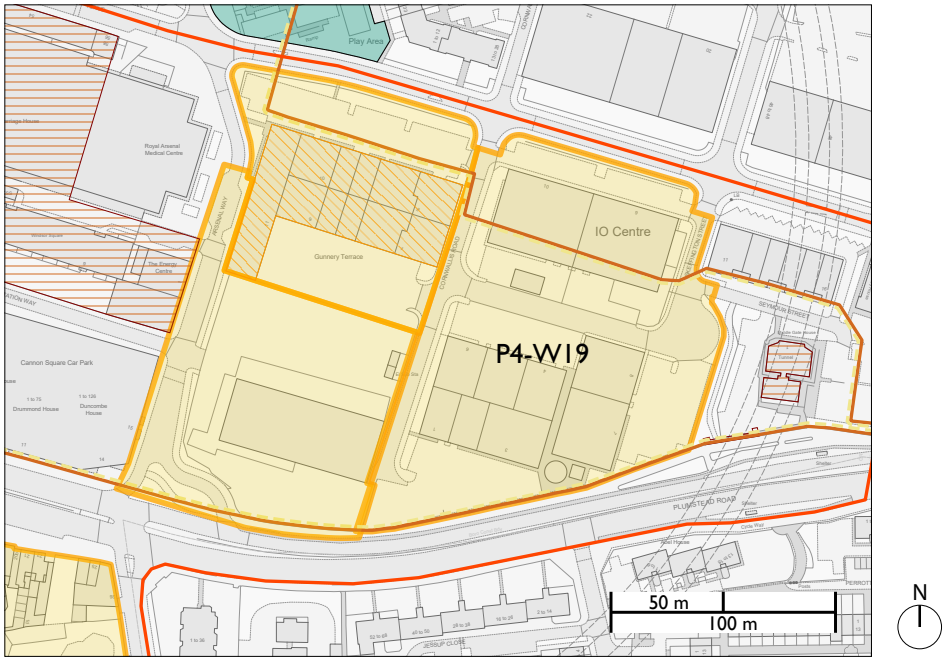
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with low sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Units 1-10, The I O Centre, Skeffington Street, Royal Arsenal, SE18 6SR	**Ward:** Woolwich Arsenal Ward
Site area: 1.90 ha	**Ownership:** Private
Current use: Employment and commercial uses including a mix of industrial and other uses.	**Policy designation:** Woolwich Opportunity Area, Woolwich Town Centre, Royal Arsenal Conservation Area, Locally Significant Industrial Site, Area of High Archaeological Potential, Flood Zone 2 and 3.
Consent status: None	**Planning Reference(s):** N/A

PTAL rating: 6a

Policy P4-W19: The IO Centre

Vision

1. The IO Centre site will deliver a high-density, residential-led mixed use development, providing mix of uses that complements and strengthens the wider Royal Arsenal and Woolwich Town Centre. In combination with the neighbouring Gunnery Terrace site, it offers significant opportunity to retain and enhance employment provision while delivering a substantial number of new homes.

2. The scheme will respond sensitively to the surrounding historic townscape and provide improved pedestrian connectivity, particularly between Plumstead Road and the Royal Arsenal. It will create high-quality, permeable, landscape-led residential environment with enhanced green infrastructure.

Land Use

3. Development will deliver a residential-led mixed use scheme, incorporating flexible office, commercial, industrial, and storage and logistics uses on the ground and first floors with residential uses above. The non-residential floorspace must be consistent with the LSIS designation, ensuring that overall employment capacity is maintained at least at an equivalent level, including through increased employment density, and is capable of accommodating appropriate uses within Use Classes E(g)(ii), E(g)(iii), B2 and B8 in a mixed-use context. The site will deliver 570 homes, with a mix of sizes and tenures. This will be supported by approximately 7,870sqm of non-residential floorspace.

4. Other commercial uses should reflect the site's location within Woolwich Town Centre, complementing existing uses within the centre. Commercial uses and residential lobbies should activate Plumstead Road, Duke of Wellington Avenue, Skeffington Street, and Cornwallis Road and internal open spaces within the site.

Design

5. New development on the site should be designed to ensure that massing, heights and architecture are integrated comfortably with the surrounding townscape, including responding sensitively to the setting of the Royal Arsenal Conservation Area, Woolwich Conservation Area and nearby Grade I, Grade II* and Grade II listed buildings. Any negative impacts on adjoining heritage significance or on the conservation area should be mitigated.

6. Private and communal space should be provided on the site sufficient for the proposed number of occupants and to cater to a variety of ages and users.

7. Tall buildings may be appropriate on the site of around 19 storeys subject to conformity with London City Airport's Air Zone height controls. Heights should step down towards the east of the site.

Policy P4-W19: IO Centre

Connectivity and Public Realm

8. The site should leverage existing public transport and active travel connectivity. Delivery and servicing should be well-defined given the residential nature of the allocation.

9. Within the site there should be some communal spaces that are active, vibrant and have natural surveillance. The amenity spaces should receive good levels of sunlight, with acceptable noise and air quality. Provision of planting, hard surface treatments and urban greening should also be present at the site.

Environment

10. Development should retain existing street trees and provide new planting and green infrastructure enhancements within the site and along the street edges. The site must incorporate flood mitigation measures.

Implementation

11. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- On site local street to be enhanced
- Improved pedestrian/cycle permeability
- Potential location for access, servicing and deliveries

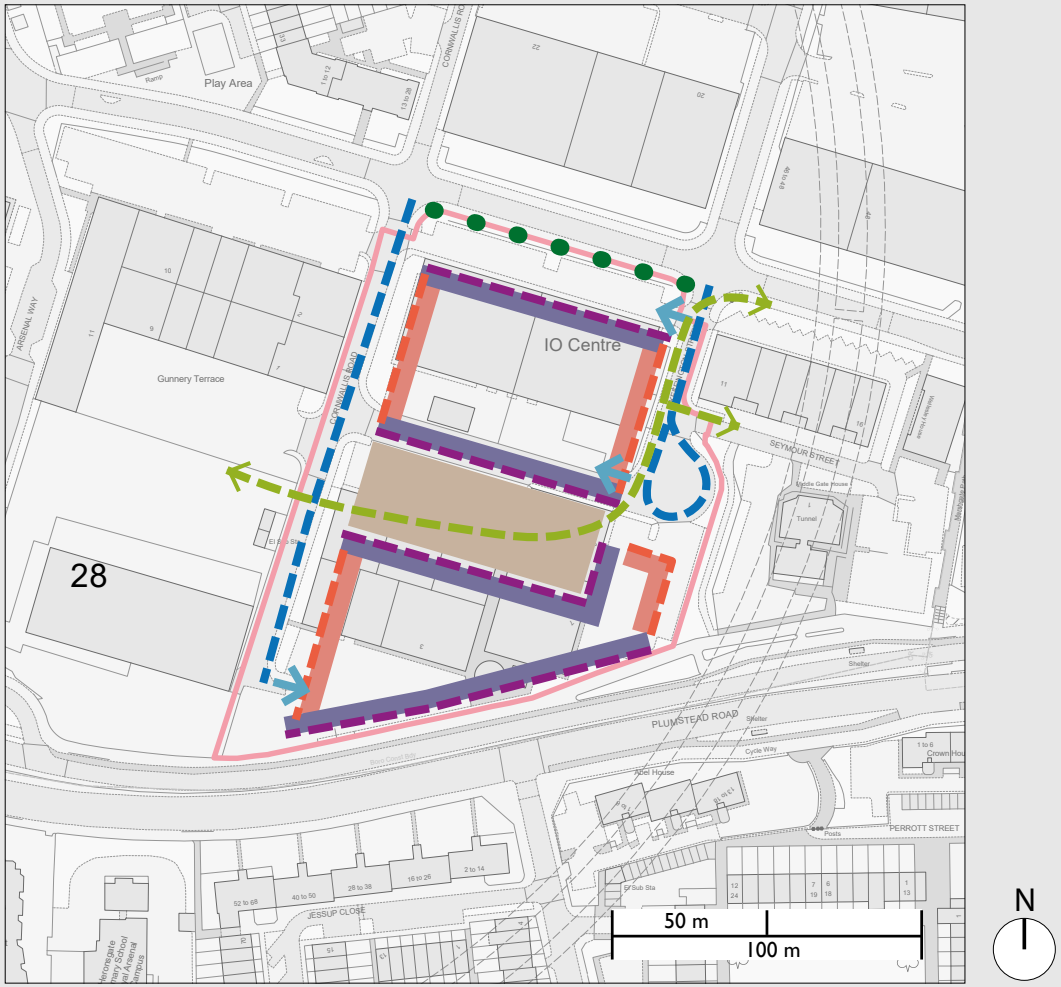
Green and blue infrastructure, public realm and landscaping

- Existing line of trees to be reinforced
- New public space

Land uses and built form

- Site boundary
- Building line
- Ground floor active frontage - commercial, industrial and retail uses

Place making diagram



Site Context

The site is bound by Duke of Wellington Avenue to the north, Cornwallis Road to the west, Skeffington Street to the east and Plumstead Road to the south. The vacant Woolwich OSD East site (P4-W8) sits to the west of the site. Middlegate House and commercial and office buildings adjoin the site to the east. The Gunnery Terrace site (P4-W18) sits to the west of the site.

The site is occupied by a range of businesses including those undertaking storage and distribution, wholesale healthcare and motor trades. Hardstand car parking is provided across the site. Street trees and shrubbery run along the northern and eastern boundaries of the site.

The site benefits from a high PTAL rating of 6a and is very well-connected. The Woolwich Elizabeth Line Station entrance is an eight-minute walk away, the Woolwich Ferry a 19-minute walk away, and the Thames Clipper at Woolwich (Royal Arsenal) is a nine-minute walk away. The Woolwich Arsenal DLR and National Rail Station (served by Southeastern and Thameslink) is a 12-minute walk away. There are bus stops within a three-minute walk connecting the site to various destinations including Lambeth North, Charlton, North Greenwich, Abbey Wood, Plumstead, Bluewater, etc.

1. Approach from eastern Plumstead Road

2. View from intersection of Armstrong Road and Duke of Wellington Avenue

3. Approach from western Duke of Wellington Avenue

4. Approach from eastern Duke of Wellington Avenue

5. View from eastern end of Skeffington Street

6. Approach from Maxey Road

Thamesmead and Abbey Wood

3.76. The Thamesmead and Abbey Wood Spatial Area spans west to east, from the edge of the Royal Arsenal in Woolwich across Thamesmead up to the boundary with the London Borough of Bexley. It extends north to south from the River Thames to the North Kent rail line, encompassing Abbey Wood and the White Hart Triangle. West of Church Manor Way, the area extends further south along Wickham Lane to include Bostall Heath and Woods. The Thamesmead and Abbey Wood spatial area covers the wards of West Thamesmead, Thamesmead Moorings, Abbey Wood, and part of Plumstead and Glyndon.

3.77. Much of the area is designated in the London Plan as an Opportunity Area, straddling the boundary with LB Bexley. The Thamesmead and Abbey Wood Opportunity Area Planning Framework (2020) identifies capacity for over 15,000 new homes and 8,000 jobs, subject to significant investment in public transport infrastructure. Thamesmead Waterfront was shortlisted by government in March 2026 as a 'next-generation' new town, with up to 15,000 homes, a rejuvenated and expanded town centre, employment spaces and major new riverside park. Development of the Thamesmead Waterfront site will be guided by a comprehensive masterplanning process and will follow the government's New Towns placemaking principles and planning policy for New Towns.

3.78. Historically, the area has been relatively isolated, with rail services from Abbey Wood via Plumstead to Woolwich and into Central London providing the primary connection. The opening of the Elizabeth Line in 2022 significantly enhanced accessibility, offering up to 12 trains per hour to the City and across London. Thamesmead, however, remains isolated and accessible only by bus and car.

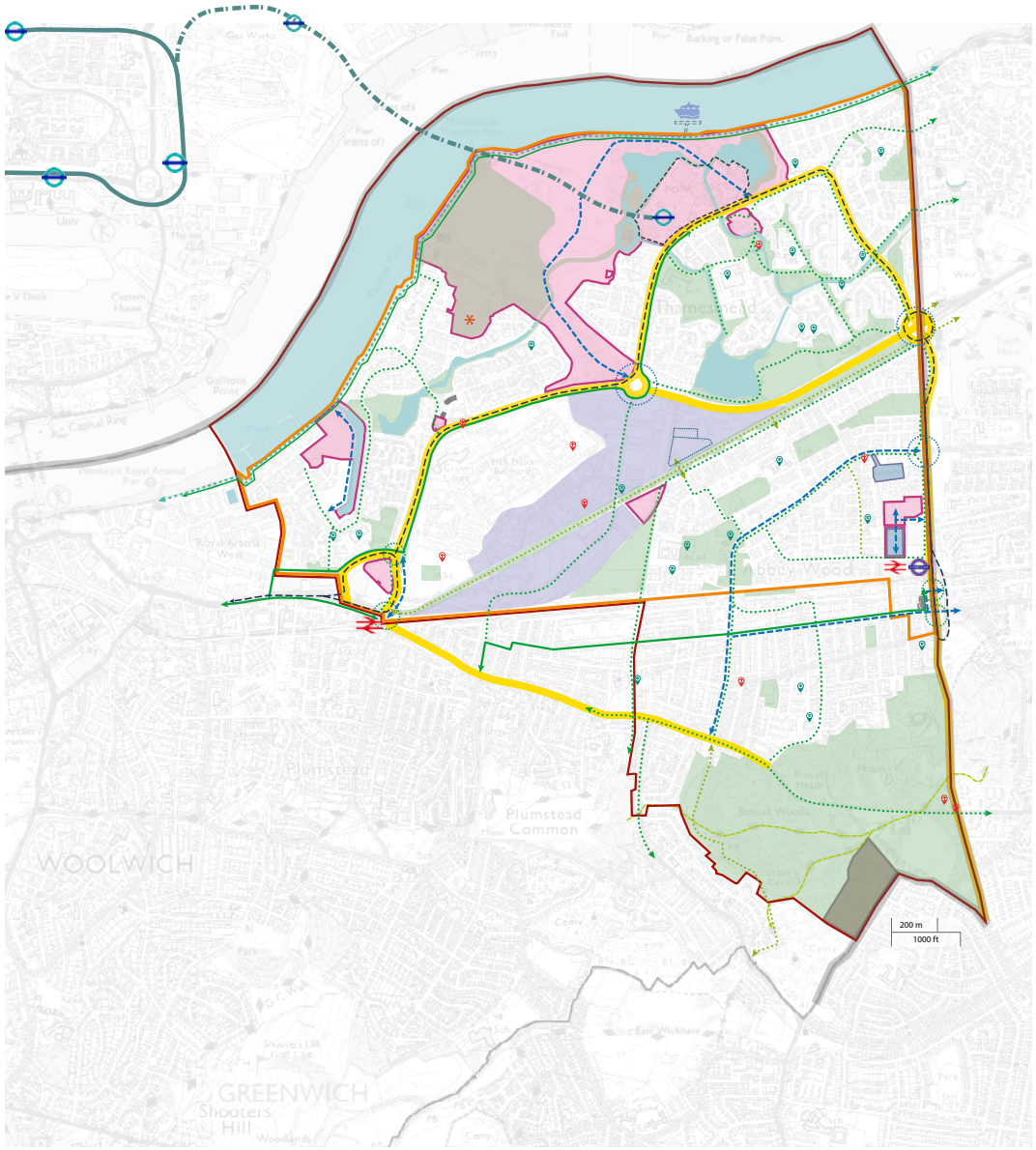
3.79. Thamesmead was conceived in the 1960s as a futuristic new town, however, the main shopping area is now a struggling District Centre dominated by a supermarket and surface-level car parking. Residential development is largely low-rise in cul-de-sacs, except for the Moorings Estate which features medium-rise brutalist blocks with elevated walkways. Abbey Wood comprises low-rise suburban housing in a rectangular grid pattern with recent high-rise additions close to Abbey Wood Station. To the north of Abbey Wood Station lies the Thistlebrook travellers' site, containing 41 pitches.

3.80. The West Thamesmead / Plumstead Strategic Industrial Location contains a mix of industrial, storage and distribution uses, including two safeguarded waste sites. The SIL maintains strong occupancy but offers significant scope for intensification. Very large warehousing units in the north of the SIL, together with a significant cluster of correctional facilities comprising three prisons (Belmarsh, Thameside and Isis), dominate the eastern part of the area. Two smaller industrial estates in Abbey Wood, Lyndean and Thistlebrook, are designated as Locally Significant Industrial Sites.

3.81. There are expansive green spaces to the west of Thamesmead, although much of this is currently inaccessible. Smaller, local green spaces are dotted throughout the area with the Bostall Heath and Woodlands a key feature in the south of the area linking to Lesnes Abbey Woods in Bexley. The Ridgeway, a prominent elevated path, runs diagonally across the area, serving as a public footpath but also creating physical separation between adjacent land parcels. The River Thames defines the northern boundary, with the Thames Path offering a walking and cycling route. Thamesmead's network of lakes and canals is integral to drainage and forms a distinctive part of the local landscape.

3.82. There are no designated conservation areas within the spatial area. Heritage interest is primarily linked to the area's historic use for munitions testing and storage, due to its proximity to the Royal Arsenal. Surviving features include the Danger Buildings, Twin Tumps and Tump 53, which are now Sites of Importance for Nature Conservation (SINC), with Tump 53 managed as a Local Nature Reserve. The White Hart Depot (Plumstead Power Station), is a Grade II listed building within the SIL, which is currently vacant and could be brought back into an appropriate employment-generating use.

Figure P5 Thamesmead and Abbey Wood Spatial Area map and key



P5 - Thamesmead - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- Public realm enhancement
- New / improved connection
- Proposed cycle routes
- Potential improved walking routeses
- Waterfront route improvement
- Junctions improvement
- Proposed and improved crossing/bridge/underpass
- Proposed DLR station
- Potential improvement to river services
- Proposed pier
- Proposed Bus Transit route

Existing Features and Plan Designations:

- Borough boundary
- Sub-area boundary
- Opportunity area
- District centre
- Local centre / Shopping parade
- Open Space
- Water space
- Heritage landmark
- Public destination
- Site allocations
- Strategic Industrial location (SIL)
- Locally Significant Industrial Sites (LSIS)
- Safeguarded Waste Sites
- Rail Lines stations
- Crossrail station
- Schools and Universities
- Healthcare facilities
- Existing, planned or under construction cycling routes
- Green chain walk

Thamesmead and Abbey Wood Vision

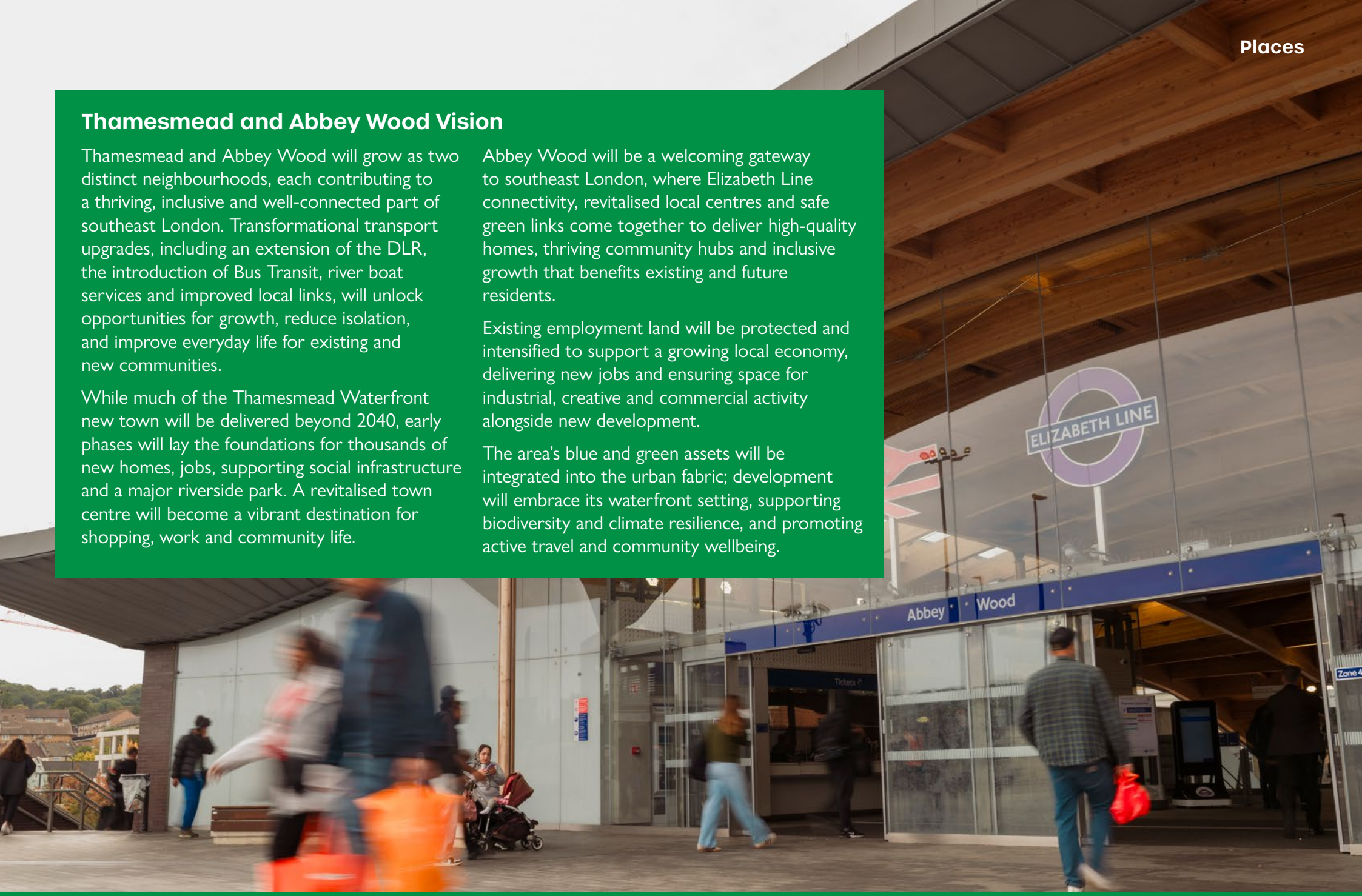
Thamesmead and Abbey Wood will grow as two distinct neighbourhoods, each contributing to a thriving, inclusive and well-connected part of southeast London. Transformational transport upgrades, including an extension of the DLR, the introduction of Bus Transit, river boat services and improved local links, will unlock opportunities for growth, reduce isolation, and improve everyday life for existing and new communities.

While much of the Thamesmead Waterfront new town will be delivered beyond 2040, early phases will lay the foundations for thousands of new homes, jobs, supporting social infrastructure and a major riverside park. A revitalised town centre will become a vibrant destination for shopping, work and community life.

Abbey Wood will be a welcoming gateway to southeast London, where Elizabeth Line connectivity, revitalised local centres and safe green links come together to deliver high-quality homes, thriving community hubs and inclusive growth that benefits existing and future residents.

Existing employment land will be protected and intensified to support a growing local economy, delivering new jobs and ensuring space for industrial, creative and commercial activity alongside new development.

The area's blue and green assets will be integrated into the urban fabric; development will embrace its waterfront setting, supporting biodiversity and climate resilience, and promoting active travel and community wellbeing.



Policy P5 Thamesmead and Abbey Wood

1. Development within Thamesmead and Abbey Wood will deliver against the following priorities:

   a. promote a sustainable and inclusive mix of medium and high-density development, to support new jobs and homes across a range of tenures, including affordable housing, to contribute to Royal Greenwich's 15-year housing supply. This will be achieved on a mix of new site allocations and intensification of existing areas, to support mixed and balanced communities.

   b. capitalise on the opening of the Elizabeth Line to Abbey Wood and enable further transformational public transport improvements including the extension of the Docklands Light Railway (DLR) to Thamesmead, Bus Transit, river services, and enhanced walking and cycling infrastructure, to reduce isolation and car dependency and improve access to jobs, services and amenities.

   c. support the phased delivery of Thamesmead Waterfront, a transformational New Town, the development of which will extend beyond the Local Plan period.

   d. Rejuvenate Thamesmead town centre around a new DLR station, as a vibrant hub for retail, leisure, employment and community life, supporting mixed uses, improved public spaces and facilities that serve the wider area.

   e. protect and proactively intensify existing employment land, including Strategic and Locally Significant Industrial Locations (SIL and LSIS), to unlock their full potential, support a growing local economy and deliver new jobs across industrial, creative and commercial sectors.

   f. promote high-quality placemaking, with development that embraces the area's waterfront setting, integrates blue and green infrastructure into the urban fabric and delivers improved public realm and neighbourhood connectivity to the benefit of both new and existing communities.

   g. support the operation, maintenance and future upgrading of the River Thames tidal flood defences, in accordance with the Thames Estuary 2100 Plan, through the delivery of a coordinated Riverside Strategy Approach that integrates flood defence improvements, public realm, biodiversity enhancement and access to the Thames Path.

   h. respond to the unique drainage constraints of the Marsh Dykes catchment, contributing to strategic surface water management solutions where appropriate.

   i. retain the existing Travellers Site at Thistlebrook, and deliver a new Travellers' site, ensuring provision for culturally appropriate accommodation and supporting the needs of the Gypsy and Traveller community.

   j. celebrate and protect the area's munitions legacy through sensitive integration of surviving features into the evolving landscape.

Reasoned Justification

3.83. This policy recognises the strategic importance of Thamesmead and Abbey Wood as a key location for inclusive, sustainable growth, reflecting the aspirations for significant public transport improvements to unlock growth and its designation as an Opportunity Area in the London Plan and proposed next-generation New Town.

3.84. Future development will be focused in areas with strong transport links and regeneration potential. The extension of the DLR will be central to unlocking growth, particularly at Thamesmead Waterfront. Thamesmead town centre will be revitalised to become a vibrant focal point to serve the growing population of the area.

3.85. Significant opportunities for employment growth will be realised through the intensification of protected industrial land, which, together with the delivery of Thamesmead Waterfront, will support a diverse range of industrial, creative and commercial activities, contributing to a more resilient and inclusive local economy.

3.86. The existing surface water drainage system within this area is at capacity. We will work collaboratively with the Environment Agency, London Borough of Bexley and the Greater London Authority on strategic improvements. Flood Risk Assessments will need to demonstrate how the development will enable a suitable uprating of the area's strategic drainage network, or where discharge could affect sewer or open channel capacity, how this will be managed to prevent off-site impacts and avoid an increased burden on open-channel, foul and combined drainage networks.

3.87. Development proposals will be required to respect and embrace the network of green and blue spaces, promoting active travel, improving sustainability and enhancing local identity. Where development is proposed adjacent to the Thames Path, applicants should have regard to the Council's Thames Path and River Front Strategy.

3.88. Applicants should also have regard to the Council's Abbey Wood Urban Regeneration Framework when bringing forward development proposals.

Site Allocations in the Thamesmead and Abbey Wood sub-area

- Policy P5-TA1 Pettman Crescent North
- Policy P5-TA2 Broadwater Dock
- Policy P5-TA3 Former Princess Alice Public House
- Policy P5-TA4 Thamesmead Waterfront
- Policy P5-TA5 Gallions Reach Health Centre
- Policy P5-TA6 Land west of Church Manor Way
- Policy P5-TA7 Cross Quarter and Lyndean Industrial Estate
- Policy P5-TA8 McLeod Road Co-op

Pettman Crescent North
Site Allocation

Proposed Land Uses

A. Residential-led mixed use development with commercial units.

Indicative development capacity*

B. 590 homes
*including 379 already consented on Lombard Square Plot 1 25/2975/NM (Parent permission: 24/1565/R)

C. Approximately 2,400 sqm of commercial floorspace

Indicative delivery timescale

1-5	**6-10**	11-15

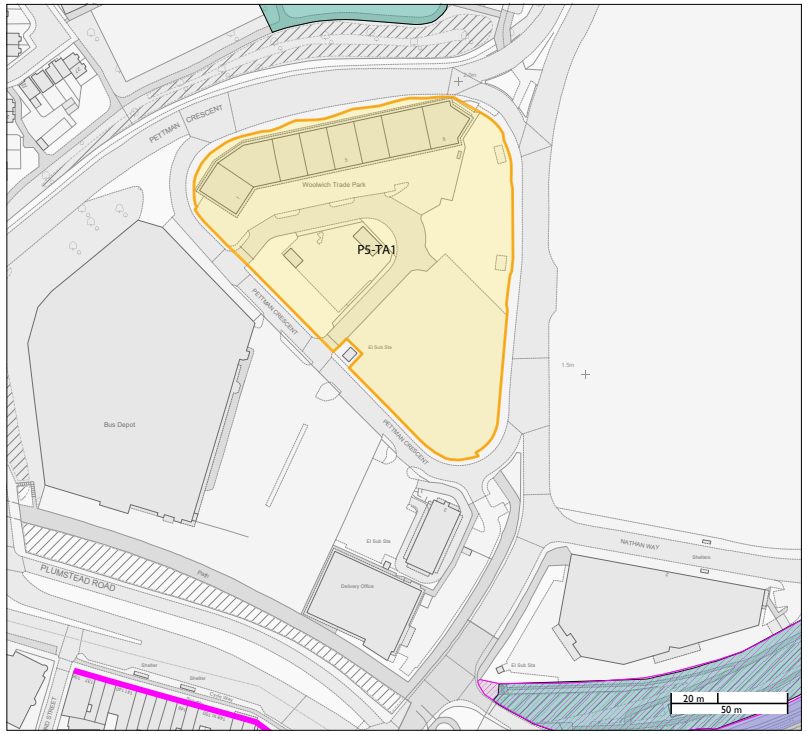
Evidence Base

Thamesmead and Abbey Wood OAPF (2000)

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: Land Bounded by Pettman Crescent, SE28	**Ward:** West Thamesmead
Site area: 1.38 ha	**Ownership:** Private
Current use: Partly vacant with planning permission for residential development. Commercial units: Woolwich Trade Park and Enterprise Car Rental	**Policy designation:** Thamesmead and Abbey Wood Opportunity Area, Flood Zone 3. Area of High Archaeological Potential. Tall Building Zone.
Consent Status: Consented	**Planning Reference(s):** 25/2975/NM (24/1565/R)
PTAL rating: 4 to 5	

Policy P5-TA1: Pettman Crescent North

Vision

1. The Pettman Crescent North site will deliver a cohesive, high-quality residential-led mixed use development. Commercial units should be provided at ground floor level on the western 'Woolwich Trade Park' site. Development should address the island nature of the site with safe and attractive routes for pedestrians and cyclists into and through the site.

Land Use

2. The development should be residential-led mixed-use, incorporating commercial uses at ground floors with residential units above on the western site. Lombard Square Plot 1 has consent to deliver 379 residential units in 3 buildings of 12, 16 and 20 storeys.

Design

3. The development should align with the grain, height, and materiality of the Lombard Square development; creating a visually coherent and welcoming gateway to the new neighbourhood. It should also contribute positively to the surrounding context, particularly the existing residential areas to the west.

Buildings should be arranged to define well-proportioned streets and parapets throughout the site. Building heights should vary to avoid a canyon effect and to enhance the legibility of distinct architectural forms. A taller element, of around 16 storeys, may be considered at the western end of the site to serve as a landmark when approaching from Tom Cribb Road and adjacent streets. Tall buildings may be appropriate on the site of around 21 storeys.

4. An appropriate buffer should be provided to reduce disturbance from the Plumstead Bus Garage to the south.

5. A private podium courtyard could be explored to enable the re-provision of commercial uses without compromising residential delivery.

Connectivity and Public Realm

6. The development will support the creation of an attractive and accessible pedestrian and cycling route, linking the site and the Lombard Square Masterplan area to the main pedestrian and cycle routes leading to Woolwich and Plumstead.

7. The layout of the development should establish a clear and functional hierarchy of public and communal amenity spaces for residents.

8. Proposals must not prejudice the delivery of the Bus Transit proposals connecting Woolwich, Thamesmead and Abbey Wood.

Environment

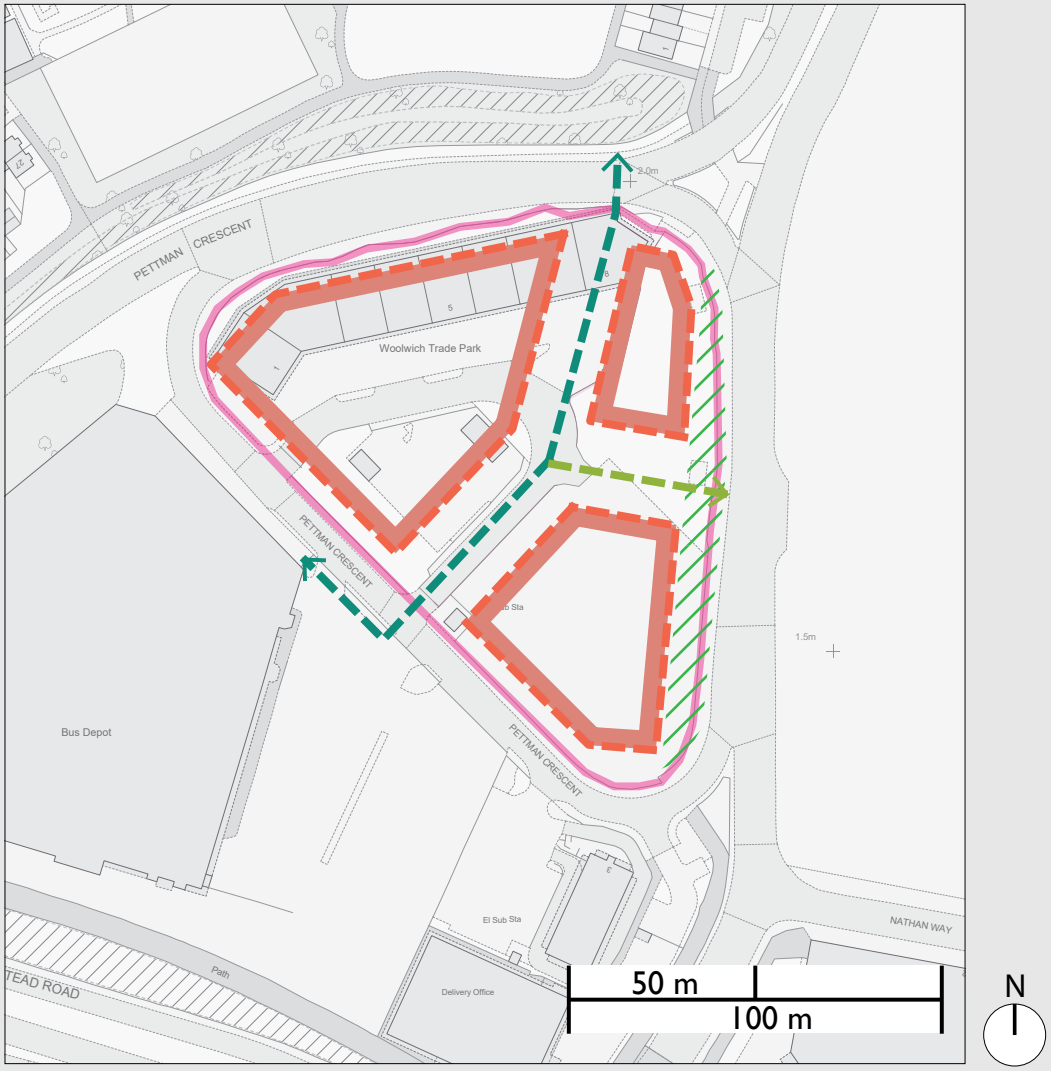
9. The development must retain existing Category A and B trees around the site, integrating them with new tree planting where appropriate.

10. Routes across and along the site should be enhanced with a balanced combination of soft landscaping and hard surfaces, underpinned by a comprehensive SuDS.

Implementation

11. The site has been partly subject to consented planning application 25/2975/NM (24/1565/R). Detailed pre-application discussions are encouraged to enable development of the remainder of the site.

Place making diagram



Connectivity, Movement, Access and Servicing

Pedestrian and cycle route

Pedestrian route only

Green and blue infrastructure, public realm and landscaping

Green buffer

Land uses and built form

Site boundary

Building line

Site Context

The site is a key location between Woolwich, Plumstead and Thamesmead but it is effectively within an island created by the A206 Pettman Crescent gyratory, creating a difficult environment for pedestrians and cyclists.

There is no public access through the land to the south of the site (containing the Stagecoach Bus Depot and Garage and Royal Mail Sorting Office) to Plumstead Station / Plumstead High Street beyond. The site has a PTAL rating of 4 to 5.

The Lombard Square development is a major urban regeneration project to the east of the site, bringing a substantial transformation to the area. This includes the eastern quadrant of Pettman Crescent, which has consent as Plot 1 of Lombard Square.

The site context photos show the commercial buildings currently on the site and the screen of vegetation on the western side of Pettman Crescent.

1. View approaching from station

2. View from southern Plumstead Road

3. View from western Pettman Crescent

4. View from the north side of Pettman Crescent

5. View from Tom Cribb Road

6. View from northern A2016 Western Way

Proposed Land Uses

A. Residential, community uses and publicly accessible open space

Indicative development capacity

B. 710 homes

C. Approximately 250 sqm of non-residential floorspace

Indicative delivery timescale

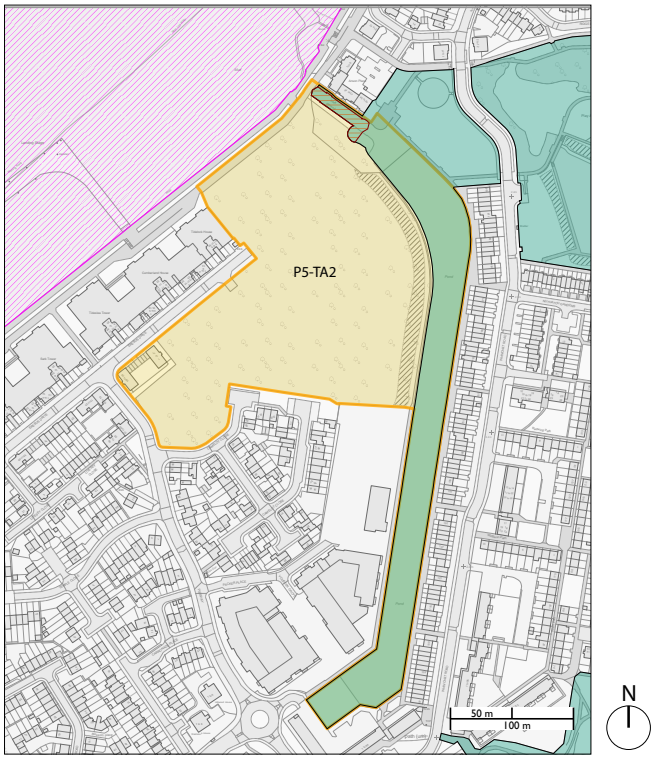
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Broadwater Dock, Thamesmead, SE28	**Ward:** West Thamesmead
Site area: 5.17 ha	**Ownership:** Private
Current use: The site is largely vacant with the majority being vegetated greenfield land, as well as the canal, lock gates and derelict swing bridge. An existing residential block is in the western corner of the site.	**Policy designation:** Grade II National Heritage Asset (Lock and Swing Bridge), Area of High Archaeological Potential, Flood Zone 2 (small portion of the site) and Borough Open Land.
Consent Status: None	**Planning Reference(s):** N/A

PTAL rating: Largely PTAL 1b, with PTAL 2 on the eastern and southern edges.

Policy P5-TA2: Broadwater Dock

Vision

1. The Broadwater Dock site will deliver a masterplan-led, high quality and well connected residential led neighbourhood that offers generous landscaped public spaces for the wider community, enhancing both the accessibility and amenity of the dock, and connectivity to the Thames Path. It presents an organic response to the surrounding built environment, completing the composition of plinths and taller elements along this stretch of the River Thames. Internally, it adopts an appealing, mid-rise human scale that both harmonises with the neighbouring residential areas and provides an appropriate interface with the site's heritage assets and new accessible open spaces.

Land Use

2. Development should consist of a residential-led scheme with public space suitable in size for the wider community. Development should optimise the capacity of the site to contribute to the delivery of 710 new homes, with a mix of sizes and tenures. The existing residential block at the corner of Pier Way and Erebus Drive will be retained.
3. The site will support approximately 250 sqm of community space, accessible to the surrounding sites and the wider neighbourhood.

Design

4. The development should integrate and establish a seamless threshold with the neighbouring residential areas to the south and west, particularly the existing residential block at the western edge of the site at the corner of Pier Way and Erebus Drive. New development should be designed to exhibit a legible mid-rise character at its core, gradually stepping down to align with the adjacent low-rise fabric and private amenities. It must create a distinctive waterfront with public space, avoid overly tall development or creating a wall of development along the waterside.
5. Buildings should be arranged to define a street-based environment, a clear hierarchy of routes and frontages, fostering walking, cycling, and outdoor activities, while also ensuring accessible servicing, deliveries, and the minimum necessary parking. They should define generous communal courtyards and amenities.
6. Tall buildings may be appropriate on the site, of around 18 storeys on the waterfront.

Connectivity and Public Realm

7. Development should establish frequent connections across the site and effectively integrate with neighbouring sites, enabling access to the riverfront and dock. Pedestrian- and cycle-focused routes should be integrated throughout the site, connecting with neighbouring communities and providing an attractive green route to Gallions Park, which will reactivate the Thames Path and should re-activate the listed Lock and Swing bridge to maximise permeability and improve the value of the bridge. If the bridge is re-activated, its role and value should be integrated in the overall place strategy. A dedicated pedestrian and cycling route should follow the dock edge, designed organically as part of a broader active travel strategy.
8. Green space should be central to the development, offering generous public areas that serve the wider community and enhancing the dockside with a linear park and active travel corridor. Design should reflect the history of this area, including its military history.

Policy P5-TA2: Broadwater Dock

Environment

9. The highest-quality trees on the site should be preserved and thoughtfully integrated with new groupings and alignments of trees as far as possible. Species selection should be carefully considered to reflect the character of the place and its proximity to the river, as well as enhance the site's biodiversity.
10. The enhancement of the dock should be an integral part of any development on the site. Sustainable drainage should be considered from the outset.
11. Proposals should be responsive to existing natural and environmental assets on site in reflection that the site currently contains significant green infrastructure which may provide much environmental value.
12. With its location abutting the Thames Path and River Thames tidal flood defences, the development design should ensure requirements of the Thames Estuary 2100 Plan can be delivered through utilising a Riverside Strategy Approach.

Implementation

13. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees and greening
- New trees and greening
- Green parks & linear parks
- Dock enhancement

Land uses and built form

- Site boundary
- Building line
- Grade II listed bridge value and role to be enhanced

Place making diagram

Site Context

The site is largely vacant, with the majority as greenfield land, but with an existing residential block at the corner of Pier Way and Erebus Drive. To the north of the site is a strip of mid- to high-rise mixed commercial/residential blocks, and the north eastern area of the site is bordered to the north by the River Thames. To the immediate west of the site is a mix of mid-to high-rise residential developments, and a small area of two-storey residential homes.

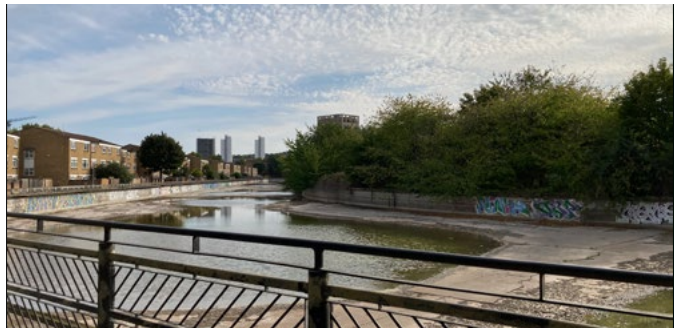
Further east and north of the site is more low-rise residential housing as well as community facilities (a community centre, primary school, some greenspace, a church, and civic justice facilities and some commercial units.

The site is not located within a town centre with the nearest being Woolwich around 400m away. The site has a low PTAL rating, largely PTAL 1b with PTAL 2 on the eastern and southern edges of the site. However, this can improve if pedestrian permeability towards the town centre is improved. The site is a 16-minute walk away from Plumstead Station, which is served by Southeastern and Thameslink services, and an 18-minute walk to the Woolwich Elizabeth Station. The nearest bus route is on Broadwater Road approximately a six-minute walk way, with bus routes connecting the site to Thamesmead West, Abbey Wood, Lewisham and Queen Elizabeth Hospital.

The site contains a Lock and Swing bridge, which is a Grade II national heritage asset, reflecting the site's military history.

1. Approach from Pier Way

2. View from Thames Path towards statutory listed swing bridge



3. View from Warepoint Drive across dock towards site

4. Approach from Erebus Drive

5. Approach from the western Thames Path

6. View from the eastern Thames Path

Former Princess Alice Public House
Site Allocation

Proposed Land Uses

A. Residential with ground floor commercial use.

Indicative development capacity

B. 80 homes

C. Approximately 1,720 sqm of commercial floorspace

Indicative delivery timescale

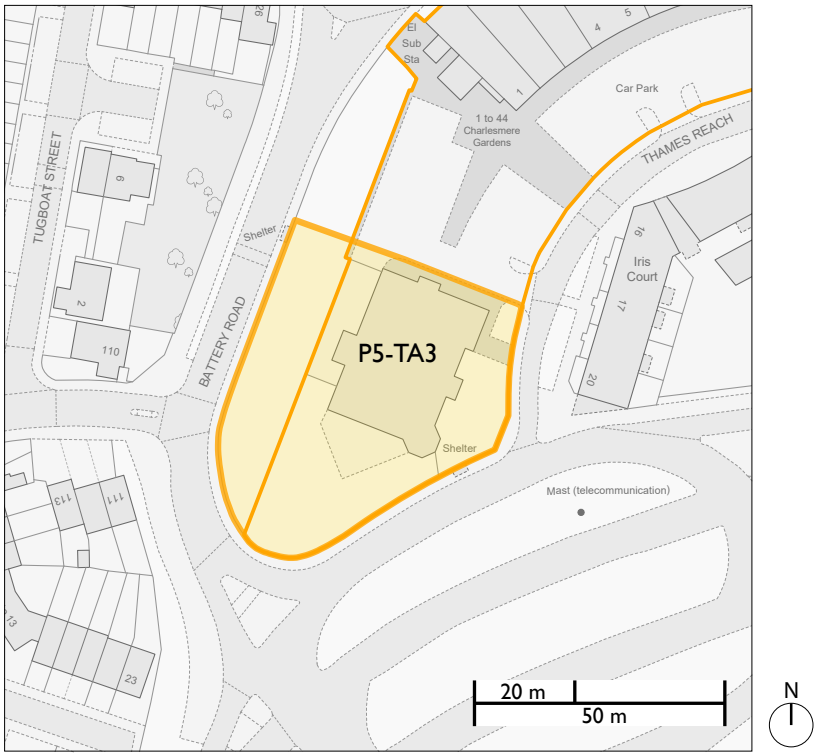
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 2A Battery Road, London SE28 0JS	**Ward:** West Thamesmead
Site area: 0.27 ha	**Ownership:** Private
Current use: Former public house with some surrounding green space.	**Policy designation:** Thamesmead and Abbey Wood Opportunity Area. Within Gallion's Reach Local Centre. Flood Zone 3. Area of High Archaeological Potential.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 2	

Policy P5-TA3: Former Princess Alice Public House

Vision

1. The Former Princess Alice Public House site will deliver a residential-led, mixed use development with ground-floor commercial use. Design will respect the local character, with upper floors set back to create some mediation with adjoining sites and protect neighbouring amenity. Development will enhance connectivity, encourage active travel, and provide well-sunlit, high quality communal and public spaces and public realm, to maximise resident ame nity.

Land Use

2. The site is suitable for a residential-led mixed use development providing approximately 80 homes containing a mix of sizes and tenures, with a capacity of 1,720 sqm of commercial uses explored on the ground floor facing Thames Road/Western Way.

Design

3. Development will need to integrate well with the established character of the area, paying particular attention to the immediate area of the site, while optimising density and enhancing the quality of the overall urban fabric and open space.
4. Buildings on Battery Road should work well with the established massing, with the upper floors being set back to avoid any unacceptable level of impact on neighbouring amenity. A building height of around 10 storeys may be appropriate on this site, but should be stepped down at the boundary of the building to be in-keeping with neighbouring buildings.

Connectivity and Public Realm

5. There is an opportunity to improve the connectivity in the area with better access from Thames Road, and better pedestrian connectivity from Battery Road. The layout of any scheme should be designed in a way to foster active travel into and across the site.

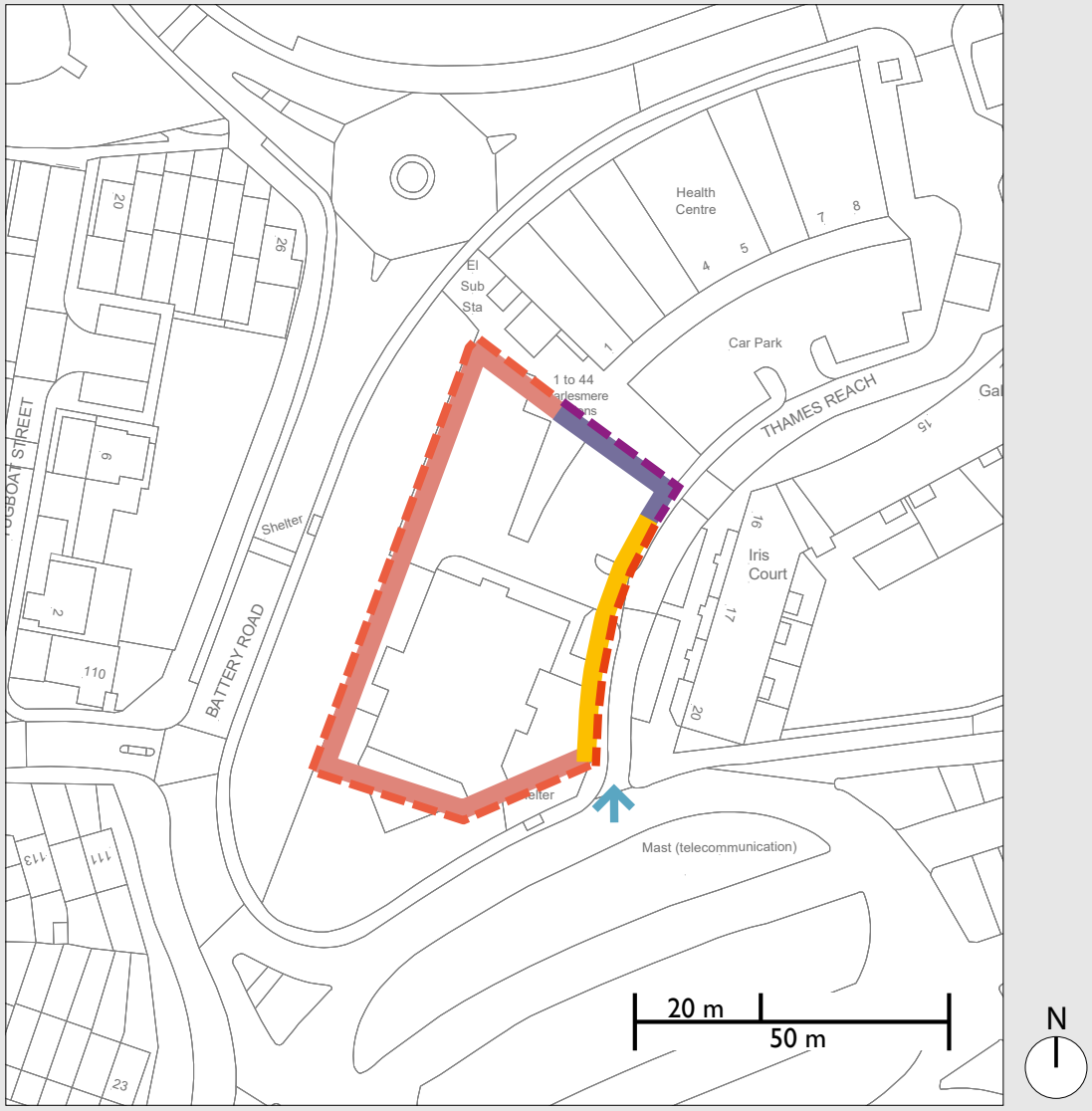
Environment

6. A vibrant mix and clear hierarchy of communal and public amenity spaces should be delivered on the site. Communal amenity should have a good exposition to sunlight, preferably on the central and southern part of the site. New public realm should be concentrated along Thames Road.

Implementation

7. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

Potential location for access, servicing and deliveries

Land uses and built form

Site boundary

Ground floor active frontage - commercial and retail uses

Ground floor active frontage - Residential uses

Building line

Site Context

The site fronts on to Thames Road with Battery Road at the rear. Both of these roads contain a bus stop, providing access to Thamesmead Town Centre in 10 minutes and Woolwich in 14 minutes. The site has a PTAL rating of 2, however provides good connectivity to Woolwich and Thamesmead by bicycle (8 minutes and 7 minutes respectively). It is walkable to Woolwich Elizabeth Line Station in 25 minutes.

The surrounding area largely comprises low rise residential (less than 50 homes per ha) and the building stock is relatively low-rise within the residential areas (9- 12m), with the exception of a number redevelopment schemes from the late 90's and early 2000's to the east of the site. Directly opposite the site across Thames Road is a 6-storey modern flatted development.

The surrounding area also includes lots of green space, with Gallion's Park nearby to the site, as well as some other green spaces adjoining roads.

1. Approach from Western Way

2. View from Western Way

3. View from car park on Thames Road

4. View from junction on Merbury Road and Battery Road

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

6. View from junction of Battery Road and Western Way

Thamesmead Waterfront
Site Allocation

Proposed Land Uses

A. Mixed-use development including residential, town centre uses, commercial, community and transport uses, green and blue infrastructure.

Indicative development capacity*

B. Approximately 15,000 homes

C. Approximately 135,000 sqm commercial / community uses

Indicative delivery timescale

1-5	**6-10**	**11-15**

*5,750 units anticipated in the Plan Period, with the remainder over the period to 2050

Evidence Base

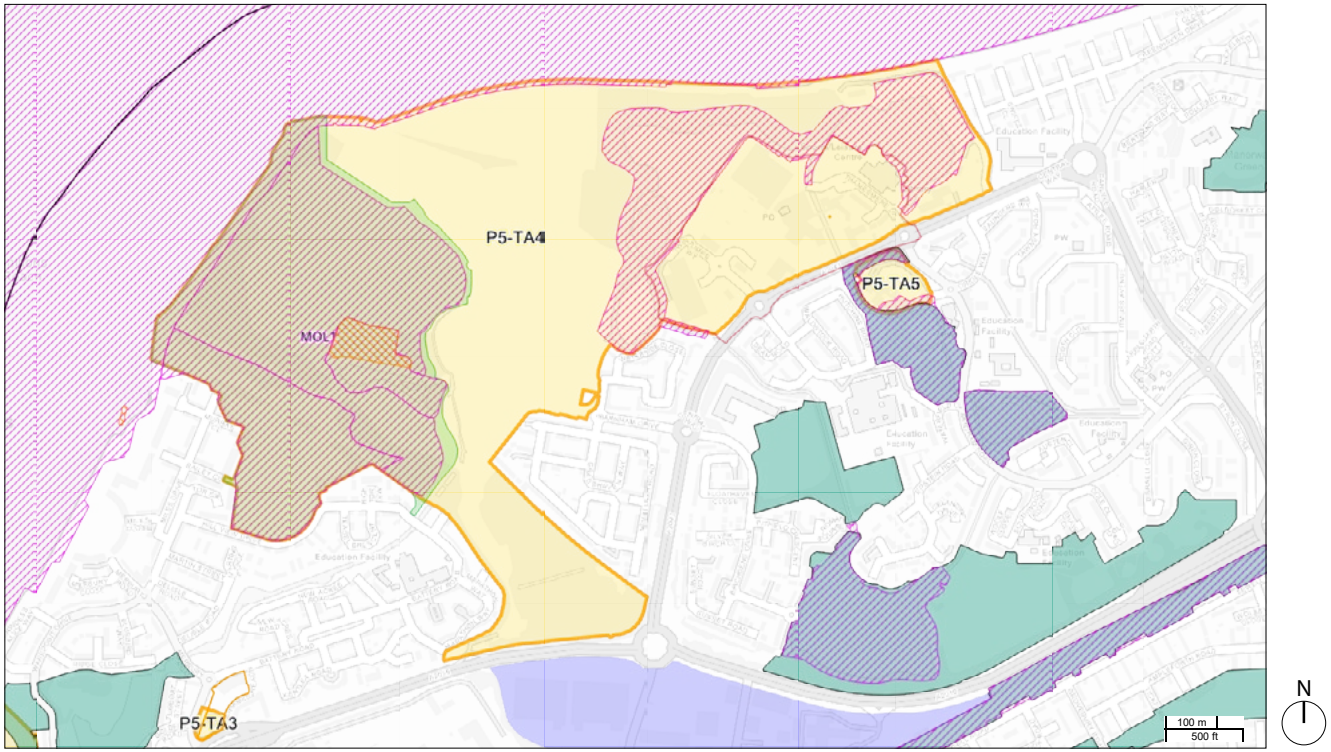
Thamesmead and Abbey Wood OAPF (2020)

Thamesmead Waterfront Joint Venture Strategic Masterplan (2020)

Characterisation Study: Area of transformation, with varying levels of sensitivity to change

Tall Buildings Assessment: Partly located within a Tall Building Zone.

Site boundary and constraints



Address: Thamesmead Waterfront, SE28	**Ward:** Thamesmead Moorings
Site area: 97 ha	**Ownership:** Private
Current use: Residential. Town Centre; primarily large floorplate retail with extensive parking, leisure centre, library. Vacant land, including a former landfill site. Open Space, some publicly accessible.	**Policy designation:** District Centre, Metropolitan Open Land, Borough Open Land, SINC, Locally Listed Buildings, Flood Zone 3, London City Airport Public Safety Zone. Tall Building Zone. Local View 6.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 0 to 3	

Policy P5-TA4: Thamesmead Waterfront

Vision

1. The Thamesmead Waterfront site will be developed as an exemplar residential-led mixed use New Town with associated cultural, social and commercial uses set in a high quality waterside public realm with strong active travel connections to the River Thames pathway and to adjoining neighbourhoods. The Council and landowner will work collaboratively with the government and Greater London Authority to deliver the New Town.

2. The New Town will deliver approximately 15,000 homes with a rejuvenated and expanded town centre, employment spaces and major new riverside park. Unlocked by the extension of the Docklands Light Railway, the New Town should embrace its waterfront location and natural assets and improve connections into and through the area.

3. Development proposals within the New Town boundary shown on the Policies Map must be in accordance with a Strategic Framework Masterplan and Design Code prepared collaboratively with, and endorsed by the Council. Neighbourhoods, as they are brought forward, should be accompanied by detailed masterplans and/or design codes that reflect and build upon the principles and parameters set out in this policy and the government's New Towns policy and placemaking principles.

Land Use

Homes

4. Guided by the Masterplan, a substantial residential-led mixed use development will be created with the potential to deliver up to 15,000 homes, with the bulk of these being delivered beyond the Plan period.

Commercial

5. Development will include light industrial units and workspaces as well as a rejuvenated and expanded town centre encompassing a mix of community facilities and retail, commercial and leisure uses.

Infrastructure

6. The Masterplan will be supported by a bespoke 'live' Infrastructure Delivery Plan which will provide up to date information on the estimated cost, funding, delivery Facilities and future management responsibility and timing of all essential infrastructure for the new town.

7. New transport connections will be created through the provision of a DLR station and Bus Transit service, and the re-routing or creation of new local bus provision to connect individual neighbourhoods.

Facilities

8. The Masterplan should provide for a range of community facilities meeting the needs of the new and existing community, for example leisure, health, education and green infrastructure provision. Development will include new schools and significant open space provision in the form of a new riverside park with further pocket parks at neighbourhood level. Additionally, there will be provision of local-scale retail/leisure/cultural/community uses distinct from the revitalized town centre, to serve the day-to-day needs of residents.

Design

9. Development of the site should create neighbourhoods within their own distinct characters.

10. Neighbourhoods should have meaningful variation in building heights and the mix and intensity of development should vary both between neighbourhoods and within

Policy P5-TA4: Thamesmead Waterfront

neighbourhoods to avoid a monotonous and repetitive form of development. Development layouts should establish an urban character with permeable blocks, coherent building lines and definition of streets with natural surveillance and private/communal block centres.

11. New development must have a relationship with the River Thames, inland canals and lakes and the Riverside Park; layout, scale and massing of proposals must provide for regular gaps to ensure visual and physical connections. Development must create a mix of urban and landscape interfaces with the water and open up views towards the River Thames.

12. Every neighbourhood must provide a mix of housing types and tenures. Family sized units should be provided throughout the site, with consideration given to providing a higher proportion of family sized units where these would benefit from proximity to parks/natural spaces or social infrastructure.

13. The new DLR station should serve as a prominent arrival point into the revitalised town centre, featuring engaging active frontages and intuitive wayfinding. To optimise both density and vibrancy, the town centre should integrate residential units above commercial premises. The locally listed Thamesmead Clocktower should be retained and integrated more prominently.

14. The site and surroundings have a unique history, and opportunities should be explored as to how to better reveal this through the development of a distinctive character reflecting the unique history of the site and its surrounding areas. Development must preserve or enhance the heritage significance of the locally listed 'danger buildings' and Tripcock Ness lighthouse.

15. Appropriate design solutions will be needed to mitigate against noise impacts from London City Airport.

16. Tall Buildings of around 20 storeys in height may be appropriate on parts of the site.

Connectivity and Public Realm

17. A new DLR station within the revitalised Town Centre will connect Thamesmead Waterfront to Beckton Riverside and towards Central London, significantly enhancing crossriver connectivity. The potential for a new river bus pier to further increase connectivity should be explored.

18. A dedicated, high-priority transit corridor will deliver a fast and dependable bus service linking to the Elizabeth Line at Abbey Wood and Woolwich. This route should be designed to support active travel, offering safe and accessible infrastructure for both cyclists and pedestrians.

19. A package of local connection interventions, including improved local bus routes and better quality walking and cycling connections will tackle severance at a local scale.

20. Residential neighbourhoods and the town centre should have a legible hierarchy of streets. Additional connections should weave through the area, integrating parks, the River Thames, the Twin Tumps and Thamesmead's lakes and canals, the town centre, and residential neighbourhoods. There should be enhancements to the Thames Path to further improve access and experience for all users.

21. The delivery of multifunctional green and blue infrastructure and high-quality landscaping across the site is expected: provision of communal gardens, green streets, courtyards, shared amenity space and play space for occupants of new development is required in addition to the Riverside Park.

Policy P5-TA4: Thamesmead Waterfront

Environment

22. Development must respect the ecology and biodiversity of the River Thames, and the network of inland canals and lakes designated as SINCs. The former land fill site now has habitat value which will need to be assessed and carefully addressed. Green spaces must favour native and/or climate-adaptive species.

23. Studies will need to be undertaken to understand potential contamination, particularly given the presence of the former hazardous waste landfill site, and mitigate contamination risks if they are found.

24. Environmental performance should be integral to design, with microclimate mitigation built into buildings and landscape. Designs should respect the site's topography and natural water flow, incorporating rainwater harvesting and reuse.

25. Upgrades to the water supply and wastewater network infrastructure are likely to be required and early engagement with Thames Water is essential.

26. Opportunities to embed onsite renewable energy generation should be taken, including the potential establishment of a local decentralised energy network.

27. The River Thames tidal flood defences to the north of the site must be maintained and upgraded in line with the Thames Estuary 2100 Plan, and the Thames Path must be retained and its access improved, with development following a Riverside Strategy approach.

28. New development should ensure there is sufficient capacity in the surface water drainage system within the Thamesmead catchment area, either through upgrading the system or prioritising other methods of discharge as appropriate.

Implementation

29. Development will be guided by the Strategic Framework Masterplan and Design Code. This will follow the principles set out in the government's New Towns placemaking principles and planning policy for New Towns. The masterplan should include an ambitious and deliverable vision agreed with key partners which will guide the creation of an exemplar New Town.

    The Strategic Framework Masterplan should include a phasing plan from the outset (updated periodically in agreement with the Council). This should include a schedule for the delivery of all elements of the New Town including residential and employment neighbourhoods, retail and commercial areas, social, physical and green infrastructure. Where appropriate, trigger thresholds for the provision of essential infrastructure to support population growth should also be provided.

30. Delivery and implementation of the New Town will be led by an appropriate delivery body agreed by the Government, the Peabody/ Lendlease Joint Venture, the Royal Borough of Greenwich and the Greater London Authority through the New Towns process.

31. The Masterplan may be reviewed periodically, but any update must be agreed by the Council and relevant delivery partners and remain consistent with the strategic principles of this policy and the government's New Towns Placemaking Principles and planning policy for New Towns.

Connectivity, Movement, Access and Servicing

- DLR route and station
- Potential Thames clipper station
- Bus Transit route
- Local bus route
- Thames Path

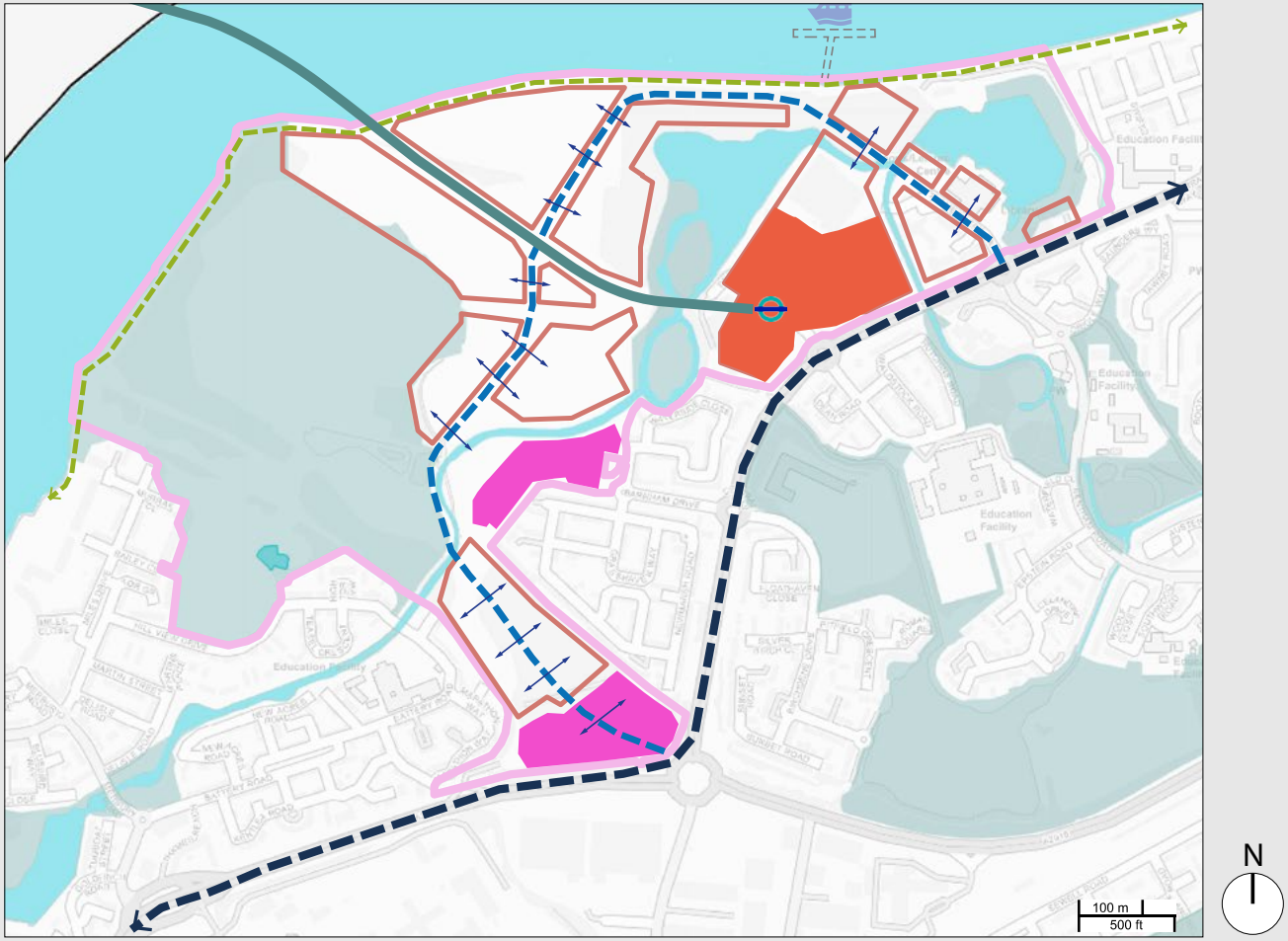
Green and blue infrastructure, public realm and landscaping

- Green infrastructure
- Blue infrastructure

Land uses and built form

- Site boundary
- Town centre
- Neighbourhoods
- Mixed use, including Residential, Employment and Industrial uses
- Links across main infrastructure

Place making diagram



Site Context

This extensive site forms the northern edge of Thamesmead and has approximately 2km of frontage to the River Thames. The site has a long and unique heritage as first a marshland, then as a part of the Royal Arsenal site used for munitions manufacturing and testing, and finally as part of a new town built in the 1960s. It is now one of seven locations being taken forward as a proposed New Town in the Government's draft New Towns Programme consultation, with the outcome of this proposed to be published by the end of 2026.

Existing uses include the Thamesmead Town Centre, primarily a large floorplate retail centre surrounding a large car park, and land designated as Metropolitan Open Land and Borough Open Space, including a former landfill site which is no longer active and for which a closure plan is in place. Given that Thamesmead Waterfront has remained largely undeveloped and inaccessible for years, much of the rest of the site has a natural character. The site has varying levels associated with the landfill use.

To the west, south and east of the site are the existing primarily residential neighbourhoods of Thamesmead. The area is currently dominated by the car. It has poor public transport connectivity, with the majority of the area having a PTAL rating of 2 or less.

The majority of the site is owned by the Peabody Housing Association. The Peabody/ Lendlease Joint venture has prepared an informal draft Strategic masterplan which has informed this policy together with the Thamesmead and Abbey Wood Opportunity Area Planning Framework (2020).

1. View of Thamesmead Clock Tower

2. View from Gallions Hill

3. Thamesmead Town Centre

4. Thamesmead Town Centre

5. View towards Thamesmere Leisure Centre

6. Thamesmere Leisure Centre

Gallions Reach Health Centre
Site Allocation

Proposed Land Uses

A. Residential and community use

Indicative development capacity

B. 260 homes

C. Approximately 2,730sqm of community (health) floorspace

Indicative delivery timescale

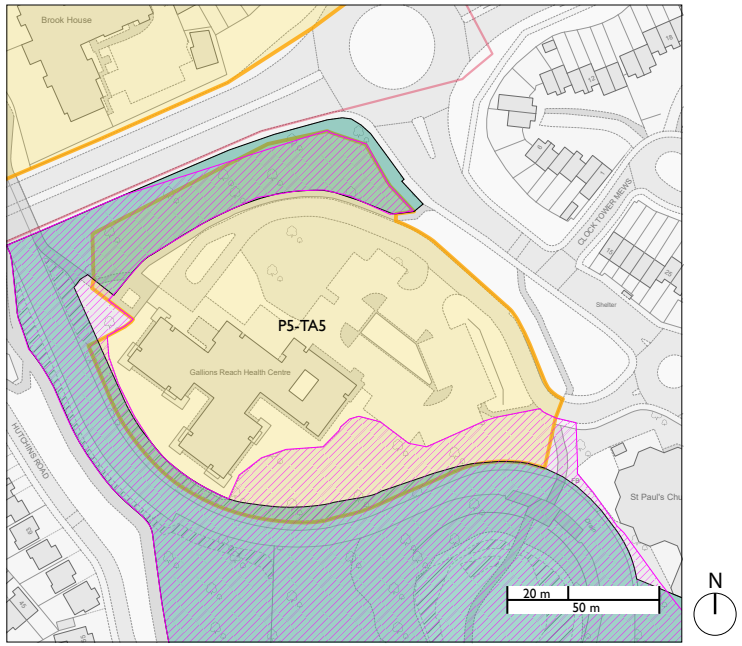
1-5	6-10	**11-15**

Evidence Base

Characterisation Study: Area of transition / enhancement, with low sensitivity to change.

Tall Buildings Assessment: Not located within Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Gallions Reach Health Centre, Bentham Road, London SE28 8BE	**Ward:** Thamesmead Moorings
Site area: 1.4 ha	**Ownership:** Public
Current use: Health Centre	**Policy designation:** Flood Zone 3, Thamesmead and Abbey Wood Opportunity Area, Area of High Archaeological Potential, one Tree Protection Order, SINC. Local View 6, and a historic wall on the site is a non-designated heritage asset.
Consent Status: None	**Planning Reference(s):** N/A

PTAL rating: 2 in the northwest corner; 3 in the northeast corner, 1b along the south

Policy P5-TA5: Gallions Reach Health Centre

Vision

1. The Gallions Reach Health Centre site will deliver a high quality, creatively designed medium-high density residential or mixed residential-healthcare development meeting local needs whilst retaining and enhancing existing green and blue spaces on the site and respecting the non-designated heritage asset (wall) on the site within its design.

Land Use

2. The scheme should be residential-led and re-provide the existing health provision on-site. The site will contribute to the delivery of 260 homes with a mix of sizes and tenures. The scheme should provide 50% affordable homes. This will be supported by 2730 sqm of community (health) floorspace.

3. Applicants should engage in detailed discussions through the pre-application process., retaining an active frontage. Any residential uses must avoid sleeping accomodation at ground level.

4. Existing health service operations must not be compromised during the redevelopment process and phased construction, temporary or alternative provision should be used to maintain continuity of care for existing patients until new facilities are complete.

Design

5. The design should be influenced by the existing open space and biodiversity, with public realm at the heart of the scheme. The site is isolated and surrounded by trees, presenting opportunities for unique design. It is within the Thamesmead and Abbey Wood Opportunity Area therefore there is an opportunity for some density and height on the site.

6. The historic wall on the site is considered a non-designated heritage asset and therefore the scheme's design should be respectful of this local context.

7. Tall buildings may be appropriate on the site of around 10 storeys subject to scrutiny of any potential impacts on the neighbouring residential area.

Connectivity and Public Realm

8. Redevelopment of the site should help to establish a street-based place where buildings front onto and define the urban realm.

9. Additionally, the scheme should increase connectivity within the site as well as from the site to the wider locality. The site is accessed from a roundabout on Bentham Road and Oriole Way. The access road sweeps around the eastern and northern boundaries of the site. There is pedestrian access along the canal, which presents an opportunity to connect this to the wider pedestrian network.

Environment

10. The site contains many trees, that should be retained as far as possible, including one with a Tree Preservation Order.

11. The canal also offers an opportunity for public amenity space to the western and southern boundaries of the site. Development should be appropriately set back to allow for biodiversity enhancement and maintenance or improvement access.

Policy P5-TA5: Gallions Reach Health Centre

12. The existing green spaces should be central to the design of the site, and their connections with each other, as well as the wider green and blue network, should be prioritised.

Implementation

13. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- New link across the site
- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

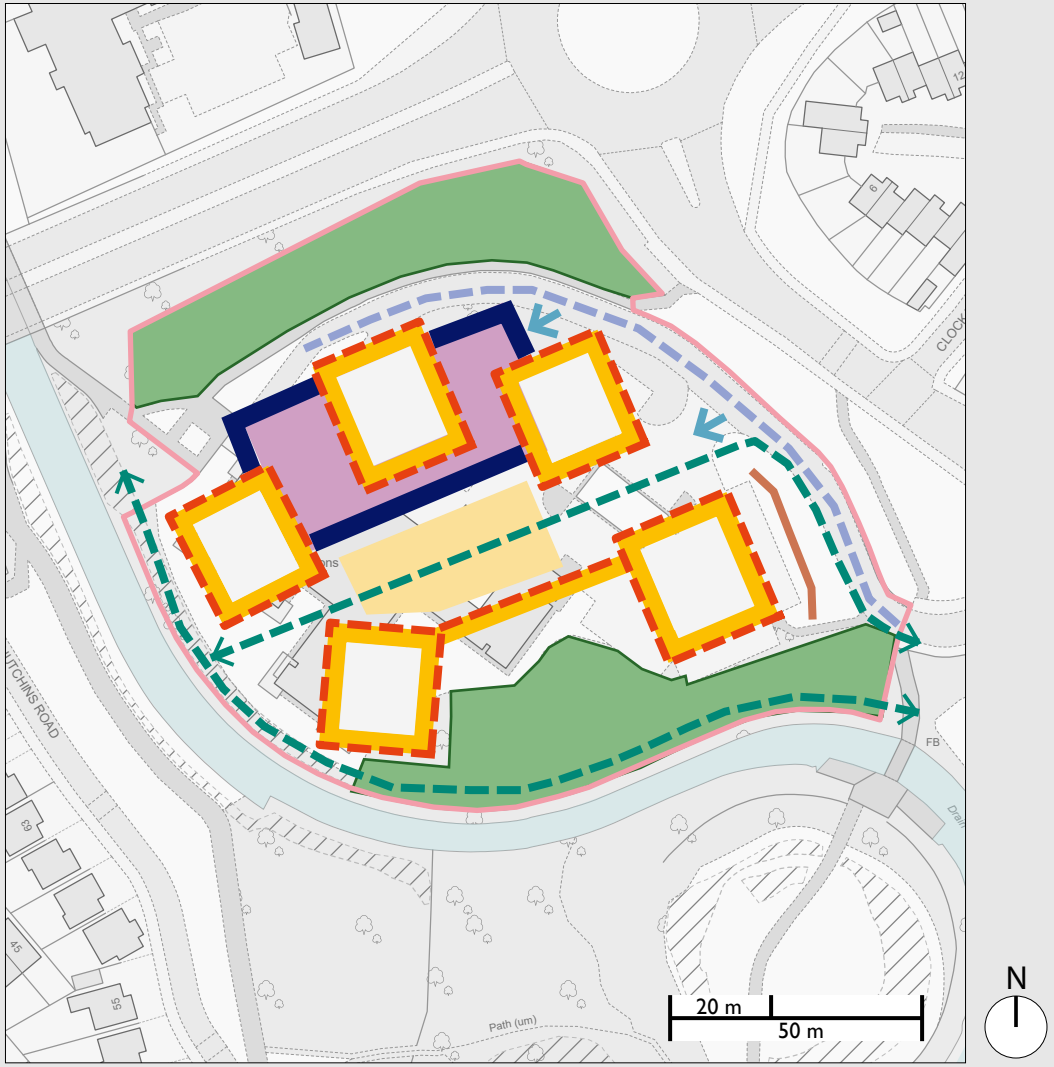
Green and blue infrastructure, public realm and landscaping

- Existing trees and greening
- Public realm and public open space enhancement
- Rivers or brooks to be enhanced

Land uses and built form

- Site boundary
- Public service access frontage (stations, hospitals)
- Ground floor active frontage - Residential uses
- Retained on site buildings of townscape importance
- On-site social / health / educational uses

Place making diagram



Site Context

The site currently contains the Gallions Reach Health Centre and associated parking facilities on around half the site area. A significant portion of the surroundings comprises densely vegetated green space. The area is low density and the existing building stock is relatively low-rise. The predominant building height is 2 storeys (9-12m), with some 3 and 4 storey blocks of flats slightly futher away. This part of Thamesmead is characterised by low density modern housing estates from the 1990s.

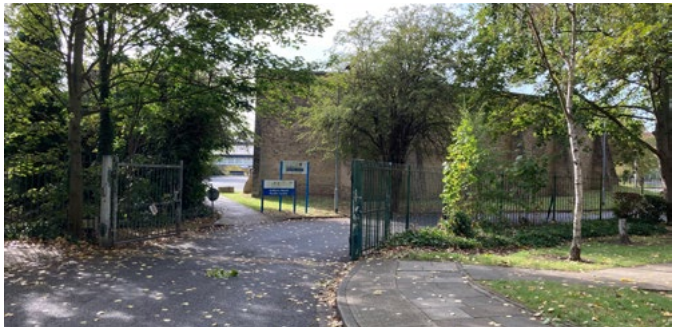
The site is set back from neighbouring developments, largely hidden by trees and has a canal running along its western and southern boundary. Central Way to the north bridges over the canal on the site creating a height difference between the road and the site.

To the immediate south of the site is Hawksmoor Park, then beyond this is Woolwich Polytechnic School for Boys and some low-rise residential housing. To the east and west of the site is also low rise (1-2 storey), largely residential neighbourhoods with some community facilities. Land to the north of the site comprises low- to mid-rise residential and community uses, and there is a retail park to the north west of the site. The wider area as a whole is dominated by low- to medium-rise residential and community uses, with some retail provision.

There is a mixed PTAL rating across the site, with the northwest corner rated 2, the northeast corner rated 3 and the southern edge having a rating of 1b. There is a bus stop ajoining the site as well as one that sits opposite the site which together connect the site to Woolwich, Queen Elizabeth Hospital, Abbey Wood and Bexleyheath. The site is within easy reach of the town centre.

1.View out of the site from site entrance.

2. View into the site from Central Way that runs to the north of the site.



3. View of main entrance to the site from Bentham Road including the historic wall.

4. View of the existing buildings and car park

5. View of the historic wall within the car park

6. View of the main building within the site

Land west of Church Manor Way
Site Allocation

Proposed Land Uses

A. Gypsy and Traveller Site

Indicative development capacity

B. 18 pitches

Indicative delivery timescale

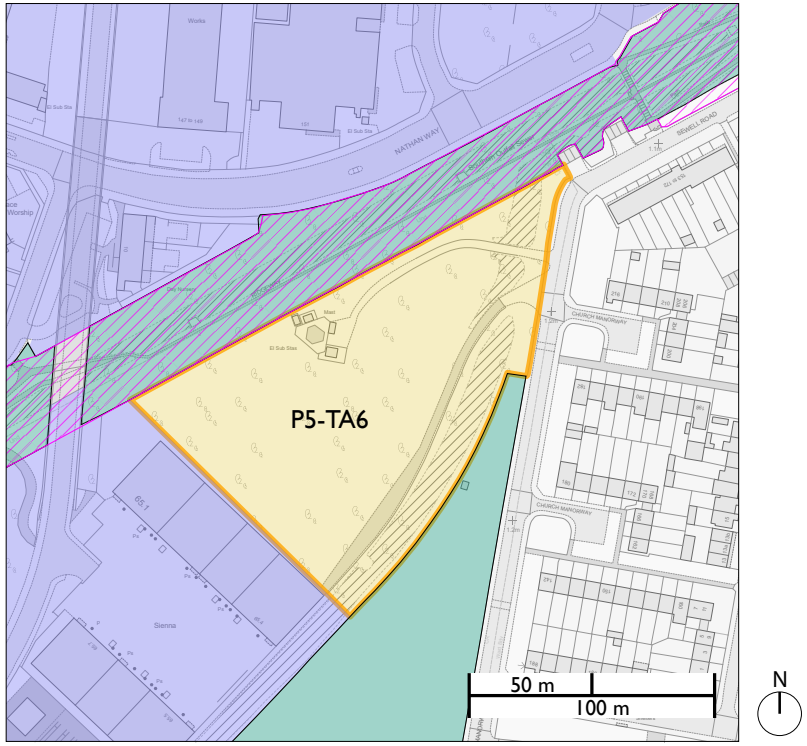
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Land to the west of Church Manor Way, between Plumstead and Abbey Wood	**Ward:** Plumstead & Glyndon Ward
Site area: 1.3 ha	**Ownership:** Public
Current use: Vacant grassland. Part of site is used for an Aerial Mast.	**Policy designation:** A small section of the site is in Flood Zone 3. Borough Open Land to the south and Ridgeway SINC to the north. Local View 2 and Local View 6.
PTAL rating: 1b	

Policy P5-TA6: Land west of Church Manor Way

Vision

1. The Land west of Church Manor Way site will deliver a safe, inclusive, and well-integrated Gypsy and Traveller site to help meet accommodation needs in Royal Greenwich. The development will support a high quality of life for residents through well-designed pitches, access to green space, and appropriate infrastructure, in accordance with the criteria set out in Policy H10: Gypsy and Traveller Accommodation.

Land Use

2. The site will be allocated for use as a Gypsy and Traveller site, with provision for approximately 18 pitches. Each pitch will be designed to accommodate up to two caravans, two vehicles, and an amenity block including kitchen, bathroom, and living space. A range of pitch sizes will be considered to reflect the varying needs of families. The site will also include shared green space, a children's play area, and potentially a small area for horse grazing.

Design

3. Design will prioritise safety, privacy, and community cohesion. The layout will ensure clear boundaries between pitches while fostering a sense of community through shared spaces. The site will be landscaped to soften visual impact and enhance biodiversity, with careful consideration of the site's slope and existing vegetation. Sustainable drainage and utility infrastructure will be incorporated from the outset. No pitches should be built on the edge of the site which is susceptible to flooding (in Flood Zone 3). There will also need to be an adequate buffer between the SIL to the South-West of the site to protect amenity.

Connectivity and Public Realm

4. Vehicular access will be provided via Church Manor Way. Public realm improvements will include soft landscaping, including bunds, communal green areas, and play space to support family life and wellbeing.

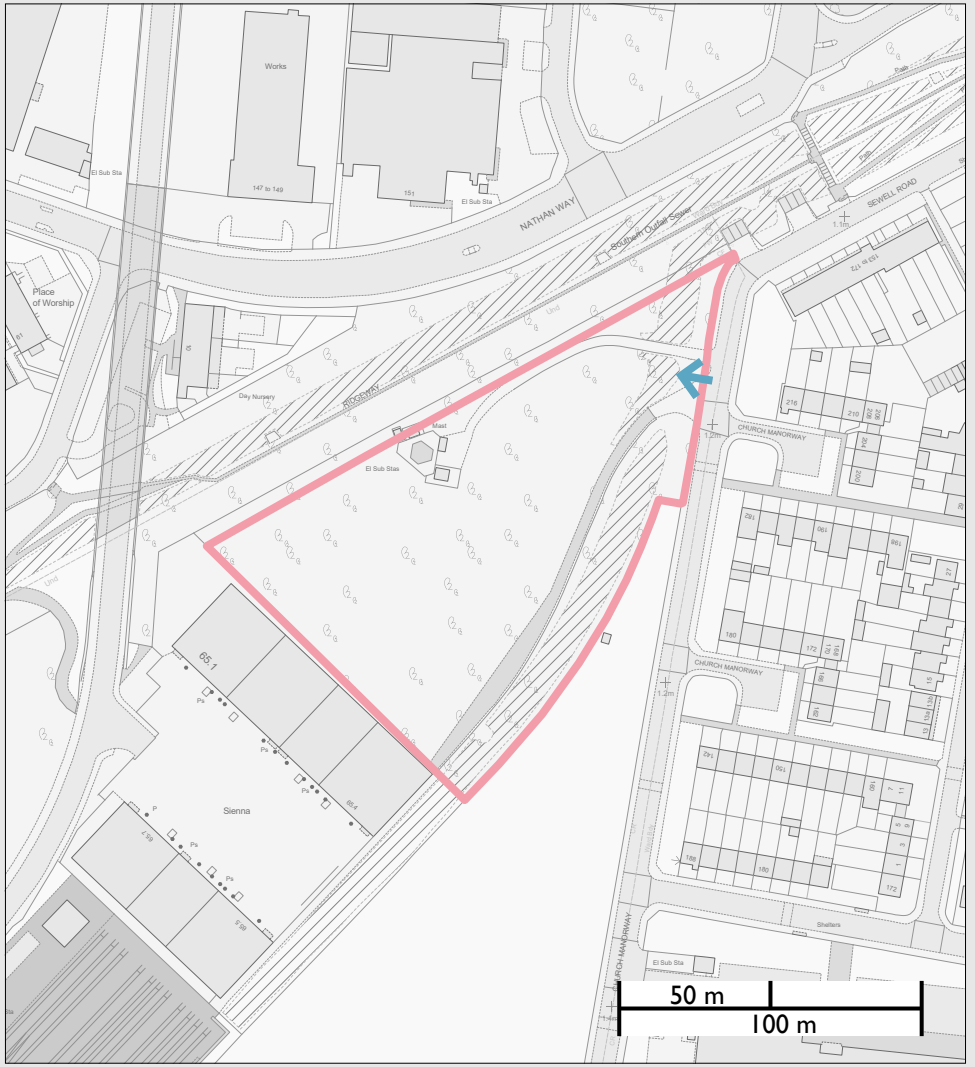
Environment

5. The site borders a Site of Importance for Nature Conservation (SINC) and is partially within Flood Zone 3. Development will be guided by ecological and flood risk assessments to ensure minimal environmental impact. Existing vegetation will be retained where possible, and new planting will enhance biodiversity.

Implementation

6. The site will be delivered by the Council and will be subject to further engagement through the planning application process.

Place making diagram



Site boundary

Potential location for access, servicing and deliveries

Site Context

The site lies between Plumstead and Abbey Wood, within the Thamesmead and Abbey Wood spatial area.

The site is currently vacant land with vegetation and includes a BBC telecom mast that would need to be relocated.

The site is adjacent to residential housing in the Abbey Wood Estate to the east. To the south is protected Borough Open Land containing allotments, and industrial units within SIL. To the north is the Ridgeway, a raised public footpath and SINC.

The site has a PTAL rating of 1b; a bus stop on Sewell Road close to the access to the site, serves a bus route to Woolwich and Abbey Wood where there are National Rail and Elizabeth Line services as well as multiple bus connections. The site is close to two primary schools and St Paul's Academy Secondary school.

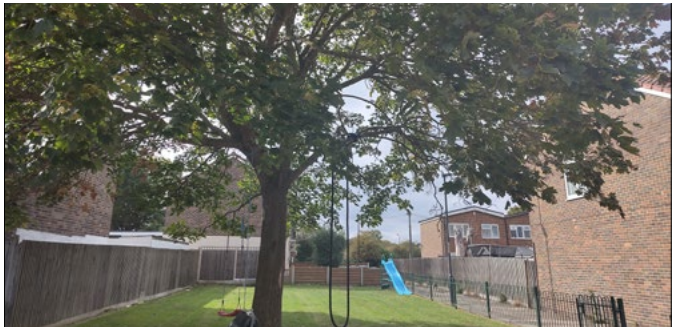
1. Approach from southern Church Manor Way

2. Approach from northern Church Manor Way

3. Approach from Sewell Road

4. View from Ridgeway

5. View from Nathan Way



6. Neighbouring amenity space

Cross Quarter and Lyndean Industrial Estate
Site Allocation

Proposed Land Uses

A. Residential led mixed-use development to include the reprovision of industrial uses consistent with the LSIS designation

Indicative development capacity

B. 820 homes

C. Approximately 3,000 sqm non-residential floorspace

Indicative delivery timescale

1-5	**6-10**	**11-15**

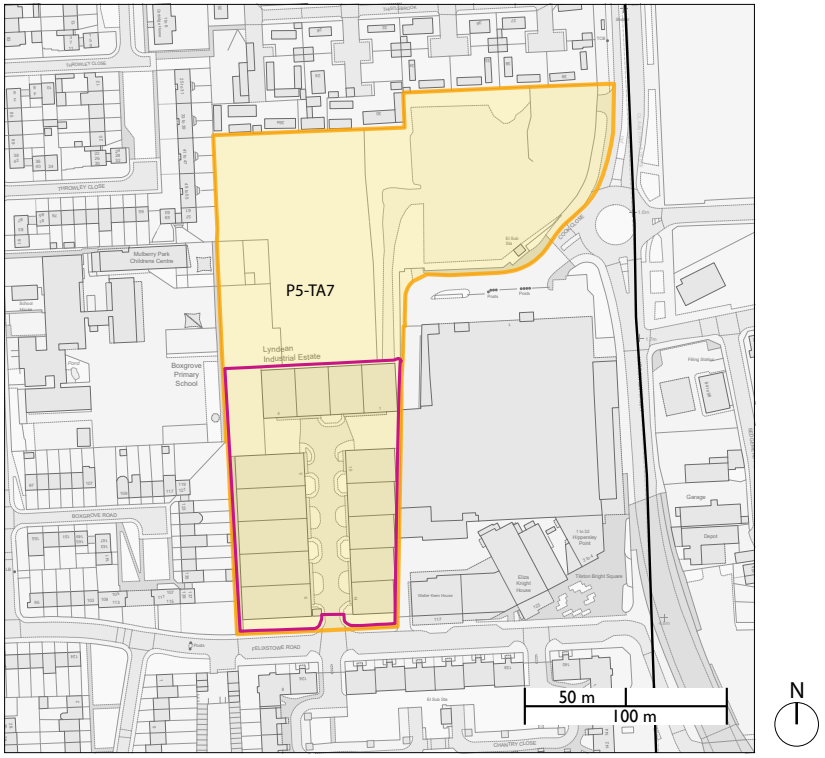
Evidence Base

Thamesmead and Abbey Wood OAPF (2020)

Characterisation Study: Area of transformation, with varying sensitivity to change.

Tall Buildings Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: Felixstowe Road, Abbey Wood, SE2 9SG	**Ward:** Abbey Wood
Site area: 3.01 ha	**Ownership:** Private
Current use: Industrial units (Lyndean Industrial Estate), vacant (brownfield) land	**Policy designation:** Thamesmead and Abbey Wood Opportunity Area, Locally Significant Industrial Site (LSIS), Flood Zone 3, Tall Building Zone.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 4 to 5	

Policy P5-TA7: Cross Quarter and Lyndean Industrial Estate

Vision

1. The Cross Quarter and Lyndean Industrial Estate site will deliver a mixed-use development, incorporating modern, flexible commercial units on the ground floor to accommodate occupiers that are compatible with residential uses within and adjacent to the site. The existing industrial capacity of the site must be reprovided, in accordance with the LSIS designation of the Lyndean Industrial Estate. The development should provide a transition between the varying densities of existing development in the vicinity.

Land Use

2. The development should take a mixed-use approach, incorporating flexible commercial units at ground floor level towards Felixstowe Road, with residential units above. The site will deliver 820 homes providing a mix of sizes and tenures. This will be supported by 3,000sqm of non-residential floorspace. Industrial uses should be concentrated within the LSIS along Felixstowe Road, along Harrow Manorway, and at the western end of the access lane leading to the Sainsbury's car park.
3. The non-residential floorspace must be consistent with the LSIS designation, ensuring that overall employment capacity is maintained at least at an equivalent level, including through increased employment density, and is capable of accommodating appropriate uses within Use Classes E(g)(ii), E(g)(iii), B2 and B8 in a mixed-use context.

Design

4. The development should provide a transition between the higher-density areas around Abbey Wood station and the existing low- to mid-rise built fabric to the west. Building heights should step down progressively from east to west.
5. Continuous, unbroken building frontages should be avoided along the western edge, adjacent to neighbouring amenities. A thoughtful mix of building types should be employed to foster a strong sense of place.
6. Development must provide for the efficient function, access and service arrangements of the industrial premises.
7. Tall buildings may be appropriate on the site of around 20 storeys.

Connectivity and Public Realm

8. A clear composition of building fronts and rears, along with a defined hierarchy of public and communal amenity spaces, should be established across the site. New streets and open spaces should be designed to encourage connectivity between Harrow Manorway and Felixtowe Road, to encourage active travel and attract visitors.
9. Sufficient yard space must be provided to meet the operational requirements of the industrial operators.

Environment

10. Well-designed green buffers should be incorporated along the western and northern boundaries to create a functional and attractive interface with surrounding uses, while protecting the culverted Butts Canal and residential amenity.

Implementation

11. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram

Connectivity, Movement, Access and Servicing

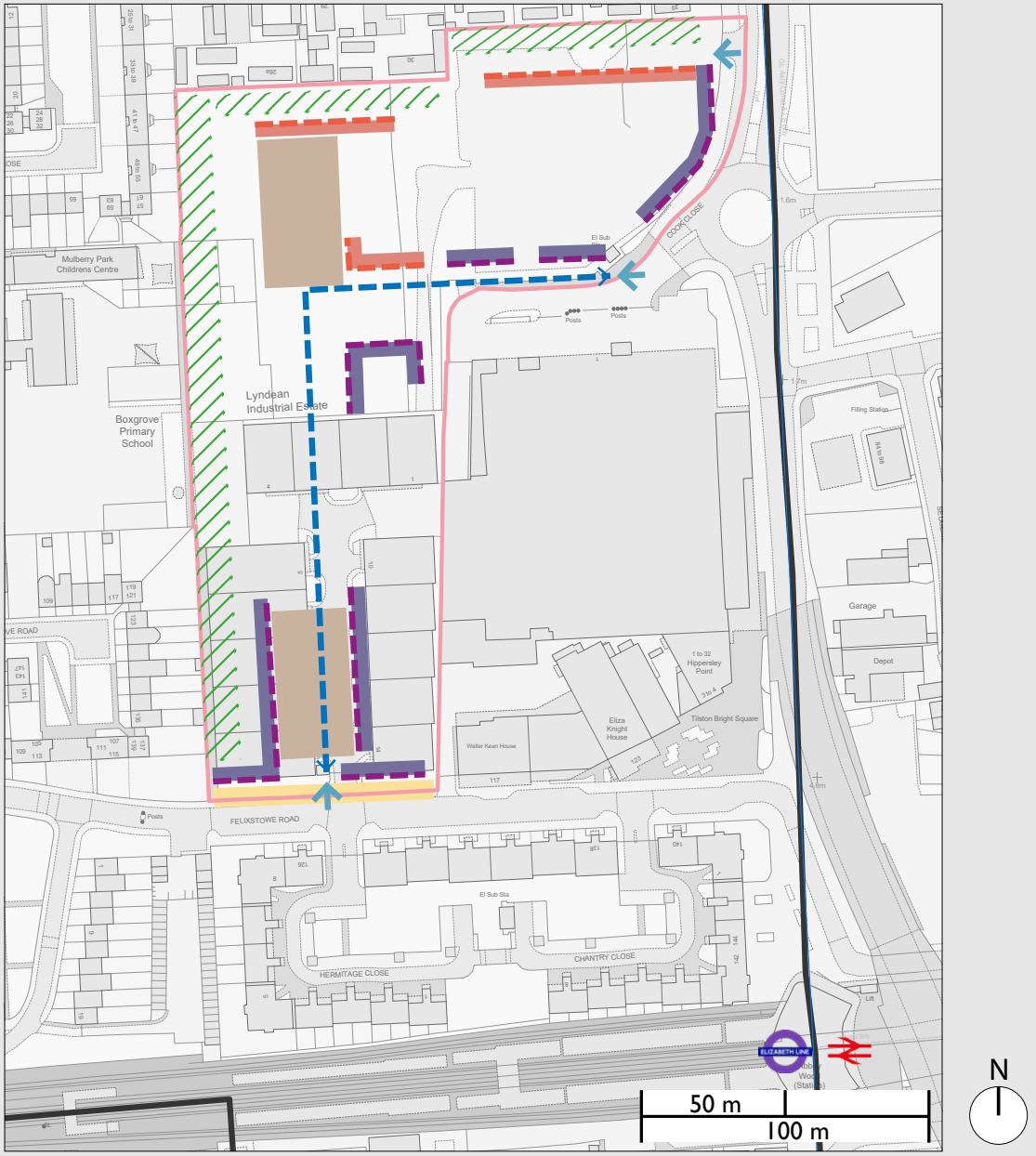
- Pedestrian and cycle routes
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- New trees and greening
- Green buffer
- New public space
- Enhanced public realm and public open space enhancement

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial, industrial and retail uses
- Building line



Site Context

The site comprises the Lyndean Industrial Estate and a cleared, vacant site to the north of the existing Sainsbury's superstore, adjacent to Harrow Manorway.

The site comprises 3 distinct parcels of land:

- Lyndean Industrial Estate: comprising fourteen one/two-storey industrial buildings. (approx. 1.1 ha)
- Open land: grassland to the north of the Lyndean Estate. (approx. 1 ha)
- Vacant land: cleared site of former housing offices. (approx. 0.9ha)

The site is well connected with a PTAL rating of 4 to 5, being within a five-minute walk to Abbey Wood Station which is served by the Elizabeth Line and National Rail services. Bus routes along the adjacent Harrow Manorway serve Plumstead, Thamesmead, Bexleyheath and Erith.

Immediately to the north of the site is the safeguarded Thistlebrook Gypsy and Traveller Site and to the east, the Cross Quarter Development comprising a large Sainsbury's superstore and residential blocks of 13 and 21 storeys in height.

To the west is Boxgrove Primary School and traditional two storey terraced housing. Low rise residential development lies to the south.

The Peabody Masterplan on the east side of Harrow Manorway (within London Borough of Bexley) is delivering residential development up to 20 storeys.

1. View into Lyndean Industrial Estate from Felixstowe Road

2. Approach from Sainsbury's access lane

3. View from Boxgrove Road

4. View from northern Harrow Manor Way

5. View from southern Harrow Manor Way

6. View from Harrow Manor Way outside Abbey Wood Station

McLeod Road Co-op
Site Allocation

Proposed Land Uses

A. Residential-led, mixed use commercial and community / uses

Indicative development capacity

B. 50 homes

C. Approximately 750sqm of non-residential floorspace

Indicative delivery timescale

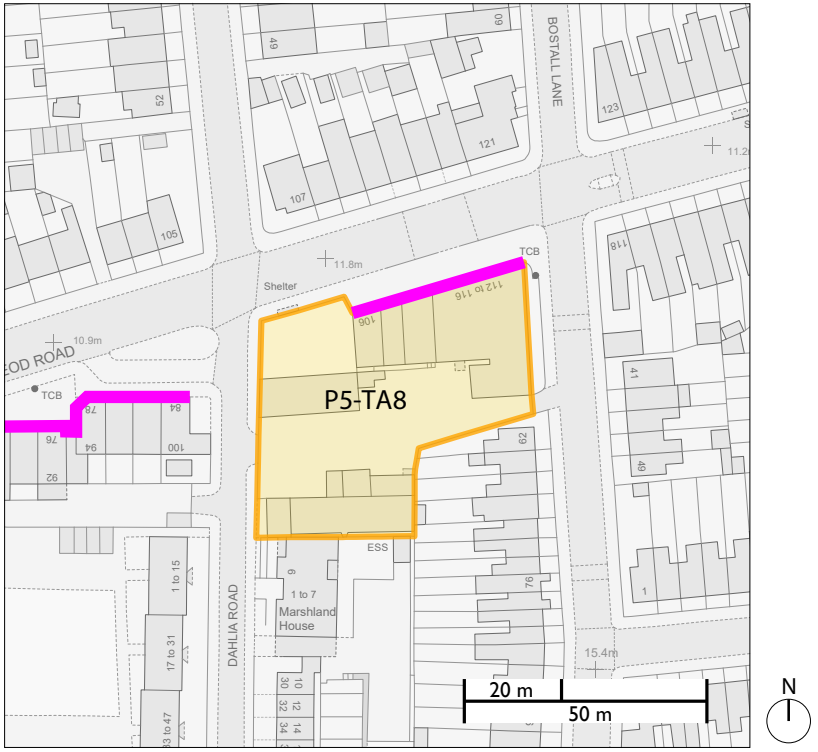
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 104-116 McLeod Road, Abbey Wood, London SE2 0BS	**Ward:** Abbey Wood
Site area: 0.23 ha	**Ownership:** Private
Current use: Retail and community uses, site currently occupied by a one-storey retail parade, with open storage yard to the rear.	**Policy designation:** Neighbourhood Centre, Flood Zone 3 and Local View 2.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 3 for the majority of the site, 2 along the southern boundary	

Policy P5-TA8: McLeod Road Co-op

Vision

1. The McLeod Road Co-op site will deliver a residential-led, mixed-use development, incorporating retail or community uses on the ground floor, retaining an active frontage onto McLeod Road. Development should provide urban planting, and its design should be respectful of local character and aim to mitigate impacts from height difference of the scheme to surrounding low-rise housing.

Land Use

2. Development will deliver a residential-led, mixed-use development incorporating retail and / or community facilities on the ground floor to retain an active frontage within the designated Neighbourhood Centre. The site will contribute to the delivery of 50 homes, with a mix of sizes and tenures. This will be supported by approximately 750 sqm of commercial floorspace.
3. The development should incorporate ground floor provision or re-provision of retail and community uses serving the local residents.

Design

4. Buildings of around five storeys can be accommodated on McLeod Road, stepping down to four storeys on Dahlia Road and Bostall Lane.
5. Delivery and services should preferably happen from Bostall Lane, however a secondary access could be explored on Dahlia Road if necessary.
6. New development must retain the existing commemorative stones on the site, currently located on Bostall Lane.

Connectivity and Public Realm

7. Attention should be paid to provide a functional access for delivery and waste collection for the commercial units without impacting on the residential amenity of the site.

Environment

8. Whilst the site is not in an area of a deficiency in access to open space, urban planting and balcony space should be used to create sufficient levels of amenity for new residents.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

Enhanced public realm and public open space enhancement

Land uses and built form

Site boundary

Ground floor active frontage - commercial, retail and community uses

Ground floor active frontage - Residential uses

Place making diagram

Site Context

The existing housing in the vicinity of the site is almost entirely pre-1919 terraces, with a pattern of regular blocks in north-south orientation, crossed diagonally by McLeod Road. The site represents an element of singularity within the surrounding context, because of its uses, buildings height and grain.

To its west, the existing three storey buildings setback from the street complete the local shop parade with the buildings on the site. Mcleod Road has a generous width and is punctuated by trees, including at the front of the site. There are taller four storey buildings on Dahlia Road.

The site contains several commemorative stones associated with the Royal Arsenal Co-Operative Society, including a Royal Arsenal Cooperative Society plaque from 1800.

The majority of the site has a Public Transport Accessibility Level (PTAL) rating of 3, with the southern boundary having a rating of 2. Abbey Wood Station, which is served by the Elizabeth Line, Southeastern and Thameslink services is an 11-minute walk away. There is a bus stop located along the northern boundary of the site connecting to North Greenwich and Hillside.

1. View approaching from western McLeod Road

2. . View approaching from Dahlia Road

3. View approaching from eastern McLeod Road

4. Bostall Lane residential street to the north of site

5. View from southern Bostall Lane

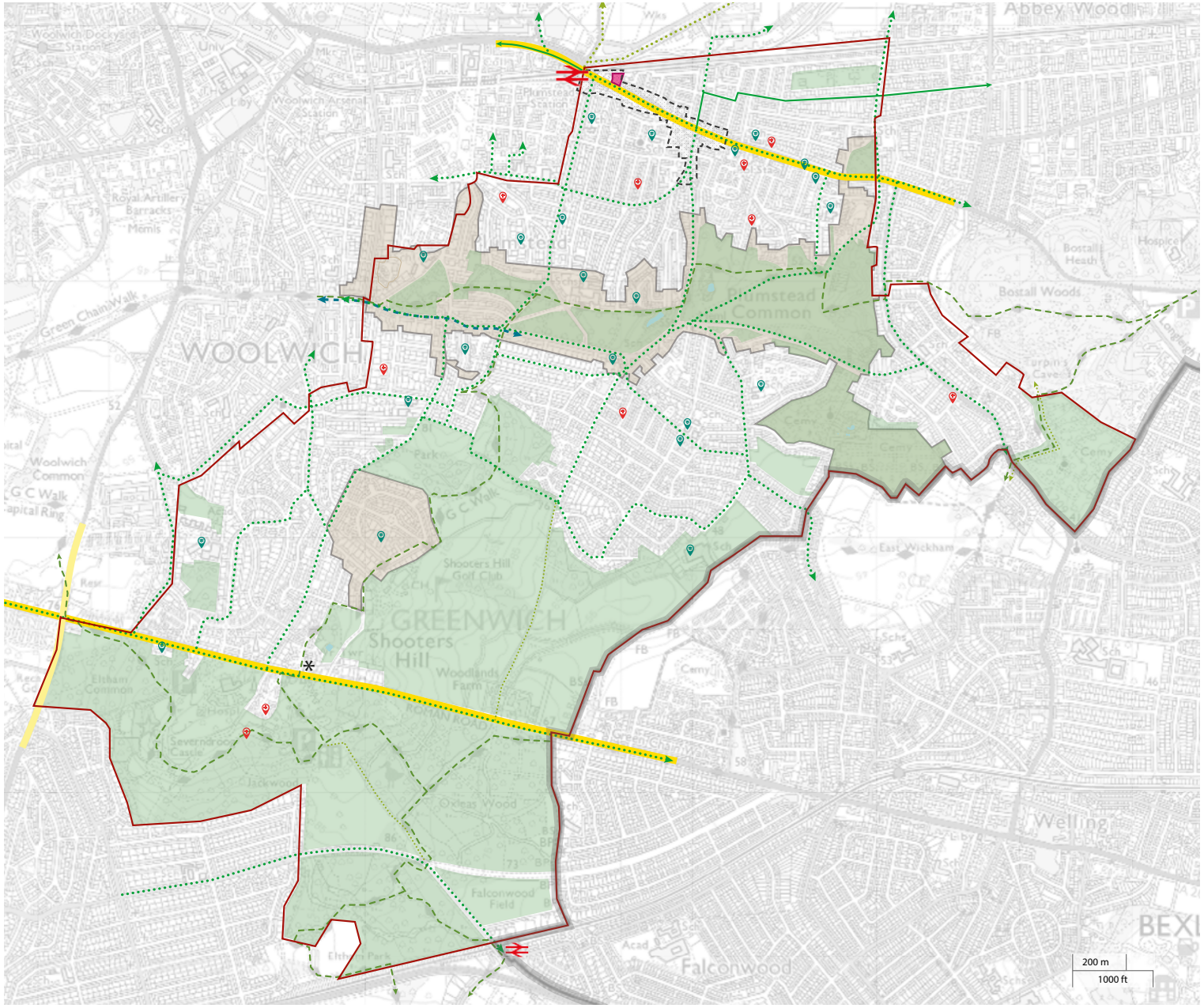
6. View from junction of Brodrick Road and Mcleod Road

Plumstead and Shooters Hill

3.89. The Plumstead and Shooters Hill spatial area sits in the central eastern part of the Royal Borough, bounded by the Woolwich, and Thamesmead and Abbey Wood areas to the north, and the Eltham, Avery Hill, Coldharbour and New Eltham area to the south. The area covers the wards of Plumstead and Glyndon, Plumstead Common, Shooters Hill and part of Eltham Park and Progress.

3.90. The area is largely characterised by residential neighbourhoods, including two conservation areas and multiple large green spaces covered by protective designations. As such, the Plumstead and Shooters Hill area is not expected to deliver substantial growth; however, it has the potential to grow through intensification, especially focused within and around Plumstead High Street, which is designated as a District Centre, and is adjacent to Plumstead rail station. Additionally, the northern part of the area is close to the Woolwich, and Thamesmead and Abbey Wood Opportunity areas, increasing opportunities for development here.

Figure P6 Plumstead and Shooters Hill Spatial Area map and key



P6 - Plumstead and Shooters Hill - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- TFL roads (frontage enhancement)
- New / improved connection
- Proposed cycle routes
- Potential improved walking routes
- Junctions improvement
- Proposed and improved crossing/bridge/underpass

Existing Features and Plan Designations:

- Borough boundary
- Sub-area boundary
- District centres
- Site allocations
- Rail Lines stations
- Schools and Universities
- Hospitals and Clinics
- Open Space
- Water space
- Conservation Areas
- Heritage landmark
- Existing, planned or under construction cycling routes
- Green chain walk

Plumstead and Shooters Hill Vision

Plumstead and Shooters Hill is a vibrant and attractive area with several historic residential neighbourhoods, and many parks which provide significant biodiversity and recreational value. Although there will be some development in the area over time, this will be focused around Plumstead District Centre, where levels of residential density, local sensitivity and coherence are lower and give more scope for intensification. Elsewhere in Plumstead and Shooters Hill, local character, open spaces and heritage will be protected and enhanced into the future.

Policy P6 Plumstead and Shooters Hill

1. Development within Plumstead and Shooters Hill will be supported where it:

   a. is in-keeping with local character and distinctiveness. Buildings should largely be low-rise and a finer grain to match with the overarching character of the area, with proposals for higher density development concentrated in Plumstead District Centre and near to Plumstead Station.

   b. respects local heritage, especially within Plumstead Common and Shrewsbury Park Estate Conservation areas, and where impacting on listed buildings or their settings.

   c. does not harm significant local views, and where possible enhances these.

   d. increases the legibility of large institutional buildings where these fall within the development site boundaries.

   e. contributes towards meeting the Royal Borough's housing needs, with higher densities close to Plumstead Station and within Plumstead District Centre.

   f. contributes to inclusive and sustainable communities.

   g. improves the vitality of Plumstead High Street and enhances its role as a District Centre.

   h. improves upon, or does not negatively impact upon the accessibility, functionality and appearance of parks and other open spaces.

   i. introduces urban greening on-site or in the public realm. This will be particularly supported where it creates or contributes to wider green links or wildlife corridors.

   j. increases permeability of the area through opening up new active travel routes from the north to the south wherever possible.

Reasoned Justification

3.91. Whilst Plumstead and Shooters Hill has some ability to contribute to Royal Greenwich's strategic housing target, new residential development will be primarily focused in the vicinity of Plumstead rail station. This is due to the transport infrastructure capacity being higher, and residential density and architectural sensitivity being lower here than in other areas in Plumstead and Shooters Hill. Commercial, service, and community development will also be supported within Plumstead District Centre in line with Policy TC1, in order to increase the vitality of the high street and support the local and wider economy, building upon the recent investment by the Council in the new Plumstead Centre and the Mayor of London's Good Growth shopfront and public realm improvements. The proximity of the West Thamesmead, and Plumstead including White Hart Triangle Strategic Industrial Locations to the north of the Plumstead District Centre may offer opportunities for linkages creating further economic benefit.

3.92. Fine grain and low-rise development should be the standard for most new development in the Plumstead and Shooters Hill area, except in Plumstead District Centre and locations near to Plumstead station where buildings of a larger massing and height may be appropriate. Additionally, where there are large institutional sites like hospitals and schools, which are generally set back from roads and disconnected from surrounding areas, development with a larger massing may be appropriate. This development should be used to improve the legibility of these sites where possible.

3.93. A significant proportion of housing and other architecture in Plumstead and Shooters Hill is pre-1919 or from the interwar period, with only some deviation in architectural form from post-war and late century estate and other infill developments. Shooters Hill is better able to absorb new architectural styles than Plumstead, due to having a higher number of infill developments, as long as the coherence of existing green streetscapes is retained. However, sensitivity to new development is considerable within Plumstead as there are only a few infill developments diverging from the dominant building form, and the housing stock is more compact and homogenous.

3.94. In entirely residential neighbourhoods of Plumstead and Shooters Hill, new development must be respectful of the existing character and dominant building form, especially in Plumstead Common and Shrewsbury Park Estate conservation areas where development must preserve their historic character.

3.95. Additionally, a large proportion of the Plumstead and Shooters Hill area comprises open space designated as Metropolitan Open Land and Borough Open Land, which must be protected, and where possible enhanced, in line with Policy EN2.

3.96. Urban greening should also be delivered on development sites and in the public realm in line with Policy EN1.

3.97. Applicants should also have regard to the Council's Plumstead Urban Regeneration Framework when bringing forward development proposals.

Site Allocations in the Plumstead and Shooters Hill sub-area

- Policy PS6-PS1: 11-15 Plumstead High Street

11-15 Plumstead High Street
Site Allocation

Proposed Land Uses

A. Residential-led mixed-use development, incorporating a place of worship

Indicative development capacity

B. 60 homes

C. Approximately 600 sqm of non-residential floorspace

Indicative delivery timescale

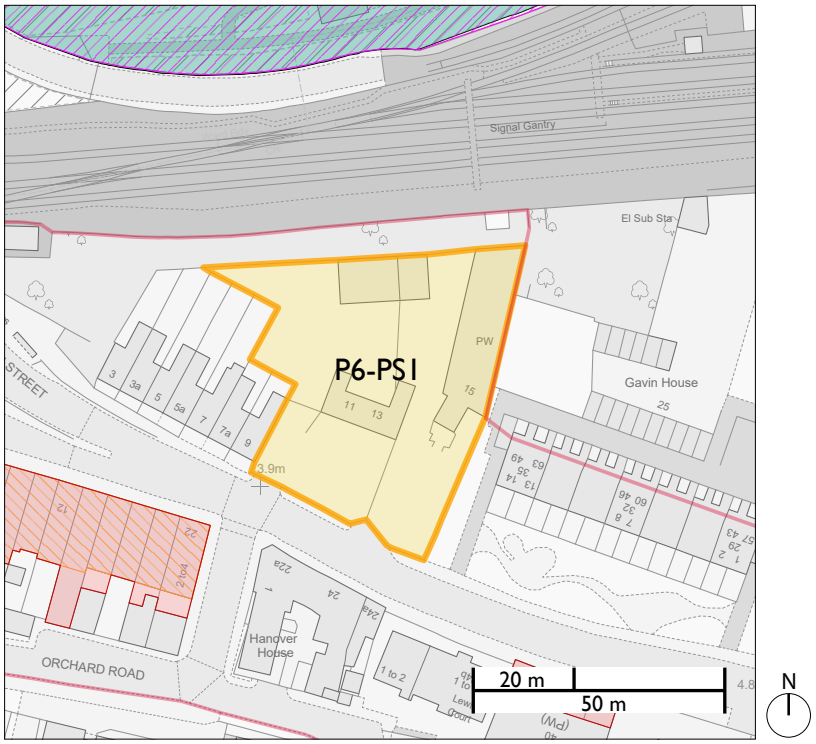
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with low sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: 11-15 Plumstead High Street, Plumstead, SE18 1SA	**Ward:** Plumstead and Glyndon
Site area: 0.24 ha	**Ownership:** Private
Current use: Place of worship and car repair mechanics.	**Policy designation:** Plumstead District Centre, Area of High Archaeological Potential, Flood Zone 3.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 5 and 6a	

Policy P6-PS1: 11-15 Plumstead High Street

Vision

1. The 11-15 Plumstead High Street site will deliver a high-quality medium density residential led mixed use development, including a place of worship. The site will provide a unique opportunity to enhance the urban character of this part of the town centre, with active commercial frontages fronting onto Plumstead High Street. Development will provide enhanced pedestrian permeability, and a welcoming public realm.

Land Use

2. Development should consist of a residential-led mixed use scheme, with a place of worship provided, accessible from Plumstead High Street. As part of the development, active commercial uses should be introduced fronting onto the high street. Residential uses are not acceptable at ground floor fronting onto the high street. The site will contribute to the delivery of 60 homes, with a mix of sizes and tenures. This will be supported by approximately 600 sqm of non-residential floorspace. All uses should reflect the site's location within the Plumstead District Centre, complementing existing uses within the centre.

3. Development must not prejudice the existing and future operation of the Safeguarded Rail Freight Site in close proximity to the site. Early engagement should be sought with Network Rail, Network Rail's Asset Protection Team and the Rail Freight Operator (RFO) for any development proposals.

Design

4. New development on the site should enhance the street frontage, reinforce the existing building line on the street and contribute positively to its architectural quality. The building grain and heights should be designed to respond to the varying conditions at the site boundaries, including the historic terrace to the west and the post-war estate to the east.

5. Building heights along the high street should be contextual. The place of worship should be set back from the street at a focal point within the site, enhancing its sequence of arrival and allowing for a generous gathering space at the front. Taller blocks may be considered toward the rear of the site, but should remain clearly mid-rise in character, generally around six to seven storeys in height.

Connectivity and Public Realm

6. The existing access onto Plumstead High Street should be redesigned as a pedestrian-focused entrance to the internal part of the site, while still accommodating service and emergency vehicles. Any required blue-badge parking should be provided on-site.

Environment

7. New development should enhance the existing green infrastructure provision with increased tree planting and green spaces, as well as incorporate flood mitigation measures. Vegetation should be creatively used to contribute to mitigating any excessive noise impact to residential uses on the site from the neighbouring railways.

Implementation

8. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

New trees and greening

Land uses and built form

Site boundary

Ground floor active frontage - commercial and retail uses

Building line

On-site social / health / educational uses

Place making diagram

Site Context

The site comprises land located in a residential area on the Plumstead High Street, with rail lines abutting the site to the north. To the west of the site is the Western Way road intersection and residential dwellings and to the east is Royal Greenwich's Gavin House housing estate. Opposite the site are a variety of retail and mixed-use developments including a locally listed terrace and parade of shops predating 1864.

Existing buildings on the site go against the grain of the development on the High Street creating a gap in the street frontage, with the buildings being significantly set back from the street and of poor quality.

The site benefits from a high Public Transport Accessibility Level (PTAL), with the majority of the site having a rating of 5 and the southwest corner rated 6a. It is well connected, with Plumstead Station being a three-minute walk. Plumstead Station is served by Southeastern and Thameslink services. Woolwich Arsenal Station and Woolwich Elizabeth Line Station are both a 20-minute walk away. Bus routes to Bexleyheath, Bluewater, Thamesmead and Erith and Hillside run along Plumstead High Street, with a bus stop located a two-minute walk away.

A garage and motor services business and a church currently operate within the site. The site contains three existing buildings and ample carparking space.

1. View approaching from eastern Plumstead High Street

2. View approaching from western Plumstead High Street

3. View approaching from Orchard Road

4. View approaching from Walmer Terrace

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

6. View to back of site from A206

Eltham, Avery Hill, Coldharbour and New Eltham

3.98. Eltham, Avery Hill, Coldharbour and New Eltham occupy the southern part of the Royal Borough, bordered by Plumstead and Shooters Hill to the north, Kidbrooke and Middle Park to the west, the London Borough of Bexley to the east, and the London Borough of Bromley to the south. The spatial area is predominantly suburban, characterised by low-rise housing in varied forms and styles, with limited clusters of taller buildings in Eltham Town Centre, Avery Hill, and at key junctions near National Rail stations. The Eltham, Avery Hill, Coldharbour and New Eltham spatial area covers the wards of Eltham Park and Progress, Eltham Town and Avery Hill, Mottingham, Coldharbour and New Eltham, and part of Eltham Page.

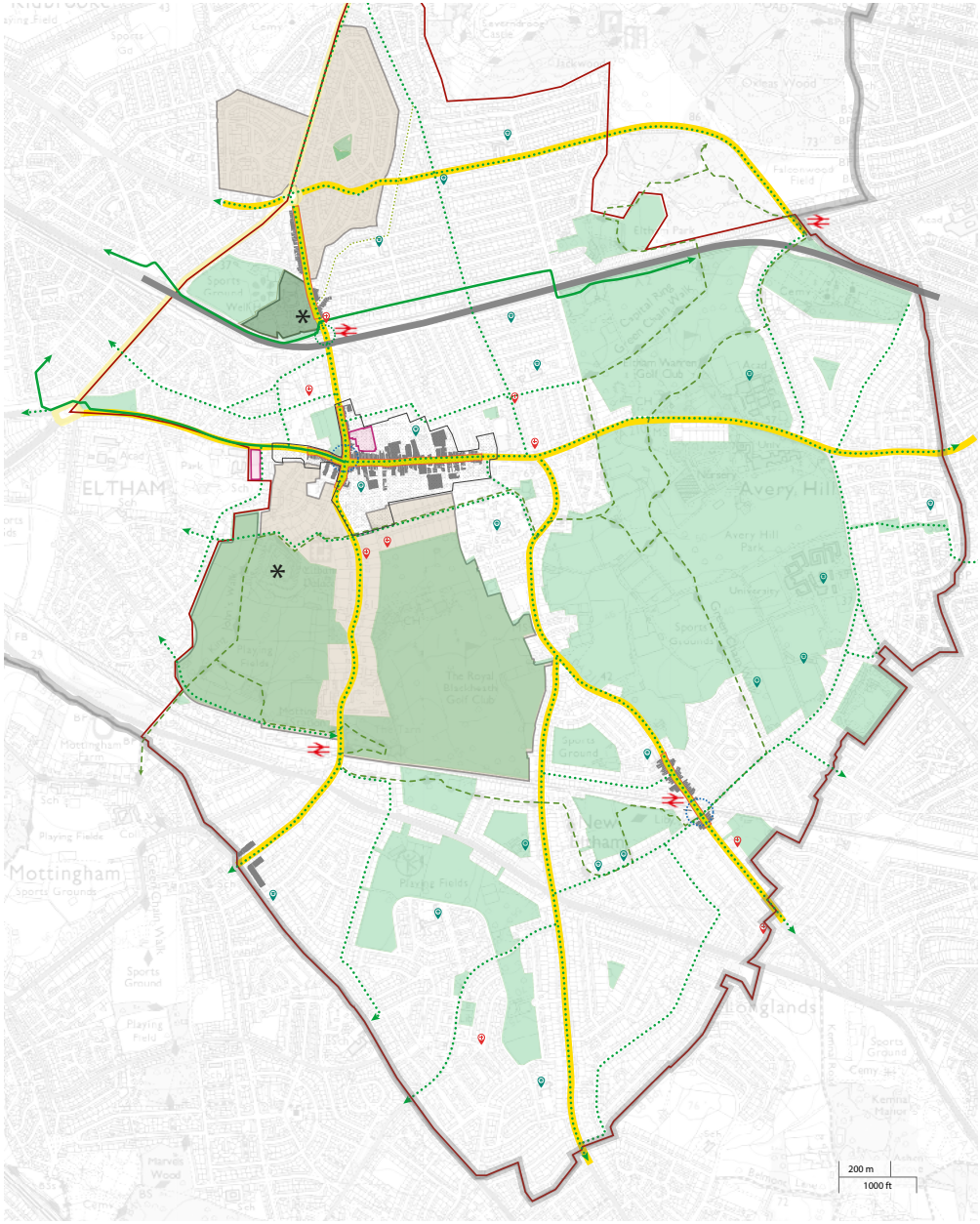
3.99. Eltham is the only large town centre in the southern part of the Royal Borough. It is designated as a Major Town Centre offering a traditional high street with a broad mix of retail, leisure, and community facilities. There has been significant investment in physical and social infrastructure in recent years such as the Council's investment in a Vue cinema with a rooftop sky bar, public realm and highways improvements along the high street including enhanced public space at Passey Place, Eltham Community Hospital and the Eltham Centre with its library and public services. The high street's character is enriched by heritage buildings such as Eltham Parish Church, St Mary's Hall, and Eltham Library and recent public realm enhancements. The town centre is well-integrated with nearby residential areas and serves as the primary local hub.

3.100. The area has strong public transport links, particularly around Eltham Town Centre and National Rail stations at Mottingham, New Eltham, and Eltham providing direct services to Central London. Road connections via the A20, A2, and other key routes offer efficient links to surrounding boroughs and beyond. While East-West public transport connections towards central London are good, links between the south and north of the borough are more limited.

3.101. Heritage is a defining feature of the area, with four designated conservation areas: Eltham Palace, Well Hall Pleasaunce, Progress Estate, and Eltham Green. Eltham Palace and Gardens combine the remains of a medieval royal palace with a 1930s Art Deco mansion, alongside Eltham Lodge and parkland. This heritage asset is an important part of the Royal Borough's history and is of exceptional historic and architectural significance. Well Hall Pleasaunce, dating from the 13th century, is a landscaped public garden with ponds, woodland and a listed Tudor Barn which dates back to the 16th century. Avery Hill is home to the listed Winter Garden, a glass domed Victorian conservatory and one of the finest examples of its kind in south London.

3.102. The area benefits from extensive areas of green open space, including the grounds of Eltham Palace, Avery Hill Park, and Well Hall Pleasaunce, alongside smaller local and neighbourhood parks and green spaces alongside the University of Greenwich Avery Hill Campus and student accommodation. These spaces enhance the suburban character, provide recreational opportunities, and contribute to biodiversity and heritage value.

Figure P7 Eltham, Avery Hill, Coldharbour and New Eltham Spatial Area map and key



P7 - Eltham, Avery Hill, Coldharbour and New Eltham - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- TFL roads (frontage enhancement)
- Public realm enhancement
- New / improved connection
- Proposed cycle routes
- Potential improved walking routes
- Junctions improvement
- Proposed and improved crossing/bridge/underpass

Existing Features and Plan Designations:

- Borough boundary
- Major centre
- Sub-area boundary
- High Streets/Local centres
- Site allocations
- Rail Lines stations
- Schools and Universities
- Healthcare facilities
- Open Space
- Water space
- Conservation Areas
- Heritage landmark
- Motorway
- Existing, planned or under construction cycling routes
- Green chain walk

N

Eltham, Avery Hill, Coldharbour and New Eltham Vision

Eltham, Avery Hill, Coldharbour, and New Eltham are characterised by a low-rise suburban character, rich in historic assets and surrounded by abundant green spaces. This valued character will be retained and sensitively enhanced. Small-scale, well-designed housing will be actively encouraged across the sub-area to help meet identified housing needs.

There are opportunities for intensification focused around Eltham Town Centre, particularly under-utilised land such as surface car parks. These areas, along with locations near existing transport hubs, are well-suited for higher-density development which could contribute to sensitive local growth and the vitality of the town centre. Eltham Town Centre serves as a key retail, leisure and service destination at the heart of the area, and site allocations and other future development should complement and strengthen its character, vitality, and economic role.

The area's distinctive suburban and historic qualities and green spaces will be protected and enhanced, while supporting appropriatley located, well-designed development that contributes positively to housing choice, the local character and environment, and the wider community.

Policy P7 Eltham, Avery Hill, Coldharbour and New Eltham

1. Development in Eltham, Avery Hill, Coldharbour and New Eltham will be supported where it:
   a. intensifies underutilised land in the town centre and in accessible locations around public transport hubs to contribute to sensitive local growth.
   b. is in keeping with local character by remaining low rise outside of the town centre, while supporting appropriately taller or denser development within the town centre or near transport hubs where it enhances townscape quality.
   c. respects local heritage especially within Eltham Palace, Well Hall Pleasaunce, Progress Estate, and Eltham Green Conservation areas or where impacting on heritage assets or their settings.
   d. helps to meet the Royal Borough's housing needs and fosters mixed and balanced communities.
   e. reinforces Eltham Town Centre's role as a key retail, leisure and service destination in the south of the Royal Borough while supporting a diverse mix of uses.
   f. delivers high-quality placemaking, with public spaces, streetscapes, and architecture that celebrate the area's distinctive character, creating safe, attractive, and inclusive environments.
   g. preserves the area's green character and open spaces which contribute to its distinctive character.

Reasoned Justification

3.103. This policy recognises the distinctive suburban, green and historic character of Eltham, Avery Hill, Coldharbour, and New Eltham, and the important role of Eltham Town Centre as the main retail, leisure, and service hub in the south of the borough. The majority of development will be directed to locations that are well connected by public transport, with opportunity for intensification within Eltham Town Centre and at transport nodes.

3.104. Proposals must protect and enhance heritage assets, green spaces, and reflect the area's established low-rise character outside the town centre, while contributing to housing delivery, community diversity, and high-quality placemaking. Together, these measures will enable the sub-area to accommodate growth in a manner that supports local identity, improves sustainability, and strengthens the vitality of Eltham Town Centre.

Site Allocations in Eltham, Avery Hill, Coldharbour and New Eltham sub-area

- Policy P7-E1 Merlewood House and Eltham Police Station
- Policy P7-E2 Mecca Bingo Policy

Merlewood House and Eltham Police Station
Site Allocation

Proposed Land Uses

A. Residential, commercial and community uses

Indicative development capacity

B. 160 homes

C. Approximately 200sqm of non-residential floorspace

Indicative delivery timescale

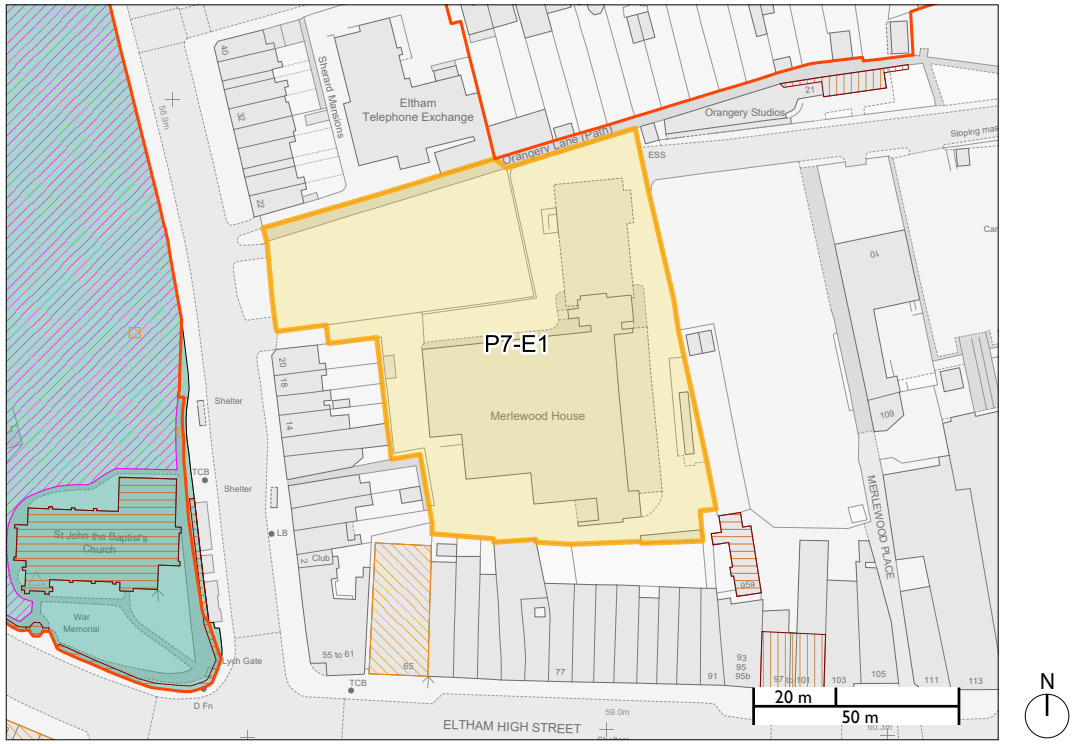
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Merlewood House, Well Hall Road, London, SE9 6SG	**Ward:** Eltham Town and Avery Hill
Site area: 0.87 ha	**Ownership:** Private
Current use: Telephone Exchange, vacant former police station site.	**Policy designation:** Eltham Town Centre, within the setting of statutory and locally listed buildings. Local View 3.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 5	

Policy P7-E1: Merlewood House and Eltham Police Station

Vision

1. The Merlewood House and Eltham Police Station site will deliver a vibrant mixed-use development suitable for its town centre setting, integrating well with the established character of the town centre. The opportunity to enhance public realm and street frontage should be explored facing Well Hall Road, alongside a layout facilitating active travel into and across the site.

Land Use

2. The site will provide a residential-led mixed use development with accompanying flexible commercial and community uses, which could include high quality work spaces at ground level that are suitable for SME's. The site deliver of 160 homes, with a mix of sizes and tenures and is to be supported by 200sqm of non-residential floorspace. Any new uses should reflect the site's location within the Eltham Town Centre, complementing surrounding land uses.

Design

3. The density and layout of any proposal needs to integrate well with the established townscape of the town centre, and should not disrupt the setting of neighbouring statutory listed buildings especially the Grade II* listed Orangery building, Cliefden House and 95A Eltham High Street.

4. Buildings on Well Hall Road should work well with the established parapet on those streets. Any additional storey above the established parapet should be setback from the street and avoid any unacceptable level of impact on the neighbouring amenities. Tall buildings may be appropriate on the site of around eight storeys, subject to scrutiny of any potential harm to the setting of the neighbouring heritage assets.

5. The legibility of the buildings onsite should respond positively to the wider context and use suitable materials to sit harmoniously with nearby heritage assets. Active frontages, particularly on Well Hall Road, are expected to generate liveliness and interest.

Connectivity and Public Realm

6. There is the opportunity to improve the connectivity in the area with a new pedestrian and cycle friendly route across the site, from Orangery Lane to Well Hall Road. The layout of any scheme should be designed in a way to foster active travel into and across the site.

7. New internal public realm should be active, vibrant and have natural surveillance. The site should deliver a vibrant mix and clear hierarchy of communal and public amenity spaces.

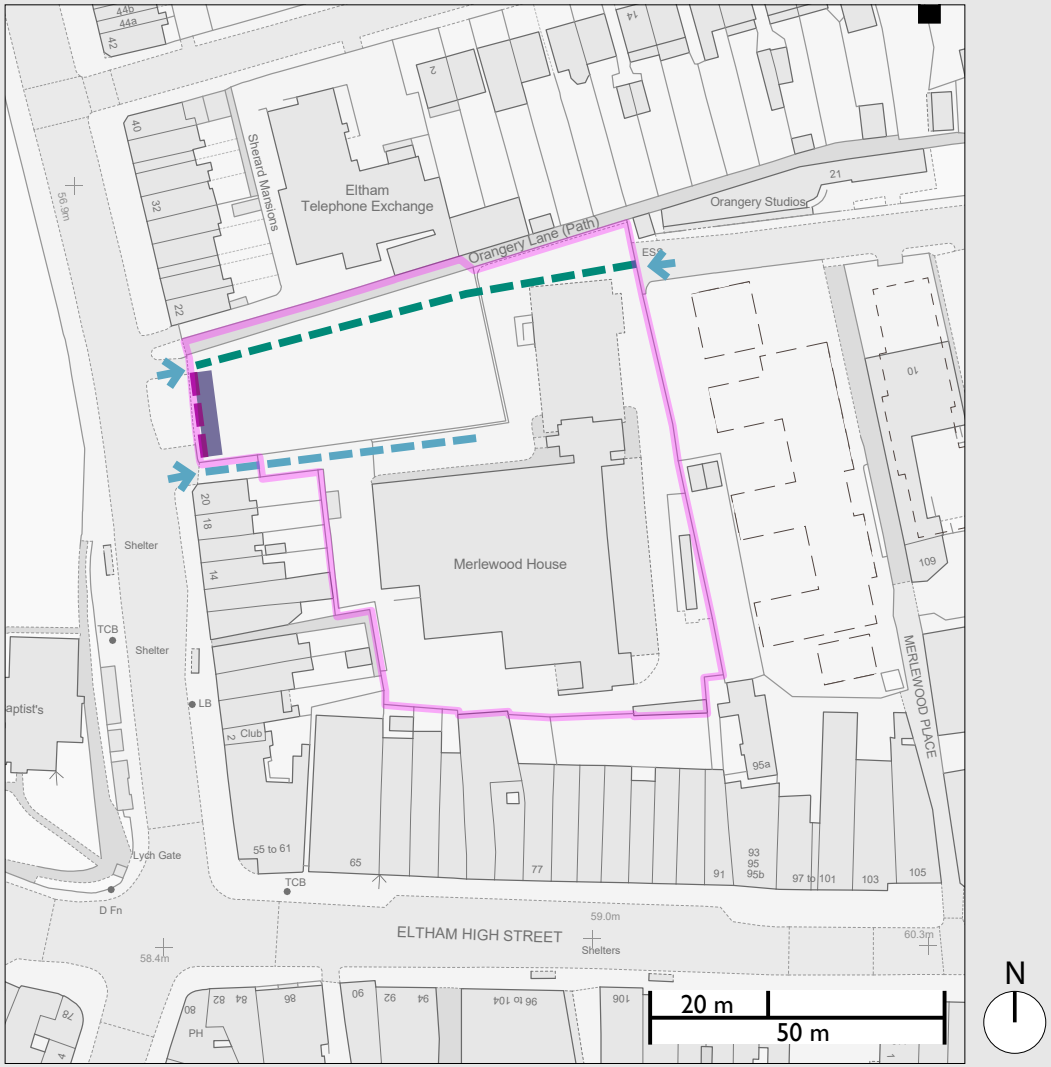
Environment

8. Communal amenity should have a good exposition to sunlight, preferably on the central and southern part of the sites with acceptable noise and air quality. The site should also maximise urban greening, sustainable drainage and encourage the provision of planting.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

- Pedestrian and cycle link
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses

Site Context

The area is low density (less than 50 homes per ha) and the building stock is relatively low-rise. The predominant building height in the town centre is 3 storeys (9-12m), with the exception of a number of redevelopment schemes from the mid-late 20th century and the early 21st century: a group of three ten-storey point blocks at the western extent of the town centre (Sowerby Close off Eltham Hill), a backland development from the 1980s and a three to six-storey residential block on Eltham Hill dating from 2013 and the five-storey Vue cinema building on the High Street.

The High Street has a relatively fine grain and is delineated by many historic buildings which lend character and human scale to the townscape. The site sits in the background of low-rise building frontages on Well Hall Road and Eltham High Street and a significant number of statutory and locally listed buildings.

The site benefits from a high Public Transport Accessibility Level (PTAL) rating of 5. It is well connected to Eltham Station, which is served by Southeastern services, an eight-minute walk from the site. There are multiple bus routes within close proximity to the site, connecting to several destinations such as North Greenwich, Bexleyheath and Bromley.

1. Approach from northern Well Hall Road

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

3. View from southern side of Eltham High Street

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

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

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

Mecca Bingo
Site Allocation

Proposed Land Uses

A. Residential and community/commercial use

Indicative development capacity

B. 80 homes

C. Approximately 1,100sqm of non-residential floorspace

Indicative delivery timescale

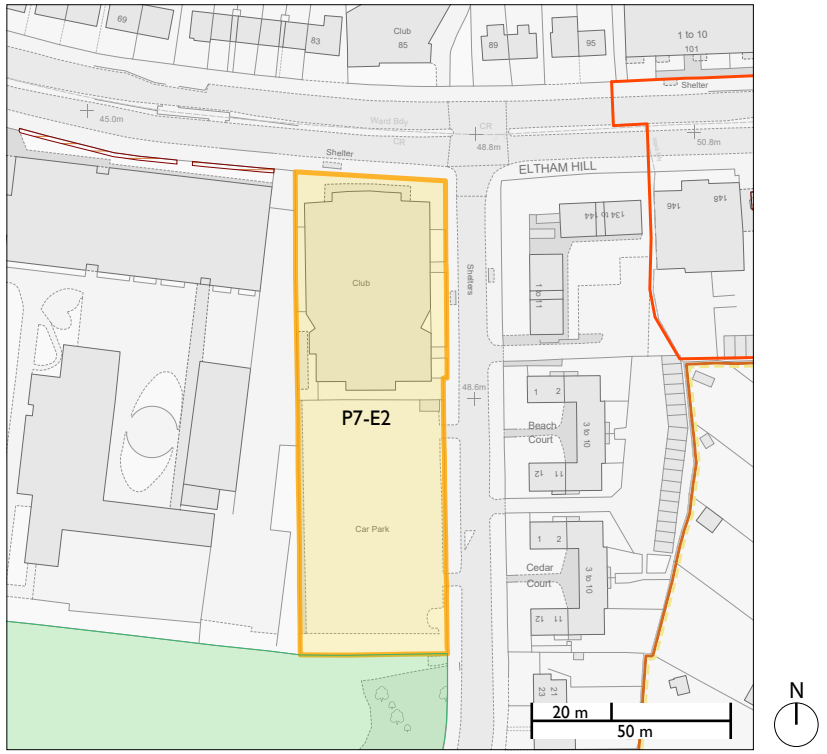
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transition / enhancement, with some sensitivity to change.

Tall Buildings Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Eltham Hill, Eltham, SE9 5ED	**Ward:** Middle Park and Horn Park
Site area: 0.45 ha	**Ownership:** Private
Current use: Mecca Bingo facility and associated car park.	**Policy designation:** No applicable designations.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 5	

Policy P7-E2: Mecca Bingo

Vision

1. The Mecca Bingo site will deliver a residential-led mixed-use development will be delivered on the site, supplying a substantial number of residential units and supporting commercial or community uses that complement the nearby Eltham Town Centre offer.

2. This will provide an opportunity to enhance the urban character of this section of Eltham Hill, providing a welcoming public realm and amenities.

Land Use

3. Development within the site should consist of a mixed-use, residential-led scheme appropriate to the site's location outside of the town centre. The site will contribute to the delivery of 80 homes, with a mix of sizes and tenures. This will be supported by approximately 1,100sqm of non-residential space, either community or commercial floorspace or a combination of these uses.

Design

4. New development on the site should be designed to ensure that massing, building heights and architecture is integrated comfortably within the surrounding townscape, with particular regard given to the surrounding residential dwellings and educational facility.

5. On Kingsground, gaps between blocks should be designed to provide some visual porosity and to avoid a continuous wall of development across the site. Heights of proposed buildings should be mid-rise and generally around five storeys.

6. Development should provide well designed commercial ground-floor frontages onto Eltham Hill and the northeastern edge of the site along Kingsgound to create a strong street presence and to maximise natural surveillance to ensure community safety for all. Residential ground floor active frontage should be provided along the remainder of Kingsgound heading south.

7. Private and communal amenity space should be provided on the site sufficient for the proposed number of occupants.

Connectivity and Public Realm

8. The existing public realm should be enhanced along Eltham Hill, to deliver a pedestrian-focused environment which is safe and accessible to all. Vehicle access, servicing and deliveries should be located at the east of the site along Kingsground.

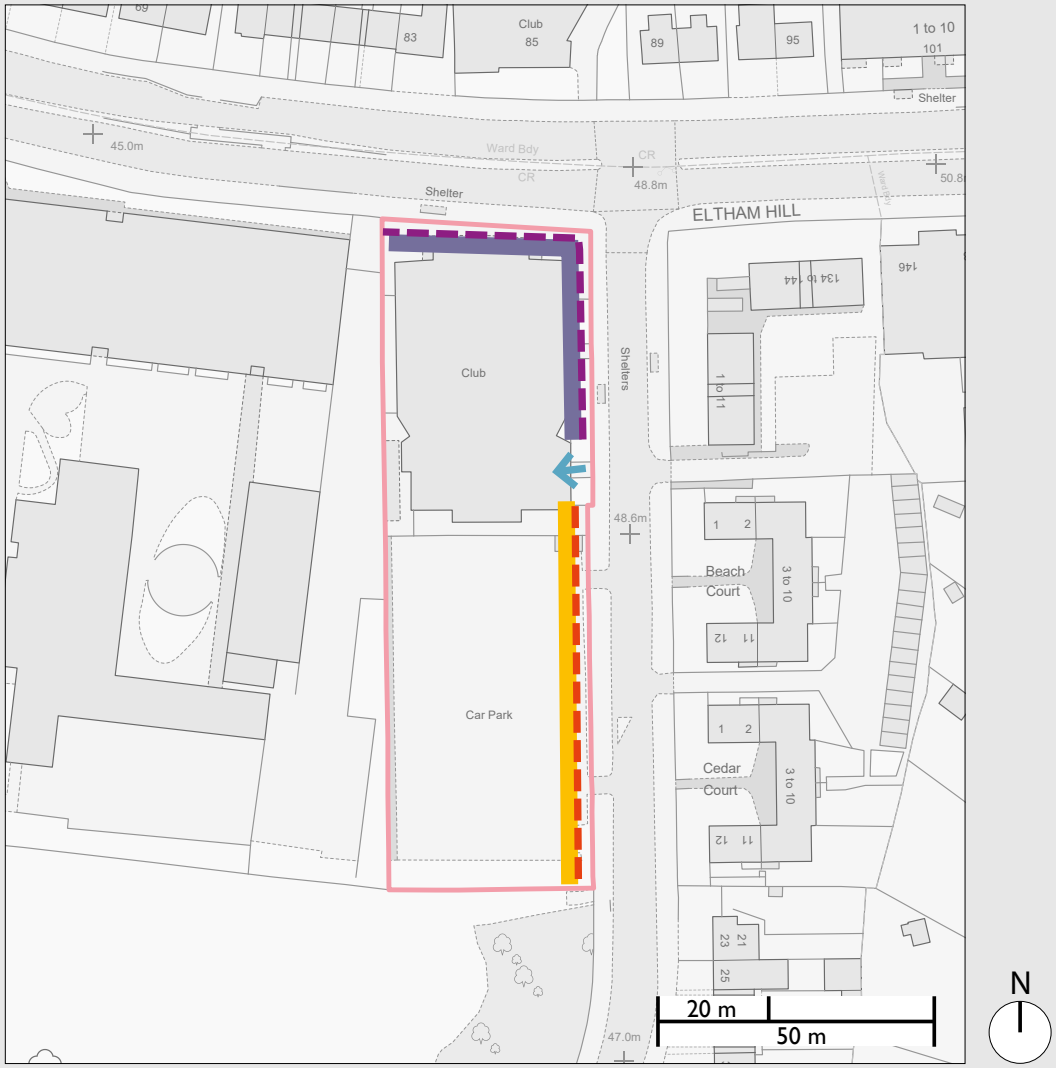
Environment

9. Development should provide green infrastructure enhancements within the site and along the street edges

Implementation

10. Applicants should engage in detailed discussions through the pre-application process.

Place making diagram



Connectivity, Movement, Access and Servicing

Potential location for access, servicing and deliveries

Land uses and built form

Site boundary

Ground floor active frontage - commercial, retail and community uses

Ground floor active frontage - Residential uses

Site Context

The site is located on Eltham Hill, at the edge of the town centre and forms part of a visible and active street frontage. It is defined by Eltham Hill to the north, Kingsground to the east, Queenscroft Recreation Ground to the south, and Eltham Hill School to the west. The Mecca Bingo building occupies the northern portion of the site, with the remainder used as surface-level car parking.

The character along Eltham Hill is varied in type and scale; whilst the character along Kingsground is consistently low-rise residential. To the south lies the historic Eltham Palace and the Eltham Palace Conservation Area. The site itself lies approximately 50 metres outside the defined Eltham Town Centre boundary to the east and fronts onto one of the main routes into Eltham Town Centre via the A210.

The site is well connected and benefits from a high PTAL rating of 5. Bus stops are located along the northern and eastern boundaries of the site on Kingsground and Eltham Hill. Eltham Station, which is served by is served by Southeastern and Thameslink services, is a 10-minute walk away.

1. Eastern approach on Eltham Hill

2. Facade on Eltham Hill

3. Western approach on Eltham Hill

4. Southern approach on Kingsground

5. View from south of Queens Croft Park on Kingsground

6. View from corner of Eltham Hill and Kingsground

Kidbrooke and Middle Park

3.105. The Kidbrooke and Middle Park spatial area sits in the southern region of the Royal Borough, bounded by multiple areas; Woolwich and Charlton to the north, Greenwich, Westcombe Park and Blackheath to the northwest, Eltham, Avery Hill and Coldharbour to the east, and the London boroughs of Lewisham to the west and Bromley to the south. The Kidbrooke and Middle Park spatial area covers the wards of Middle Park and Horn Park, Eltham Page, Kidbrooke Village and Sutcliffe, Kidbrooke Park, and part of Blackheath Westcombe.

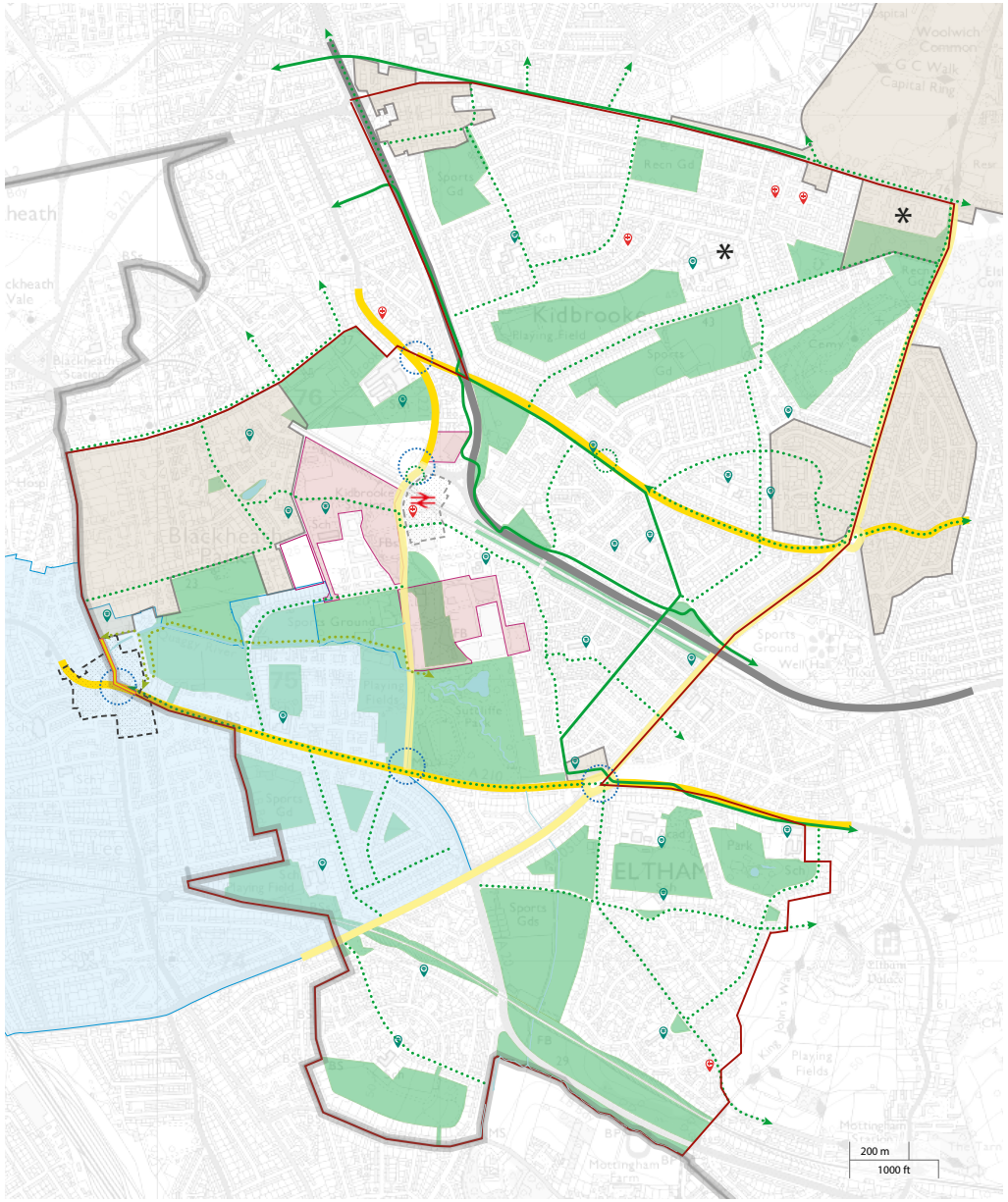
3.106. Kidbrooke and Middle Park's character is predominately low rise residential; the northwest of the area has a variation of building forms, size, scale and architectural language, ranging from Edwardian, short terraces with shared gardens suburbs and postwar homes. To the east the primary housing types are Victorian and Garden suburbs, which is differs from the housing types within the Progress Estate which offer cottage style garden suburbs. The River Quaggy also runs through parts of the area, contributing to its landscape character and forming an important natural corridor.

3.107. This part of the Royal Borough continues to benefit from the redevelopment of the former Ferrier Estate, now known as the Kidbrooke Village, offering a residential led mixed-use development. Kidbrooke was recognised as an Intensification Area by the Greater London Authority in the 2016 London Plan. The Kidbrooke Village has the capacity to provide 5,434 homes, that focus on high-quality design and creating an inclusive urban centre, new park and community infrastructure. Recent development includes the Council's Greenwich Builds programme which is delivering 452 affordable new homes for rent to residents at the Kidbrooke Park Road site, and Nottinghill Gensis in partnership with TfL have delivered 619 new homes delivered at Kidbrooke Square by the station.

3.108. Kidbrooke and Middle Park share the Lee Green District Centre with the London Borough of Lewisham. This area also falls within the Lee Neighbourhood Area, a cross borough designation that includes parts of Lewisham and Royal Greenwich. The Lee Neighbourhood Forum is a community-led group formally recognised by both boroughs that represents local interests , and has prepared a Neighbourhood Plan for the area. Kidbrooke and Middle Park also benefits from having National Rail services located at the centre of the Kidbrooke Village, connecting the area to Central London.

3.109. Kidbrooke and Middle Park contains many listed heritage assets and five conservation areas; Eltham Green is fully within the boundary whereas Woolwich Common, The Progress Estate, Blackheath Park and The Sun In The Sands are all shared by the surrounding areas. All of these are in place to protect and enhance the area's historic significance.

Figure P8 Kidbrooke and Middle Park Spatial Area map and key



P8 - Kidbrooke and Middle Park - KEY

Opportunities:

- Main streets and urban road corridors enhancement
- TFL roads (frontage enhancement)
- Public realm enhancement
- New / improved connection
- Proposed cycle routes
- Potential improved walking routes
- Junctions improvement
- Proposed and improved crossing/bridge/underpass

Existing Features and Plan Designations:

- Borough boundary
- Sub-area boundary
- District centres
- Local centres
- Site allocations
- Rail Lines stations
- Schools and Universities
- Healthcare facilities
- Open Space
- Water space
- Conservation Areas
- Lee Neighbourhood Plan
- Heritage landmark
- Motorway
- Existing, planned or under construction cycling routes

Kidbrooke and Middle Park Vision

Kidbrooke and Middle Park is a vibrant and attractive area with several historic residential neighbourhoods and many parks that provide significant biodiversity and recreational value. The area will continue to grow as the Kidbrooke Village development matures to provide high quality homes, commercial and community spaces and improved public realm. This will be supported by development of the sites allocated in this Local Plan. Lee Green District Centre will continue to evolve and benefit existing and new communities. Local character, heritage and open spaces will be protected and enhanced.

Policy P8 Kidbrooke and Middle Park

1. Development in Kidbrooke and Middle Park will be supported where it:

   a. is in-keeping with local character and distinctiveness. Buildings should largely be low-rise and a finer grain to match with the overarching character of the area, except where they are within, or adjacent to the Kidbrooke Village masterplan area.

   b. respects local heritage, especially in, and within the setting of The Eltham Green, Progress Estate, Blackheath Park, Woolwich Common and The Sun In The Sands Conservation areas, and/or where impacting on listed buildings or their settings.

   c. contributes towards meeting the Royal Borough's housing needs, siting higher density housing in sustainable locations close to Kidbrooke station.

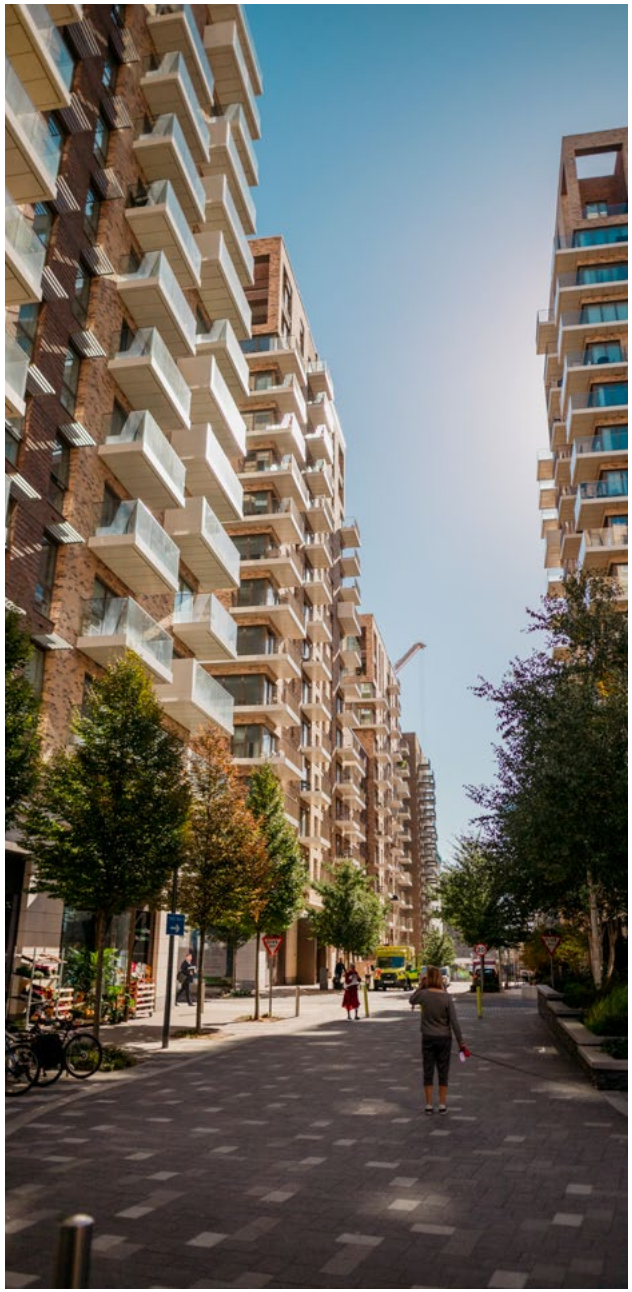
   d. contributes to inclusive and sustainable communities.

   e. promotes and enhances the vitality and viability of the Lee Green District Centre and supports the new local centre in Kidbrooke Village, where applicable.

   f. enhances and preserves the accessibility, operational functionality, ecology, biodiversity and visual amenity of parks and other public open spaces.

   g. promotes and enhances green infrastructure and, within the River Quaggy corridor, enhances the river's ecological, amenity and flood risk functions, safeguards appropriate buffers and maintenance access, and supports opportunities for naturalised banks and floodplain restoration where feasible.

   h. delivers public realm improvements, including connected streets and routes that integrate the area with safe connections to the railway station, existing neighbourhoods and roads.



Reasoned Justification

3.110. Fine grain and low-rise development should be the standard for most new developments in the Kidbrooke and Middle Park area, except when this relates to institutions, where proposed increases in building height should respond sensitively to the surrounding context. There may be scope to densify development in certain areas, such as housing estates and along corridor roads like Westhorne Avenue, Eltham Road, and Sidcup Road, where a greater sense of enclosure may be appropriate; however, development must remain sensitive to the existing context, conservation areas, and local views.

3.111. Building heights may be greater when development is within or adjacent to Kidbrooke Village, reflecting the area's designation as a Tall Building Zone, with a concentration of taller buildings forming a cluster around Kidbrooke Station. Tall buildings must form part of the streetscape rather than dominate or differentiate, and heights should step down from the cluster surrounding the station.

3.113. Wider Kidbrooke and Middle Park have more limited capacity to support Royal Greenwich's strategic housing targets, whereas Kidbrooke Village can accommodate increased development, particularly the area around Kidbrooke Station which offers greater potential for housing growth, as it is supported by higher PTAL ratings and transport infrastructure.

3.112. Kidbrooke Village has and will continue to play a key role in regenerating the area whilst being an exemplary high standard of sustainable development. Future phases should continue to respond sensitively to the surrounding context and mediate between the established existing lower-rise character and the emerging tall buildings. Development should continuously strengthen the urban structure, support active travel and positively contribute to the public realm.

3.113. The River Quaggy has historically shaped the area's landscape but was heavily modified and confined in response to flood risk. In recent decades, restoration has demonstrated the importance of allowing space for natural processes, improving biodiversity, amenity and flood resilience. New development can positively influence this restoration and facilitate further improvements.

3.114. The Lee Neighbourhood Plan was adopted in 2024 and contains policies to guide development in the Neighbourhood Area. The Royal Borough will continue to work with the designated Lee Neighbourhood Forum to help ensure that local priorities are reflected in future planning decisions.

Site Allocations in Kidbrooke and Middle Park sub-area

- Policy P8-KM1: Kidbrooke Village Phases 5 and 6
- Policy P8-KM2: Huntsman Sports Club
- Policy P8-KM3: ALDI and BM Kidbrooke Park Road

Kidbrooke Village Phase 5 (Buildings A and B)
Site Allocation

Proposed Land Uses

A. Residential, community use and open space

Indicative development capacity

B. 526 homes

C. 220 sqm nature pavilion

D. 34,830 sqm public park

Indicative delivery timescale

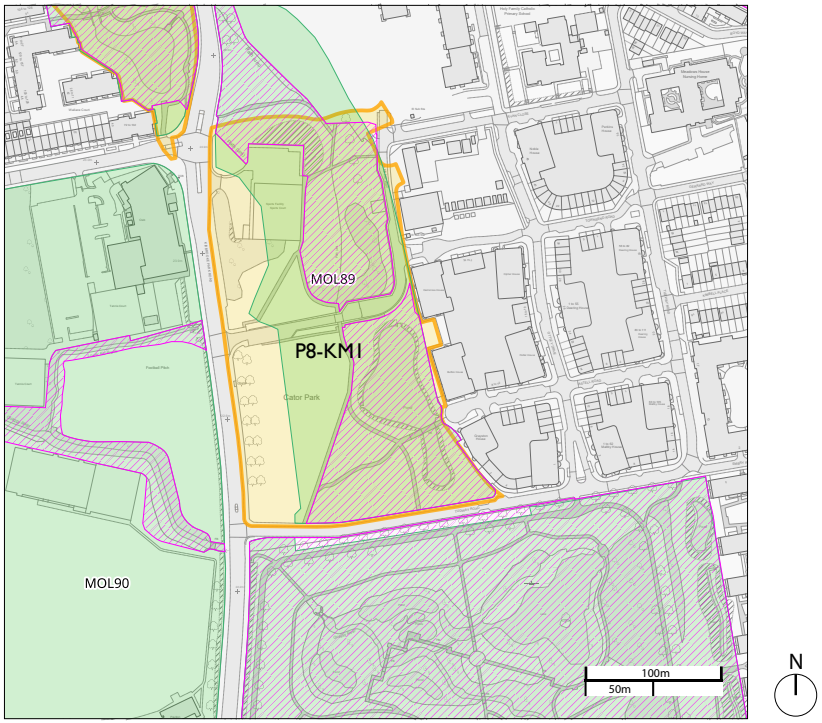
1-5	6-10	11-15

Evidence Base

Characterisation Study: Area of transformation.

Tall Building Assessment: Located wtihin a Tall Building Zone.

Site boundary and constraints



Address: Kidbrooke Park Road (within lower Cator Park), SE3 9FN and SE3 9YY	**Ward:** Kidbrooke Village and Sutcliffe
Site area: 4.6 ha	**Ownership:** Private
Current use: The majority of the site is lower Cator Park, with Cambert Way splitting the site in the middle. The northern section of the site is now a hardstanding form which will form part of the construction site for the development.	**Policy designation:** Flood Zone 2. Part SINC. Part MOL. Tall Building Zone. Local Views 5 and 9.
Consent Status: Consented	**Planning Reference(s):** 23/3976/F
PTAL rating: 3	

Kidbrooke Village Phase 6
Site Allocation

Proposed Land Uses

A. Residential led development with open space, community facilities and retail use.

Indicative development capacity

B. 846 Homes

C. 250 sqm of commercial floorspace

D. 2,970 sqm community floorspace

E. 3,200 sqm replacement primary school (delivered prior to site allocation process)

Indicative delivery timescale

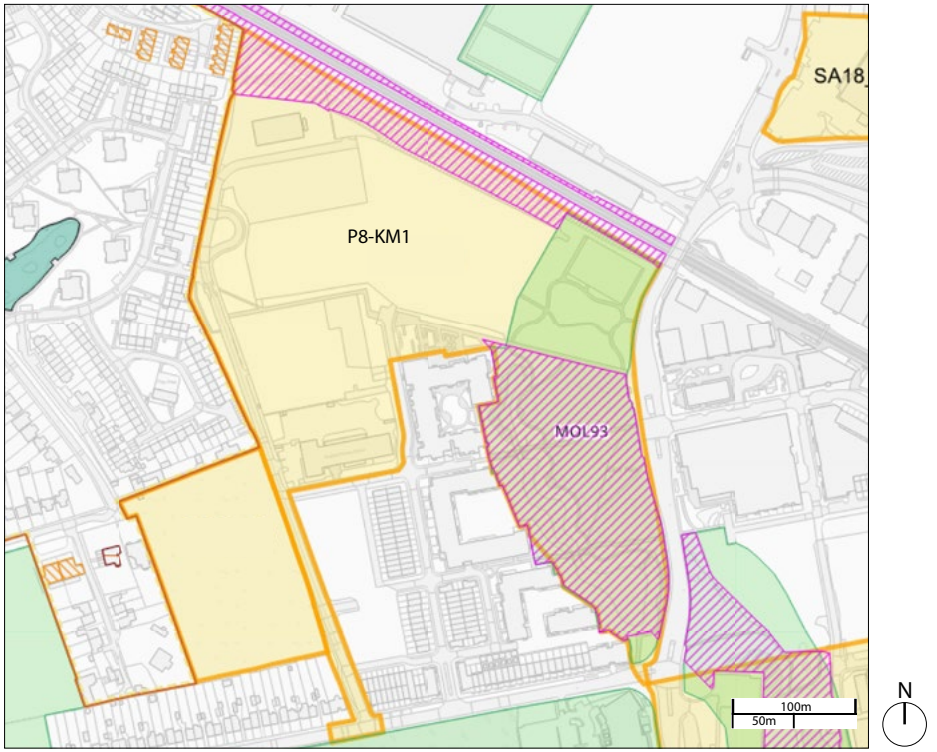
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation.

Tall Building Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: Kidbrooke Village, Kidbrooke, London SE3 9AD	**Ward:** Kidbrooke Village and Sutcliffe
Site area: 5.8 ha	**Ownership:** Private
Current use: Currently site is mostly vacant, apart from one gym unit, and the already delivered Cator Park open space and replacement primary school (based on application site boundary)	**Policy designation:** Part SINC. Part MOL. Tall Building Zone. Local Views 5 and 9.
Consent Status: Consented	**Planning Reference(s):** 15/1511/R

PTAL rating: 3

Policy P8-KM1: Kidbrooke Village Phases 5 and 6

Vision

1. Kidbrooke Village Phases 5 and 6 will deliver new residential buildings, new public park land, and community and commercial facilities. The development should provide high levels of amenity and, as part of the wider Kidbrooke Village masterplan development, form part of a new vibrant neighbourhood which promotes wellbeing for residents and attracts people from outside the neighbourhood to enjoy the new green, community and commercial spaces produced within the development area.

Land Use

2. Development of phase 5 of the Kidbrooke Village development will be a residential-led development that will deliver 526 new homes, with a mix of sizes and tenures, as well as a new public park and community nature pavilion.

3. Phase 5 lies within Flood Zone 2 and to ensure that the area will continue to be safe for its lifetime, development must comply with relevant flood risk policies, take account of climate change and not result in a loss of floodplain storage or conveyance.

4. Development for Phase 6 will consist of a residential-led mixed use development that will deliver 846 new homes, with a mix of sizes and tenures. This will be supported by 250sqm of commercial floorspace and 2,970 sqm of community floorspace.

5. Both schemes will be delivered as part of the wider Kidbrooke Village masterplan development.

Design

6. Development on these sites should create well-defined human-scale streets, where tall buildings form part of the streetscape but do not dominate. They should form part of an inclusive, vibrant urban centre that has a wider draw than the local catchment.

7. The height of residential buildings on the sites should be differentiated from the height of the central cluster next to the railway station, forming a middle ground between these tallest towers and low- to medium-rise residential homes in the wider Kidbrooke area. Tall buildings may be appropriate on the site of around 18 storeys.

Connectivity and Public Realm

8. The schemes should contribute to the creation of a connected network of streets and routes across the Kidbrooke Village neighbourhood to join the area into a single whole, with direct, legible and safe routes, especially from the railway station to the west of Cator Park, as well as across the railway line, to other areas of the Kidbrooke Village developments as well as to existing neighbourhoods.

9. Both phases of the Kidbrooke Village development should continue to improve accessibility toward and around Kidbrooke Station, maximise linkages between new residential buildings and Cator Park through maximising numbers of windows and balconies facing the park for buildings bordering the park, and maximising routes from the park into the development.

10. Phase 5 of the development should also maximise routes from the scheme to Sutcliffe Park.

Policy P8-KM1: Kidbrooke Village Phases 5 and 6

Environment

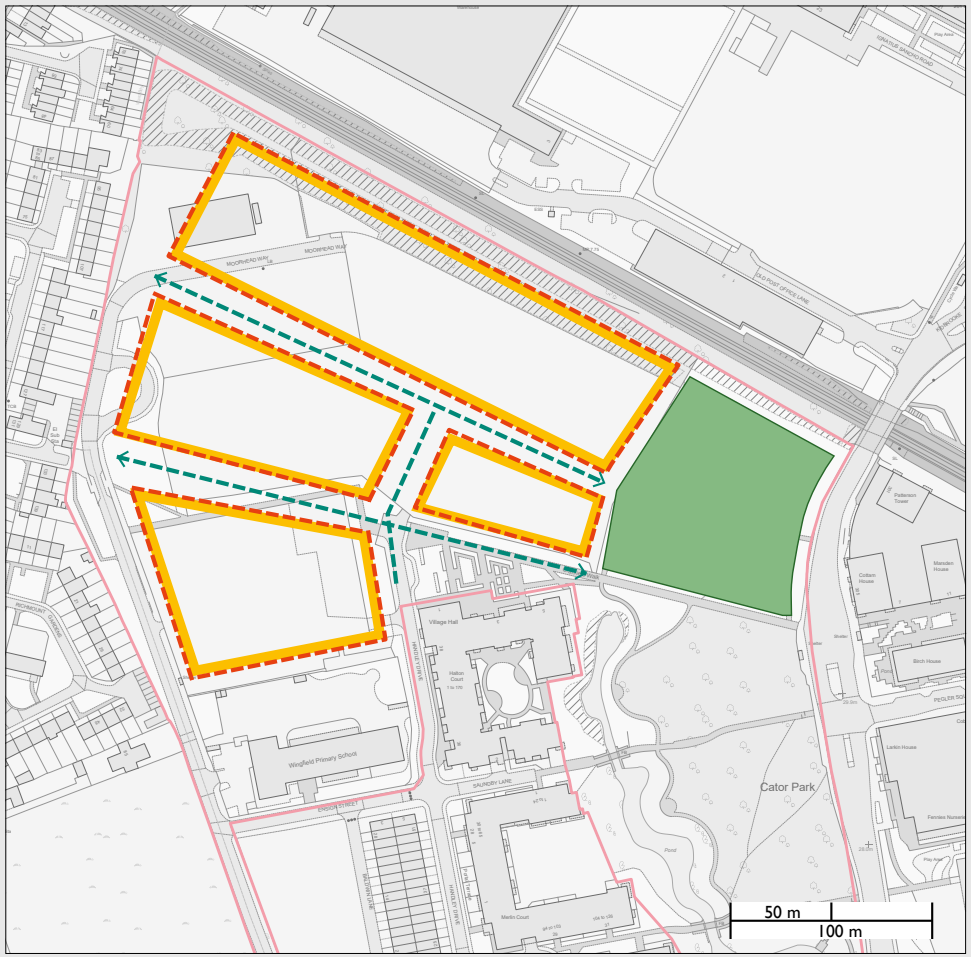
11. Green infrastructure within the sites should be enhanced, including the existing Cator and Sutcliffe Parks. The biodiversity, natural habitats, and the River Quaggy within Sutcliffe Park must be protected, ensuring that any development does not compromise the ecological value of the park.

Implementation

12. The site is subject to planning consents under 23/3976/F (Phase 5) and 15/1511/R (Phase 6).

Place making diagram - Phase 5 Buildings A and B

Place making diagram - Phase 6



Land uses and built form

- Site boundary
- Ground floor active frontage - Residential uses

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees and greening

Land uses and built form

- Site boundary
- Ground floor active frontage

Site Context (Phase 5)

The site is located within lower Cator Park, with Cambert Way splitting the site along its centre.

To the east of the site is more of the Kidbrooke Village development area, with some mid-rise finished residential apartment blocks in a modern style, and some blocks under construction, as well as some low-rise community buildings, and some mid-rise townhouses.

To the north of the site are mid and high-rise residential apartment blocks, also part of the Kidbrooke Village development, with the Kidbrooke railway station located beyond this. To the northwest of the site is the first section of Cator Park, as well as some mid-rise townhouses and apartment buildings.

On the west of the site is a low-rise gym/spa building with ancillary parking, as well as some sports fields, green open space and low- to mid-rise residential housing. To the south of the site is a low-rise sports centre situated within Sutcliffe Park.

The site has a PTAL rating of 3, offering moderate public transport accessibility. Kidbrooke Station is served by Southeastern rail services and is well-connected by bus routes to Woolwich, North Greenwich, Lewisham and Bexleyheath.

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

2. View from Weigall Road and Kidbrooke Park Road

3. View south east from northern end of Cambert Way

4. View from southern corner of Cambert Way

5. View west from Tudway Road

6. View from Astell Road

Site Context (Phase 6)

The site is located south of the railway line passing through Kidbrooke, and is largely vacant excluding Cator Park and the replacement primary school which were both delivered earlier under the same planning permission.

To the north of the site beyond the railway line is a low-rise industrial unit, allotments, and The Kidbrooke Park Road development.

To the east of the site is more of the Kidbrooke Village development, largely comprising mid-rise apartment blocks and community facilities. To the west and south of the site is low-rise residential housing and several open spaces and community / sports facilities.

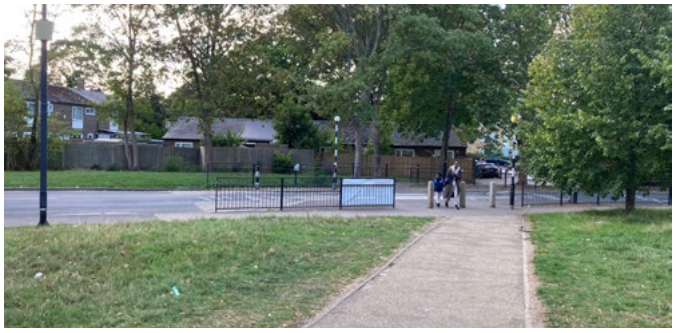
The site has a PTAL rating of 3, offering moderate public transport accessibility. Kidbrooke Station is served by Southeastern rail services and is well-connected by bus routes to Woolwich, North Greenwich, Lewisham and Bexleyheath.

1. View from Cator Park North

2 . Eastern approach on Cranfield Walk

3. Junction of Handley Drive and Cranfield Walk

4. Eastern view on Cranfield Walk



5. View towards Moorhead Way from Cranfield Walk

6. Northern approach on Moorehead Way

Huntsman Sports Club
Site Allocation

Proposed Land Uses

A. Residential

Indicative development capacity

B. 260 homes

Indicative delivery timescale

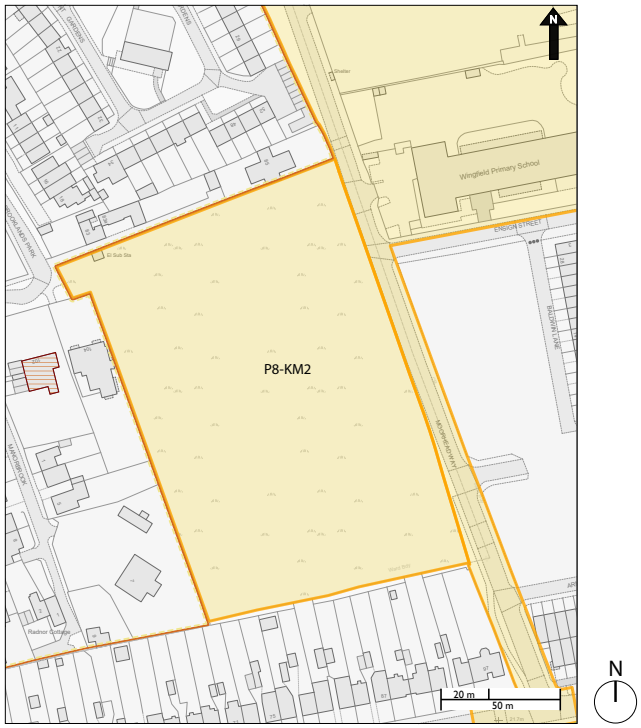
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation.

Tall Building Assessment: Not located within a Tall Building Zone, Tall Building Cluster or Limited Opportunity Zone.

Site boundary and constraints



Address: Land to the west of Moorehead Way, Kidbrooke, London	**Ward:** Blackheath Westcombe
Site area: 1.95 ha	**Ownership:** Private
Current use: Vacant site comprising a former sports ground, currently overgrown and with no public access.	**Policy designation:** Adjacent to the Blackheath Park Conservation Area. Local Views 5 and 9.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 0 to 2	

Policy P8-KM2: Huntsman Sports Club

Vision

1. The Huntsman Sports Club site will deliver a residential neighbourhood with an appealing human scale and a generous offer of communal amenity, which enhances the surrounding context and mediates between Kidbrooke Village and Blackheath Park Conservation Area.

Land Use

2. Development should be residential use with associated communal amenity space, and a variety of building typologies should be explored. The site will deliver 260 homes with a mix of sizes and tenures.

Design

3. Buildings should clearly mediate between the mid-rise frontage of Kidbrooke Village, opposite Moorehead Way, and the surrounding low-rise residential fabric and private amenities to the north, west and south, particularly in relation to the Blackheath Park Conservation Area. Taller blocks may be considered toward the rear of the site, but should remain clearly mid-rise in character, generally of around five to six storeys in height.
4. A generous communal amenity space should be located centrally within the site, accessible from all adjacent buildings and spaces. All built frontages should include appropriate setbacks from neighbouring amenities.
5. Street frontages must be effectively activated. The interface between the ground-floor residential units and the public realm should be carefully designed, taking into account the varying ground levels on the site.

Connectivity and Public Realm

6. A home zone, designed to meet the needs of pedestrians, cyclists, children and residents and where the speeds and dominance of cars is reduced, should be established. Servicing and delivery access must be accommodated in a way to not compromise the pedestrian-focused character of the home zone.
7. A pedestrian connection to Manor Way and Brookland Park should be integrated into the scheme.

Environment

8. Green amenity space, with appropriate urban planting, should be provided centrally within the site. Existing trees should be retained where possible, supplemented by new trees and greening along Moorehead Way.

Implementation

9. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Home zone
- Pedestrian and cycle link
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Existing trees and greening
- New trees and greening

Land uses and built form

- Site boundary
- Building line
- Ground floor active frontage - Residential uses

Place making diagram

Site Context

This vacant site comprises a former sports ground, which is currently overgrown and with no public access. The site is bounded to the north, south and west by existing low rise residential development. Across Moorehead Way to the east of the site is the Kidbrooke Village development, currently under construction. To the northeast of the site is Wingfield Primary School, which is contemporary and three storeys in height. To the southeast is a residential terrace comprising townhouses of three to five storeys.

The site allocation abuts the Kidbrooke Village masterplan area. The northern and western boundaries of the site adjoin the Blackheath Park Conservation Area and the site is also within the setting of the Grade II listed 102 Manor Way and local heritage assets Lennox House and Radnor House.

The site has a low PTAL rating, with two bus routes passing along Moorehead Way and serving North Greenwich, Eltham and Bexleyheath. Kidbrooke Station is within a 10-minute walk of the edge of the site.

1. Approach from southern Moorehead Way

2 . Approach from northern Moorehead Way

3. Approach from Ensign Street

4. Southern access to the site on Moorehead Way

5. Pedestrian approach from Manor Way

6. Approach from Mallory Way

ALDI and B&M Kidbrooke Park Road
Site Allocation

Proposed Land Uses

A. Mixed residential and retail uses

Indicative development capacity

B. 270 homes

C. Approximately 4,860 sqm of non-residential floorspace

Indicative delivery timescale

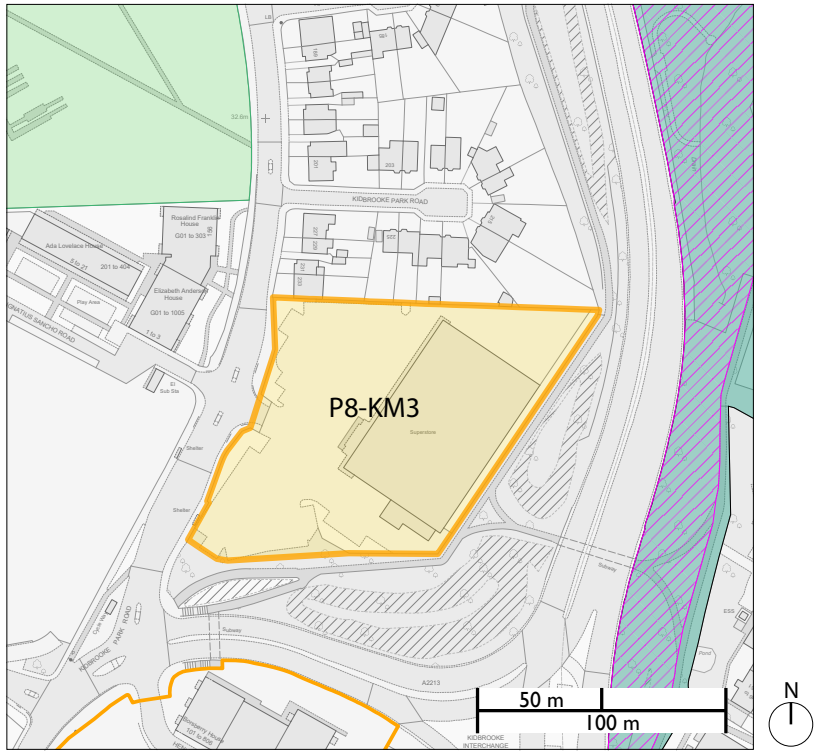
1-5	**6-10**	11-15

Evidence Base

Characterisation Study: Area of transformation, with low sensitivity to change.

Tall Building Assessment: Located within a Tall Building Zone.

Site boundary and constraints



Address: 241 Kidbrooke Park Rd, London SE3 9PP	**Ward:** Kidbrooke Village and Sutcliffe
Site area: 1.2 ha	**Ownership:** Private
Current use: Retail uses. The site currently contains one Aldi, and one B&M retail superstore, and associated parking.	**Policy designation:** Tall Building Zone. Local View 5.
Consent Status: None	**Planning Reference(s):** N/A
PTAL rating: 3 / 4	

Policy P8-KM3: ALDI and B&M Kidbrooke Park Road

Vision

1. The ALDI and B&M Kidbrooke Park Road site will deliver a vibrant, residential led mixed-use development with the reprovision of the existing retail. Residents should have easy access to local shops, employment, facilities and green space as well as a walkable route to Kidbrooke station. The scheme should be delivered to a high standard of design and provide quality amenity spaces and enhance surrounding public realm, which positively contributes to the placemaking and visual quality of Kidbrooke Village as a whole.

Land Use

2. Development should consist of a residential-led scheme that reduces surface level car parking, whilst seeking the re-provision of the existing retail across the site to continue to meet the needs of local residents.
3. The site will deliver 270 homes with a mix of sizes and tenures. This will be supported by 4,860 sqm ground floor commercial space.

Design

4. The design of the scheme should integrate well with the established character of the new local centre being formed in Kidbrooke Village, as well as meeting high standards of quality and sustainability.
5. Housing density should be optimised on the site whilst retaining high design quality.
6. The heights of taller buildings on the site should not undermine the heights of the tall building cluster adjacent to the railway, creating a mid-point between the height of these towers and nearby low-rise residential neighbourhoods.
7. Tall buildings may be appropriate on the site of around 12 storeys.

Connectivity and Public Realm

8. The scheme should include improved pedestrian links both within the site and to the wider surrounding area, promoting active travel and providing convenient access to Kidbrooke station.

Environment

9. A key element of the scheme should be the improvement of public realm and green infrastructure. Although the site is not located in an area of public open space deficiency, the scheme should provide sufficient amenity space for new residents on site, including high quality urban planting to benefit wellbeing and the environment.

Implementation

10. Applicants should engage in detailed discussions through the pre-application process.

Connectivity, Movement, Access and Servicing

- Pedestrian and cycle route
- On site route for access, servicing and deliveries
- Potential location for access, servicing and deliveries

Green and blue infrastructure, public realm and landscaping

- Green parks and linear parks

Land uses and built form

- Site boundary
- Ground floor active frontage - commercial and retail uses
- Ground floor active frontage - Residential uses

Place making diagram

Site Context

The site currently contains one large building compromising of an ALDI and a B&M retail store and associated parking. To the north of the site is low-rise residential housing (largely 2-storeys), there are also low-rise residential houses on the east of the site, on the other side of the A2.

To the west of the site is the construction site for the Kidbrooke Park Road development. To the south of the site are high-rise residential blocks forming the Kidbrooke Village development scheme. The wider area is largely residential, with some parks and community facilities (school, museum, playground and playing fields).

The site benefits from having a PTAL rating of 3 to 4, offering moderately high public transport accessibility. Kidbrooke Station is served by Southeastern rail services and is well-connected by bus routes to Woolwich, North Greenwich, Lewisham and Bexleyheath.

1. View of the site from the current access on Kidbrooke Park Road

2 . Existing retail use on site.

3. Residential neighbourhood north of the site

4. High rise residential scheme south of the site

5. Partially constructed residential blocks opposite the site

6. View along Kidbrooke Park Road with the site on the left

Chapter 4
Housing

Strategic Objectives

Deliver adaptable and inclusive homes for all: We will ensure the delivery of high-quality, adaptable homes that meet the diverse needs of residents across all life stages, including older people, and people with disabilities. This includes promoting accessible and adaptable housing, including wheelchair user dwellings, supported and specialist housing and encouraging innovative building types.

Promote balanced, mixed, and affordable communities: We will promote the development of balanced and inclusive communities by significantly increasing the supply of affordable homes and ensuring a diverse mix of housing types, tenures, and sizes. This includes prioritising family-sized homes to reduce overcrowding in Royal Greenwich. We will work to ensure that both new and existing residents can access suitable, high-quality homes and remain rooted in their communities.

Align housing growth with infrastructure capacity: We will ensure that new housing development is supported by sufficient infrastructure capacity, including transport, education, health, and green spaces, to maintain high living standards and equitable access to services and amenities.

4.1. With Royal Greenwich's population set to grow significantly over the plan period, increasing the delivery of high-quality homes to meet existing and future residents' needs is an upmost priority for this Plan. Housing is fundamental to the health, wellbeing, and happiness of Royal Greenwich's residents, and therefore this chapter sets out a framework to guide future housing delivery that is ambitious and will meet the needs of all residents.

4.2. The Plan supports the delivery of homes through a stepped housing target, focusing growth where it is most sustainable – in Opportunity Areas, town centres and other accessible locations, and through our site allocations – in order to meet our ambitious target of 49,630 new homes over the Local Plan period. Housing delivery will be optimised through intensification, regeneration, and the efficient use of land, including small and windfall sites, whilst using a design-led approach to ensure quality and integration with communities.

4.3. The delivery of a diverse mix of housing types and tenures is encouraged to meet different residents' needs. This includes affordable and family-sized homes, supported and specialist accommodation, and housing for rent and sale. The borough-wide target of 50% affordable housing reflects the acute need for affordable homes, particularly social rent and intermediate rental products.

4.4. Specialist housing for older adults, disabled people, and vulnerable groups is supported, with a focus on well-located, high-quality provision meeting identified needs. Student accommodation, Build to Rent and Large-scale purpose-built shared living schemes are supported where they are well-designed, appropriately located, and contribute to mixed communities. The co-location of conventional housing within large-scale purpose-built shared living and student accommodation schemes is promoted to help ensure communities remain mixed and balanced. Provision for Gypsies and Travellers will be retained and expanded to meet identified need, and new sites must be safe, well-serviced, and appropriately located.

4.5. Smaller sites and incremental intensification will play a key role in housing delivery. Sensitive infill housing development, extensions, and conversions are encouraged where they respect local character and optimise land use, and self-build and custom-build homes are supported to meet local demand and allow residents a greater choice in housing. Conversions to Houses of Multiple Occupation (HMOs) and residential subdivisions must maintain housing quality and avoid overconcentration. Proposals will be assessed to ensure they support balanced communities and protect existing family housing.

4.6. New development must be supported by sufficient infrastructure — transport, education, healthcare, utilities, and green spaces — to maintain high living standards and ensure equitable access to services. Strategic sites requiring investment will be prioritised, and delivery of infrastructure monitored to ensure progress against targets.

4.7. Policies support the creation of homes which are well-designed, sustainable, inclusive, and adaptable. Developments should provide good levels of daylight, internal space, and private or communal external amenity space, contributing to healthy and sustainable living environments. All new homes must meet required accessibility standards, with the majority designed to be accessible and adaptable and a proportion meeting wheelchair user standards. Developments should provide sufficient space and amenity, including play spaces for children, to support wellbeing and inclusion across all life stages.

4.8. Together, these policies set out a clear and coordinated approach to housing delivery across Royal Greenwich. They aim to meet the diverse needs of all residents by promoting sustainable, affordable, and well-integrated development. Every new scheme will contribute to the creation of healthy, inclusive, and thriving neighbourhoods, ensuring that housing supports both individual wellbeing and community success.

Policy H1: Meeting Housing Needs

1. Royal Greenwich will support delivery of at least 49,630 additional homes across the Royal Borough during the Plan period. This will be achieved by:

   a. adopting the following stepped housing target:

Table H.1 Stepped housing target

	Plan Period		
Years	2025/63 – 2029/30	2030/31 – 2034/35	2035/36 – 2039/40
Five Year Requirement	12,330	18,650	18,650

   b. focusing delivery of new housing in Royal Greenwich's Opportunity Areas, site allocations (as shown on the policies map) and other highly accessible locations such as town centres;

   c. making effective and efficient use of land by optimising housing densities using a design-led approach, including the delivery of tall buildings within designated areas, taking into account the site's context, capacity for growth and existing and planned infrastructure capacity;

   d. supporting new housing delivery on small sites (below 0.25 hectares);

   e. supporting the regeneration and renewal of housing estates;

   f. ensuring new homes address different housing needs by:

      i. providing a variety of housing choices, including prioritising the delivery of affordable homes across the borough;

      ii. meeting the needs of specific groups; and

      iii. requiring developments that contribute towards the creation of sustainable, mixed, and inclusive communities;

   g. supporting new housing delivery on windfall sites, including infill and backland development where appropriate;

   h. supporting planning applications for self-build and custom-build; where these accord with other Local Plan policies; and

   i. safeguarding the use of existing housing, including supporting proposals that would bring long-term empty homes back into use, and resisting the net loss of residential accommodation, including to short-term holiday rentals, except where:

      i. the redevelopment would meet Royal Greenwich's need for affordable and/or family-sized housing, or

      ii. the proposal is for strategic infrastructure that is necessary to support delivery of the spatial strategy for Royal Greenwich, or

      iii. the proposal is for specialist non-self-contained accommodation to meet an identified need.

2. Development proposals for new homes will not be supported if a proposal fails to optimise the housing delivery potential of the site in line with the design-led approach and other relevant policies of this Plan, or seeks to deliberately under-develop the site so as to avoid affordable housing contributions.

Reasoned Justification

4.9. Achieving Royal Greenwich's housing targets to help meet growing and diversifying housing need is a key priority of this plan. To do this, it is necessary to protect existing housing and fully optimise the delivery of new provision across the borough, ensuring land is used efficiently. This means delivering as many new homes as each site can accommodate through a design-led approach, without compromising quality of life for both new and existing neighbouring residents. This will require higher density living in the majority of cases.

Housing Target

4.10. The London Plan 2021 sets all London boroughs an annual housing target based on the Greater London Authority's (GLA) estimate of land capacity through the Strategic Housing Land Availability Assessment (SHLAA). The target allocated to Royal Greenwich in the London Plan is 2,824 homes per year over ten years 2019-2029. This figure is based on capacity of land to deliver new homes and considers existing Local Plan policy to estimate capacity.

4.11. This Local Plan is more pro-growth and ambitious than its predecessors. Our policies are geared towards encouraging applicants to come forward with more housing, optimising housing delivery sites and finding new innovative ways to deliver more homes. We recognise that housing delivery is currently challenging, and our stepped housing target is the result of detailed conversations with the development industry reflecting the long-term delivery timeframes of our large development sites.

4.12. To meet the borough's ambitious housing target, developments will need to optimise the delivery of homes on site allocations, small sites and other large windfall sites using the design-led approach set out in Policy H8. Policy H8 Small Sites and Subdivisions requires any new housing development or conversion to be design-led. Expectations for following the design-led approach are also set out in Policy H11, with additional guidance provided in the Urban Design Guide.

4.13. Applicants will need to ensure that new housing has access to adequate supporting infrastructure, such as public transport, healthcare, education and utilities, as well as local facilities such as retail, social infrastructure, open spaces and parks and demonstrate this as part of any proposal. This approach will ensure the delivery of thriving, integrated communities, ensuring the existing and new residents needs are met. Innovative methods of housing delivery, such as self-build, custom housebuilding and community-led housing developments will also be supported where these make optimal use of a site.

4.14. Applicants for new housing developments should set out through supporting documents how housing densities respond to local context and character – using the guidance and analysis set out in the Council's Characterisation and Intensification Study (2023), other environmental constraints, and demonstrate they are appropriate in relation to the availability of supporting infrastructure including open space, transport, retail, social infrastructure, health, utilities and other supporting facilities.

Housing Supply

4.15. In reviewing our housing trajectory, we have considered how changes in our strategic policies will influence housing delivery up to 2040. This includes our approach to density and intensification, approach to small sites, infill and backland development, and spatial strategies across the borough and a stronger level of policy encouragement in this Local Plan. This Local Plan is supportive of design solutions to meet housing needs through making best use of land, the importance of strategic sites, intensification, windfall sites, optimising small sites, backland and infill development.

4.16. Our housing trajectory shows that the borough has sufficient capacity to deliver new homes over the plan period. Opportunity Areas and allocated sites across the borough

have significant capacity for new homes by making effective use of land, intensification and increased density. Such opportunities are presented in the site allocation schedules in Chapter 3. Sites across the borough suitable for new homes will be listed on the Council's Brownfield Land Register. The Brownfield Land Register will enable Royal Greenwich to have up to date and consistent information on sites for new homes, maintained in a transparent way through publishing as open data.

4.17. The housing trajectory illustrates the expected rate of housing delivery over the plan period. For years 1-5 of the plan period the target is 12,330 homes. This corresponds to the existing London Plan 2021 target and the Royal Borough's deliverable housing land supply.

4.18. As the housing trajectory is stepped, for years 6-15 the annualised housing target is significantly higher at 3,730. This target reflects the significant long-term development opportunities across large complex sites which will be delivered in phases.

4.19. This leads to a total target over the 15-year plan period of 49,630 homes. It is also acknowledged that when the next London Plan is adopted, the targets set in the London Plan will supersede the targets set in this Local Plan.

4.20. The delivery of the sites will be monitored in Royal Greenwich's Authority Monitoring Report (AMR) and Royal Greenwich's Housing Delivery Test Action Plan (HDTAP).

4.21. Historically a proportion of Royal Greenwich's housing delivery has been delivered on windfall sites. Through our housing trajectory, stronger policy direction and site allocations we are taking a more proactive approach to planning for growth in Royal Greenwich. Nevertheless, it is not always possible to predict when land will come forward for redevelopment. This means that windfall sites will inevitably continue to come forward and therefore we continue to include a windfall allowance in our housing trajectory. Consistent past trends and future projections are used to estimate the scale of windfall delivery.

4.22. The stepped trajectory shows a significant amount of Royal Greenwich's housing target will be delivered in the medium to long term. This is because a large proportion of housing delivery will be on large, complex site allocations, many of which require associated infrastructure delivery to facilitate high density housing development. We have assumed a realistic delivery timescale for these developments, however, it is acknowledged that many of these sites could be delivered more quickly than this delivery rate suggests.

4.23. A few of the largest of the borough's site allocations are on sites anticipated to be subject to strategic level investment to optimise housing delivery aligned with London's housing needs. This includes Thamesmead which has been shortlisted as a New Town, and government support and investment has been secured to enable the extension of the Docklands Light Railway (DLR). Royal Greenwich will work positively with developers and other key stakeholders to support the timely delivery of development and supporting infrastructure.

Density, size and mix of new homes

4.24. Historically, housing in Royal Greenwich has been developed at relatively low densities, except for limited areas within identified centres and within identified regeneration areas such as Royal Arsenal and Kidbrooke Village. This cannot continue in the face of very high demand for housing and projected population growth. Therefore, to deliver our housing targets, higher density development will be required across the borough, with a particular focus on Opportunity Areas, within town centres and other highly accessible areas.

4.25. A design-led approach has been used to optimize densities on site allocations. All development proposals for conventional residential dwellings (including conversions) must provide a good mix of unit sizes which contributes to meeting the need for family-sized homes as set out in Policy H3.

Existing housing

4.26. The acute shortage of affordable housing and the continued need to provide for family-sized homes mean that the loss of residential uses or floorspace may be acceptable where they are being reconfigured to better meet these needs.

4.27. The permanent loss of residential dwellings to temporary accommodation such as short-term lets will not be supported. Demand for short-term sleeping accommodation should be met from appropriate sites in non-residential use, rather than sites used for permanent housing.

4.28. Where existing supported or affordable housing is being reconfigured or redeveloped it will be assessed against the latest evidence of need, including our Local Housing Needs Assessment (LHNA). When demonstrating a proposal would meet an identified local need for specialist accommodation, applications should be clear about the client group(s) the accommodation would provide for and have regard to evidence about client groups in the borough, in accordance with Policy H7 Supported and Specialist Accommodation.

4.29. Increasing housing supply is not just about building new homes. Converting existing residential dwellings and bringing long-term empty properties back into habitable use can also increase the overall supply of dwellings that can be used to more effectively meet the housing needs identified in the LHNA; however, this needs to be balanced with the need to ensure mixed and balanced communities. Policy H6 provides the policy criteria for assessing conversions to HMOs and Policy H8 provides criteria for assessing sub-divisions. Long-term vacant property underuses Royal Greenwich's valuable housing stock and does not help to meet the housing need identified in this Local Plan.

Policy H2: Affordable Housing

1. There is an overall target for 50% of all new homes in Royal Greenwich to be affordable. This will be achieved through:
    a. securing affordable homes from a range of Council-led initiatives;
    b. requiring a minimum of 50% affordable housing on public sector land unless there is a portfolio agreement with the Mayor of London;
    c. requiring a minimum of 50% for Locally Significant Industrial Sites (LSIS) and Non-Designated Employment Sites appropriate for residential uses where the scheme would result in a net loss of industrial capacity; and
    d. a minimum of 35% affordable housing on gross residential development on all other major developments.
2. The following tenure split of affordable products should be applied to residential development:
    a. 60% low-cost rented products as Social Rent; and
    b. 40% intermediate products which meet the definition of genuinely affordable housing, with a preference for intermediate rented products over shared ownership.
3. Affordable housing should be provided on-site. Off-site provision or a payment in lieu will only be accepted in exceptional circumstances.

Viability

4. As per London Plan 2021 Policy H5 developments can either follow the "viability tested route" or the "fast track route".
5. Viability appraisals and reviews are required for developments following the viability tested route in accordance with the London Plan 2021. These must be published for public scrutiny.
6. Developments can follow the fast track route if:
    a. they provide 35% affordable housing, with a policy compliant tenure mix. Where developments follow the fast track route they will not be subject to a viability appraisal. A viability appraisal will be necessary if amendments are proposed to lower the affordable housing provision to less than 35% following the grant of planning permission; or
    b. a minimum of 50% affordable housing on public sector land, Locally Significant Industrial Sites and Non-Designated Employment Sites appropriate for residential uses where the scheme would result in a net loss of industrial capacity. A viability review will be necessary if amendments are proposed to lower the affordable housing provision to less than 50% following the grant of planning permission.
7. Applicants must seek grant funding at the earliest opportunity to increase the amount of affordable housing delivered.

Reasoned Justification

4.30. Royal Greenwich has set an overall target of achieving 50% affordable homes. This target is necessary considering the significant need for affordable housing identified in our LHNA, which showed a need for 54% of dwellings to be affordable.

4.31. To support delivery of the 50% affordable housing target, Royal Greenwich is progressing both the "Housing Our Greenwich" programme and the Greenwich Builds initiative. Greenwich Builds is the Council's direct delivery programme focused on developing new affordable homes on underutilised Council-owned land, such as garage sites. Housing Our Greenwich is a borough-wide review of Council-owned housing sites aimed at delivering mixed-tenure developments, estate regeneration, and a net increase in affordable homes. These programmes are supported by dedicated resources and align with the Council's Housing and Homelessness Strategy and Carbon Neutral Plan, ensuring that new homes are high-quality, sustainable, and meet the needs of residents.

4.32. The LHNA identified a need across the plan period for an equal amount of social rent and other intermediate affordable products. The most acute need is for social rented housing, for example to accommodate those in overcrowded households, or those currently homeless and in temporary accommodation. Therefore, our policy prioritises social rented housing with a 60/40 tenure split between social and intermediate tenures.

4.33. Whilst there is a high need for intermediate rental products, the need for shared ownership tenure in Royal Greenwich is low. The LHNA found that only 1,150 households would be able to afford a Shared Ownership home over the Plan period. This represents just 5% of the total need for affordable housing. Therefore, Royal Greenwich has a strong preference for intermediate rented products over shared ownership. Intermediate rents should be based on affordability as a percentage of income rather than affordability as a percentage of market rent, as London Living Rent or Key Worker Living Rent are.

4.34. Affordable housing percentages will be measured by habitable rooms. For developments of 10 or more homes, a minimum of 35% by habitable room should be affordable. Developers are expected to maximize the provision of affordable housing, considering factors such as the availability of public funding, the impact of phased development (including the potential for re-assessing the viability of the project at different stages), and financial viability, particularly in relation to local and regional viability guidelines.

4.35. Applicants are strongly encouraged to meet or exceed the 35% affordable housing target. A lower percentage may only be accepted if supported by thorough and robust viability evidence prepared in accordance with national and GLA guidance, demonstrating significant barriers to delivery. Applications will be subject to re-appraisals of their viability to enable the maximum amount of affordable housing to be delivered.

4.36. For developments providing social rented and intermediate housing above the 35% threshold, flexibility will be applied to the additional amount in terms of tenure. For developments on public sector land, the Mayor's approach will be followed. For planning applications not following the fast track route, developers must demonstrate that the project is viable and deliverable, submitting a full viability appraisal.

4.37. Developments on Locally Significant Industrial Sites (LSIS) and Non-Designated Employment Sites appropriate for residential uses which would result in a net loss of industrial capacity are required to deliver 50% affordable housing to follow the fast-track route. However, as stated in London Plan 2021 footnote 59, it is recognised that some surplus utilities sites are subject to substantial decontamination, enabling and remediation costs. If it is robustly demonstrated that extraordinary decontamination, enabling or remediation costs must be incurred to bring a surplus utilities site forward for development, then a 35 percent affordable housing threshold could be applied, subject to detailed evidence, including viability evidence, being made available.

4.38. Phased developments or subdivided sites that reduce the provision of social rented and intermediate housing will not be allowed. The goal is to ensure the maximum provision of these types of housing, with priority given to delivering them on-site.

4.39. Affordable housing should be provided on-site. Off-site provision or a payment in lieu will only be accepted in exceptional circumstances, and must reflect the true cost to the developer of on-site provision.

Policy H3: Housing Mix

1. New residential development should deliver a balanced mix of housing types and sizes. This should include:
   a. providing 3 bedrooms in 30% of affordable homes and providing 4+ bedrooms in 10% of affordable homes which should be applied equally across all affordable tenures being proposed;
   b. providing 3 bedrooms in at least 10% of market homes; and
   c. optimizing the proportion of family housing beyond the requirements where this is feasible and appropriate.

Reasoned Justification

4.40. Providing a range of different dwelling types and sizes supports the creation of mixed, balanced and sustainable communities and will help to meet the housing needs of a range of household types.

4.41. The London Plan 2021 recognises the importance of family housing to meeting London's needs and notes that well-designed homes providing two or more bedrooms can contribute to this need. However, our LHNA identifies a specific need in the local area for both affordable and market housing to have three or more bedrooms suitable for families. The LHNA showed a continued need for 4+ bedrooms for affordable housing.

4.42. To help meet the need for family-sized homes, proposals will be expected to deliver 3 bedrooms in 30% of affordable homes, 4+ bedrooms in 10% of affordable homes and to deliver 3 bedrooms in at least 10% of market homes. Providing family homes in affordable housing is prioritised as this is where the most acute need is. The mix should be applied equally across all affordable tenures being proposed.

4.43. The precise housing mix for both market and affordable homes should be guided by the specific characteristics of the development site, including its capacity to accommodate a range of housing types and sizes. However, all proposals should seek to optimise the delivery of family-sized homes (3 bedrooms or more) in line with identified local needs.

4.44. Royal Greenwich strongly encourages early engagement from developers to explore how best to meet the borough's need for family housing.

4.45. While developments are expected to align with the preferred housing mix set out in the policy, a flexible approach will be taken where fully justified. Factors such as site constraints, housing type, and scheme viability will be considered, along with the location of the site (as per London Plan 2021 Policy H10 part A6). In exceptional cases where it is not viable to deliver the full housing mix, the delivery of family homes in affordable housing tenures will be prioritised.

4.46. This approach aims to balance the strategic objective of increasing family housing with the practical realities of housing delivery, ensuring that new development responds to both need and opportunity.

Policy H4: Build to Rent

1. Royal Greenwich supports Build to Rent developments that meet the definition given by London Plan 2021 Policy H11.
2. To meet our need for affordable homes, our preference is for developments which have the potential to include more than one residential core and/or block to provide social rented housing to be managed by a registered provider alongside Discounted Market Rent. Where this is the case:
    a. to follow the Fast Track Route, 60% of the overall affordable housing requirement should be provided as social rent within this separate core and/or block. The remaining 40% of units should be provided at Discounted Market Rent levels and included in the same core and/or block as the market rental units under the same management.
    b. if the low cost rented accommodation provided in this separate core and/or block and managed by a registered provider is proposed to be less than 60% of the overall affordable housing requirement, the scheme must follow the Viability Tested route. In these circumstances, the applicant will be expected to maximise the provision of affordable units within the development as a whole.
3. Where an applicant can provide sufficient evidence that providing a separate residential core and/or block would significantly compromise the design quality of the accommodation or render the development economically unviable:
    a. the full affordable housing requirement for the scheme will be accepted as Discounted Market Rent units managed alongside the market rent units, in accordance with the requirements of London Plan 2021 Policy H11.
    b. to follow the Fast Track Route, the Council will seek 30% of Discounted Market Rent units to be provided at rental levels equivalent to London Living Rent, with the remainder at intermediate rent levels meeting evidenced Royal Greenwich needs. If these requirements are not met, the scheme must follow the Viability Tested route.
4. For all schemes, the package of discounted units below market rent, along with letting, managing and monitoring arrangements for these units, will be secured through a legal agreement.
5. Build to Rent housing should provide a mix of dwelling sizes that meets identified local housing needs.
6. Developments must provide communal amenity space internally and outdoors which is sufficient in quantum and quality for meeting residents' needs. If schemes are located within open space deficiency areas, applicants must provide public open space on site in addition to outdoor amenity space for residents, or contribute towards local public open space upgrades.
7. Build to Rent schemes should be located in well-connected locations providing easy access to shops, services and open spaces.

Reasoned Justification

4.47. To ensure that the significant need for affordable housing in Royal Greenwich can be met, our preference is to secure low cost social rented housing where possible through schemes involving Build to Rent within a separate core and/or block to be managed independently by a registered provider.

4.48. Applicants will be required to demonstrate that this possibility has been fully explored from the outset in the design of Build to Rent proposals. The onus will be on the applicant to explain the design reasons why it is not feasible to provide a separate core and/or block for low-cost rented housing. Only where this has been demonstrated to the satisfaction of the Council, will it be acceptable to provide the full affordable housing requirement as Discounted Market Rent accommodation managed alongside the market rented accommodation.

4.49. Significantly compromised design is considered that which prevents the scheme from functioning effectively or does not meet standards required for a good living environment such as sufficient levels of amenity space, daylight, sunlight or ventilation.

4.50. Where social rented housing is provided in a separate core and/or block, this should be equivalent in design and appearance to the rest of the housing proposed in the scheme and maintained as such. Percentages of affordable housing will be calculated on the basis of habitable rooms.

4.51. The covenant period for Build to Rent schemes in Royal Greenwich will be at least 15 years to ensure they make a long-term contribution to meeting housing need in the borough across all tenures. A claw-back mechanism will be applied in accordance with the policies of the London Plan 2021 and NPPF on Build to Rent, which require Discount Market Rental units to be secured in perpetuity, in order to protect the value of the affordable housing provision that is withdrawn if affordable housing units in Build to Rent blocks are converted to another tenure after the expiry of the covenant period.

4.52. If a Build to Rent scheme includes more than one block, each block may be subject to a separate covenant and claw-back provision in the legal agreement. A valuation of the market and affordable units must be included within the Section 106 agreement to enable the level of clawback to be calculated in the event that the covenant is breached. Prior to the end of the covenant period, if the applicant wishes to deviate from the covenant in any way they must apply to vary the Section 106 agreement. This will be assessed using the methodology set out in the London Plan 2021 and associated guidance. Subsidy for affordable housing recouped through the use of a claw-back mechanism will be recycled for alternative affordable housing provision in Royal Greenwich.

4.53. As Build to Rent developments tend to be high density, they should be sited within well-connected locations, with easy access to shops, services and open spaces, in order that the local infrastructure is able to support the large number of new residents living within the schemes. This is likely to mean town centre and Opportunity Area or locations with a PTAL of 3 or more.

4.54. A sufficient mix of unit sizes and amenity spaces should be provided in Built to Rent developments, as per Policies H3 and H11 and Royal Greenwich's Urban Design Guide. Public open space may also need to be provided, in accordance with Policy EN2.

Policy H5 Purpose-Built Student Accommodation

1. The provision of new or refurbished Purpose-Built Student Accommodation (PBSA) will be supported where it meets an identified need and will form part of mixed and balanced communities. Proposals for PBSA will be supported where it can be demonstrated that the development:
   a. does not result in the loss of existing C3 residential accommodation;
   b. will be linked through a nominations agreement with one or more Higher Education Provider(s) (HEP) in London at the point of initial occupation, except where all bedrooms qualify as affordable as defined in the London Plan 2021;
   c. includes a student management plan that will ensure the efficient and appropriate operation of the scheme;
   d. is in a well-connected location providing easy access to shops, services and open spaces;
   e. provides a range of accommodation layouts, sizes and types, unless sufficient justification is provided as to why this would not be appropriate;
   f. is well-designed, providing appropriately sized bedrooms which are large enough to contain a bed, desk and have usable width, as well as appropriate levels of storage to meet students' everyday needs;
   g. provides a suitable quantum of accessible bedrooms in line with requirements set out in the Mayor's 'Purpose-built student accommodation' London Planning Guidance;
   h. secures the maximum level of accommodation as affordable student accommodation as defined through the London Plan 2021 Policy H15 and associated guidance; and
   i. provides communal amenity space internally and outdoors which is sufficient in quantum and quality. If schemes are located within open space deficiency areas, applicants must provide public open space on site in addition to outdoor amenity space for residents, or contribute towards local public open space upgrades;
   j. would not lead to an over-concentration of similar uses, including Large-scale purpose-built shared living (LSPBSL), which would be detrimental to the creation of mixed and balanced communities.
2. For PBSA proposals comprising 50 or more student rooms, applicants will be required to submit a Cumulative Impact Assessment to demonstrate that the development would not result in over-concentrations within the surrounding area which negatively impact the local area. The Cumulative Impact Assessment should:
   a. assess existing and consented provision by identifying the number, scale, and distribution of PBSA and other similar LSPBSL accommodation within the local area, including developments that are operational, under construction, permitted but not yet implemented (extant permissions);
   b. illustrate on a map the surrounding area that has been considered in the assessment and ensure this is proportionate to the scale of the proposal and local context;

Policy H5 Purpose-Built Student Accommodation

c. assess impacts on local infrastructure and services, including but not limited to transport, public realm, open space, healthcare, waste management, and community facilities, and demonstrate that the proposal would not exacerbate existing or planned capacity constraints, taking account of the Council's Infrastructure Delivery Plan (IDP);

d. demonstrate how the scheme will contribute positively to the local community and integrate with the surrounding neighbourhood, for instance through design or community access to facilities; and

e. identify mitigation measures where necessary, to address identified cumulative impacts, including management arrangements, infrastructure contributions, or design modifications.

Reasoned Justification

4.55. PBSA makes a valuable contribution to the diversity of housing stock in Royal Greenwich and contributes to meeting London's need for student accommodation. Although student accommodation is important for meeting transient housing need, we want to ensure that PBSA schemes form part of mixed and balanced communities, and Royal Greenwich's LHNA points to a significant need for affordable and family-sized homes in the borough which meet long-term needs.

4.56. As such, applications for PBSA on sites with a net developable area of 0.5 hectares or larger must either provide some conventional C3 housing units on the same site in a separate block or location to the PBSA block(s) or provide robust evidence that doing so would significantly compromise design quality or render the scheme economically unviable. Significantly compromised design is considered that which prevents the scheme from functioning effectively or does not meet standards required for a good living environment such as sufficient levels of amenity space, daylight, sunlight or ventilation.

4.57. Developers would then be able to fulfil the affordable home requirements for the PBSA and conventional homes separately in each development type based on the relevant requirement as per Policy H2.

4.58. HEPs are defined in London Plan 2021 footnote 77. While we recognise that provision of specialist student accommodation is needed to support the growth of London's higher education providers, wholly speculative development of student housing will not be permitted. The accommodation should either be operated directly by a HEP or have a nominations agreement in place with a HEP, in accordance with London Plan 2021 Policy H15.

4.59. It is important for private providers of student accommodation to have early discussions with HEPs to ensure the accommodation is designed and built to meet their requirements and that it meets an identified student housing need. A 'letter of comfort' should be provided at initial application stage to evidence these discussions, and later a Nominations agreements should be secured by Section 106 Agreement.

4.60. Nominations agreements must include confirmation that the majority of the bedrooms in the development including all of the affordable student accommodation will be secured for occupation by students of one or more HEPs, for the lifetime of the scheme, as required by London Plan 2021 Policy H15.

4.61. If nominations agreements are not secured by point of first occupation, a cascade mechanism of direct let to providers based on proximity to the accommodation should be followed in line with PBSA London Plan Guidance. This means that higher education providers should be contacted regarding this matter in the following order:

i. Those based within Royal Greenwich or boroughs directly adjacent;

ii. Those based in other London boroughs with sustainable transport connections to the site;

iii. any other higher-education student at a London HEP campus;

iv. as a last resort, any other higher-education student with a need to reside in London.

4.62. The use of schemes for student accommodation will also be secured by condition relating to the use of land. Where the accommodation is not secured for students, the development will be considered Large-scale purpose-built shared living and considered under London Plan 2021 Policy H16 and Local Plan Policy H6.

4.63. Affordable student accommodation should be maximised in accordance with London Plan 2021 Policy H15. To follow the fast-track route, developments must refer to Policy H2 of this Plan. Tenancies should have regard to the likely level of financial support available to the intended occupiers. The affordable student accommodation should be allocated by the HEP(s) that operates the accommodation, or holds the nomination right to it, to those students it considers most in need of the accommodation.

4.64. Alternatively, in line with London Plan 2021 paragraph 4.15.4, where all the bedrooms in the PBSA development are provided at a rental cost qualifying as affordable student accommodation as defined in the London Plan 2021 and maintained in perpetuity through legal agreement or condition, there is no requirement for it to have a nomination agreement with a higher education provider.

4.65. Schemes should be sustainably located in well-connected locations with good public transport accessibility providing easy access to shops, services and community facilities including open space. This will generally mean town centre locations and locations with a PTAL of 3 or higher.

4.66. When considering the concentration of similar uses in a single area, schemes will be considered on a case-by-case basis, having regard to their scale, the existing character of the area, and the existing and permitted concentrations of PBSA and related uses in the vicinity.

4.67. Evidence indicates that 2,068 PBSA units were delivered or consented in Royal Greenwich between 2021 and 2025, equating to an average of around 414 units per annum, with additional schemes in the development pipeline.In the context of the London Plan 2021 target of 3,500 PBSA units per annum across London, Royal Greenwich is making a significant contribution to meeting strategic need. While this contribution is supported, it necessitates a carefully managed approach to further provision to ensure that additional PBSA does not result in over-concentration in particular locations.In particular, it is important to ensure that the delivery of PBSA does not undermine the Council's priority to meet the borough's identified need for conventional housing, including affordable and family-sized homes, for which need is greatest. The London Plan 2021 is clear that provision of PBSA should not compromise the creation of mixed, inclusive and balanced communities.

4.68. Accordingly, large-scale proposals of over 50 student rooms will be expected to demonstrate through a Cumulative Impact Assessment that they respond appropriately to the existing and planned stock of student accommodation in the area. This should illustrate that the developments avoid over concentration, avoid placing undue pressure on local infrastructure and services and positively contribute to, and integrate with, the surrounding neighbourhood and community.

4.67. Evidence indicates that 2,215 PBSA units were delivered or consented in Royal Greenwich between 2021 and 2025, equating to an average of around 443 units per annum, with additional schemes in the development pipeline. In the context of the London Plan 2021 target of 3,500 PBSA units per annum across London, Royal Greenwich is making a significant contribution to meeting strategic need. While this contribution is supported, it necessitates a carefully managed approach to further provision to ensure that additional PBSA does not result in over-concentration in particular locations. In particular, it is important to ensure that the delivery of PBSA does not undermine the Council's priority to meet the borough's identified need for conventional housing, including affordable and family-sized homes, for which need is greatest. The London Plan 2021 is clear that provision of PBSA should not compromise the creation of mixed, inclusive and balanced communities.

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4.69. PBSA should be well-designed, providing appropriate amenity space, facilities and sufficient daylight and sunlight for its residents. Bedrooms should be of an adequate size so that they are usable for their occupants. This means single private bedrooms of no less than 13 sqm, below which the living environment is not considered adequate to support health or comprise a functional living space. The ability to accommodate students with disabilities should be fully integrated into any PBSA development, meeting the Accessible Student Accommodation Standards within the Mayor's 'Purpose-built student accommodation' London Planning Guidance (LPG).

4.70. We will expect PBSA schemes to include a range of accommodation unit types, including clustered study bedrooms with shared facilities and single and studio units. Cluster flats with shared facilities are likely to be more affordable than en-suite single rooms and self-contained studio units. The provision of a variety of layouts will also allow for greater flexibility for conversion to permanent self-contained housing if in future the building is no longer needed as student accommodation, thus ensuring its sustainability. However, the conversion of PBSA schemes into conventional housing, hotel or hostel accommodation which is of sub-standard quality will not be accepted.

4.71. A management plan should be submitted with all applications to ensure student welfare and mitigate potential impacts on local amenity, for example, including details on management of noise, waste disposal, deliveries and parking, including for bikes and e-scooters. This management plan should also detail how student accommodation will be used and managed during university vacations. Examples of appropriate temporary use of PBSA during vacation periods for ancillary uses include providing accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses at any institution approved in advance by the Council. Conditions and/ or legal agreements will be used to ensure that the ancillary use does not result in a material change of use of the building or result in any detrimental amenity impacts on the surrounding area.

4.72. We will continue to liaise with educational institutions, particularly those within or close to the borough, regarding their needs and student accommodation strategies. This will inform our understanding of student housing need in addition to the LHNA.

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Policy H6 Housing with Shared Facilities (Houses in Multiple Occupation)

Conversion to Houses in Multiple Occupation

1. Proposals for Houses in Multiple Occupation (HMOs) will only be supported where they do not lead to an overconcentration in the local area. An overconcentration is where three or more of the nearest ten properties are HMOs.
2. Where proposals would not lead to an overconcentration, they will be supported where:
    a. the original property has a gross internal area of 130sqm or more;
    b. they provide an acceptable living environment for future occupants by complying with the requirements of the Council's Standardsfor Houses in Multiple Occupation and the requirements of our Urban Design Guide;
    c. they provide adequate refuse and recycling storage, and one cycle parking space per occupant;
    d. they are car-free in areas covered by Controlled Parking Zones (CPZs) and in areas not covered by CPZs, the development would not lead to on-street parking problems aggravating the safety and free flow of traffic and pedestrians in the area;
    e. they are appropriately located in areas that are well-connected to local services by walking, cycling and public transport;
    f. they are accompanied by a robust management plan to manage the operation of the HMO.
3. Development proposals that result in the loss of an HMO, or the self-containment of any part of an HMO, will be refused unless it can be suitably demonstrated that:
    a. the existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; or
    b. any replacement use includes housing provision that meets an identified local need such as family housing, with at least the equivalent amount of residential floorspace re-provided.

Large-scale purpose-built shared living

4. Large-scale purpose-built shared living (LSPBSL) schemes will be supported where they:
    a. form part of mixed and balanced communities;
    b. are in well-connected locations providing easy access to shops, services and open spaces;
    c. provide a management plan to ensure the efficient and appropriate operation of the scheme;
    d. provide private living space of no less than 18sqm and no more than 27sqm as stated in the Mayor's 'Large-scale purpose-built shared living' London Plan Guidance;
    e. provide communal amenity space internally and outdoors which is sufficient in quantum and quality for meeting residents' needs. If schemes are located within open space deficiency areas, applicants must provide public open space on site in addition to outdoor amenity space for residents, or contribute towards local public open space upgrades.
5. Development proposals for LSPBSL schemes will not be permitted where:
    a. they will result in the loss of existing self-contained residential accommodation; or

Policy H6 Housing with Shared Facilities (Houses in Multiple Occupation)

b. they will result in an over-concentration of similar uses, including Purpose-built student accommodation, which would be detrimental to the creation of mixed and balanced communities or place undue pressure on local infrastructure.

6. Affordable housing contributions should be made in accordance with London Plan 2021 Policy H16 in the form of a single upfront payment to the Council based on a 50% discount to market value of 35% of the units (or 50% of the units where the London Plan 2021 threshold applies), to be secured through a legal agreement.
7. Applications for LSPBSL schemes on sites with a net developable area of 0.5 hectares orgreater must either provide some conventional self-contained housing units on the same site, in a separate block or area of the site to the LSPBSL block(s) or provide robust evidence that this would significantly compromise the design quality of the accommodation or render the development unviable.

Reasoned Justification

4.71. The majority of housing needs in Royal Greenwich will be met through self-contained residential accommodation; however, some will be met through non-self-contained accommodation with shared facilities (such as HMOs, or LSPBSL schemes). The policy seeks to provide greater clarity on the circumstances in which we will support development proposals for these uses through the planning process.

Houses in Multiple Occupation (HMOs)

4.72. A house in multiple occupation (HMO) is a property rented out by at least 3 people who are not from one 'household' (for example a family) but share facilities like the bathroom and kitchen. HMOs will continue to play a role in meeting the housing needs of some people, typically providing for those who cannot afford to access, or do not wish to access, self-contained accommodation. For these reasons the loss of good quality HMO accommodation will be resisted, including where loss occurs through the self-containment of parts or all of buildings.

4.73. Whilst normally, the change of use from a conventional house to a small HMO is permitted development, the Council introduced an Article 4 Direction in September 2017 covering the entire borough, withdrawing these permitted development rights. All HMOs therefore require planning permission in Royal Greenwich.

4.74. A high concentration of HMOs can lead to a quick turnover of residents and potential amenity problems due to the often temporary nature of accommodation offered. Maintaining mixed and balanced communities is essential to supporting sustainable neighbourhoods, and this can be undermined where there is an over-concentration of HMOs in a given area.

4.75. In areas where there is already an overconcentration of HMOs, further proposals will not be permitted. An overconcentration is defined as three existing or permitted HMOs within the nearest ten properties of the application property. This is measured taking the nearest front entrances of surrounding properties when walking from the front door of the application property. In flatted properties, each individual flat is regarded as one property for the purposes of this calculation. Where the application property is a flat, flats on the same floor are counted first within the ten. When determining whether a new HMO would cross the threshold for overconcentration, both operational HMOs with a license and those with extant planning permission will be counted.

4.76. The policy safeguards family housing by ensuring that homes with a gross internal area of less than 130sqm are not converted into HMOs. Our LHNA identifies a high level of need for family-sized homes of three bedrooms, and a limited need for 4+ bedroom homes in the market sector.

4.77. For clarity, the word 'original' in clause 2.a. has the same meaning as in the General Permitted Development Order. Unused spaces such as loft space will not be counted in the calculation of the floorspace threshold.

4.78. HMOs are also subject to the Council's mandatory Licensing Scheme, which contains specific standards the HMO must meet. These standards are also set out in our Urban Design Guide. The minimum standards relate to fire protection, room sizes, shared facilities and amenity provision. All bedrooms must have adequate means of escape not through an inner room.

4.79. To support sustainable transport objectives, HMOs must be car free in CPZs and occupants will not be allowed to apply for parking permits in these areas. Outside these locations, proposals must demonstrate that they will not lead to on-street parkingproblems affecting safety or free flow of traffic. An appropriate and established methodology should be used to determine parking pressure.

4.80. Furthermore, as with other forms of higher density development, housing with shared facilities should be sustainably located in well-connected areas with good access to facilities and services. This will generally mean town centre locations and locations with a PTAL of 3 or higher.

4.81. Management plans will be required for new HMOs to ensure they are appropriately operated. These should include details of how the HMO is to be managed to minimise impacts on adjacent occupiers, emergency contact details for neighbours should noise or disturbance arise, and details of regular inspections to be carried out by the landlord.

4.82. Where there are existing HMOs of good quality, we will resist their loss (where planning permission is required). Where there is no realistic prospect of HMOs meeting the required standards, or where it can be demonstrated that deconversion to self-contained dwellings will meet a local need, such as for family housing, proposals will be supported.

4.83. Proposals for deconversion to self-contained accommodation should demonstrate that they will meet the space standards set out in Policy H11.

Large-scale purpose-built shared living (LSPBSL)

4.84. Large-scale purpose-built shared living (LSPBSL) accommodation, or 'co-living' schemes make a valuable contribution to meeting Royal Greenwich's housing target and creating housing choice for single residents or couples. Schemes can also offer a high-quality alternative to poor quality or poorly managed rental accommodation and generally offer better communal facilities than other accommodation types.

4.85. These schemes will be supported when they are well located, and their design is in line with the Mayor's 'Large-scale purpose-built shared living accommodation' London Plan Guidance (LPG) and our Urban Design Guide.

4.86. Co-living schemes are not considered to meet long-term housing need because they do not meet minimum housing size requirements, so as such are only considered to meet transient housing need. Additionally, the unconventional layout of co-living schemes does not lend itself well to conversion into other housing types whilst retaining a high level of quality, apart from potentially conversion into student accommodation. This makes it a less sustainable choice than self-contained housing, because if demand for Co-living accommodation decreases in the future it could lead to land and housing infrastructure being used ineffectively.

4.87. We will seek to prevent the conversion of LSPBSL accommodation into poor quality self-contained C3 housing, hotel or hostel accommodation. As such, private rooms in LSPBSL schemes should be larger than 18sqm but not exceed 27sqm in order to fit necessary amenities and support functional living but not allow units in their existing form to be used as substandard self-contained units in the future.

4.88. Although co-living units meet transient housing need, our priority is to secure the provision of conventional housing units which can meet long-term need in the Royal Borough, with a focus on family-sized homes and affordable housing as evidenced within our LHNA. In reflection of this, schemes on large sites (0.5 ha plus net developable area) must provide some conventional self-contained housing units on the same site or provide robust evidence that doing so would significantly compromise the design quality of the accommodation or render the development unviable. Significantly compromised design is considered that which prevents the scheme from functioning effectively or does not meet standards required for a good living environment such as sufficient amenity space or sufficient daylight, sunlight or ventilation.

4.89. Any affordable units provided may count towards the scheme's overall affordable housing requirement and the payment described in this policy reduced or removed in line with the proportion of affordable units delivered on site. The affordable requirement for conventional units may similarly be accounted for through the LSPBSL payment in lieu accounting for affordable requirements across the site.

4.90. Additionally, where proposals would result in the loss of C3 residential homes, applications for co-living developments will not be approved as this will reduce our ability to meet our long-term housing need.

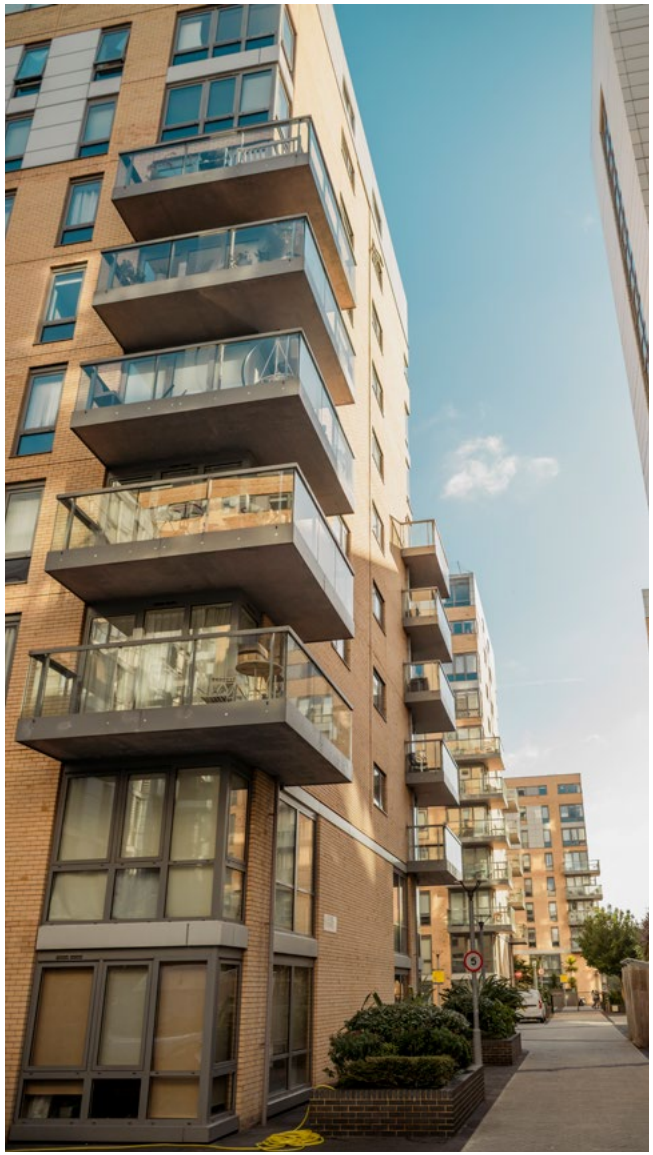
4.91. It is important that LSPBSL accommodation can effectively meet the accommodation needs of its main target group, which includes young professionals and other single persons on lower quartile and median incomes. Applicants will therefore be required to demonstrate the contributions of the scheme from the perspective of the housing need of the main target group rather than from the demand point of view which is a market driven concept. As such, provision of non-standard 'luxury' communal facilities – such as swimming pools and cinemas – which inflate development costs will not be considered an acceptable reason for any policy non-compliance with regard to any other aspect of the development, particularly financial contributions for affordable housing.

4.92. Due to a rise in applications for this accommodation type, and the need to preserve local character and ensure that development is appropriate to its location, developments of 20 or more units will be considered LSPBSL accommodation in Royal Greenwich, and relevant London Plan 2021 policies as well as this policy will be applied. This reflects that 20 units is approximately the level at which the scheme would be considered a major development in its equivalent number of self-contained units. 18 non-self-contained units is equivalent to 10 self-contained units when reflecting the London Plan 2021 conversion ratio of 1.8:1 for non-self-contained: self-contained units. Any application proposing 19 or fewer units will be considered a large HMO.

4.93. As high-density accommodation, LSPBSL schemes should be located in well-connected areas a short distance away from facilities, services and open space. This is likely to mean town centre locations and areas with a PTAL of 3 and above.

4.94. Royal Greenwich supports the formation of mixed and balanced communities. When considering the concentration of LSPBSL and PBSA as similar uses, in a single area, schemes will be considered on a case-by-case basis, having regard to their scale and the existing concentrations of the given uses in the vicinity, and the existing character of the area.

4.95. Management plans will be secured via legal agreement and should address all issues described within London Plan 2021 Policy H16 supporting text 4.16.4 as well as LSPBSL London Plan Guidance.



Policy H7: Supported and Specialist Accommodation

1. Supported and specialist accommodation will be supported in Royal Greenwich by:
   a. encouraging the retention and refurbishment of existing supported and specialist accommodation where it meets an identified local need and is of high design quality;
   b. resisting the unjustified loss of supported and specialist accommodation unless it can be demonstrated that there is a surplus of that form of accommodation in the area and that it is no longer required, with no feasible way of providing other locally needed forms of supported or specialist accommodation on the site; and
   c. supporting proposals for the re-provision of existing supported or specialist accommodation where it can be demonstrated that the existing accommodation is incapable of meeting contemporary standards of care and amenity, and that the accommodation will be re-provided to an equivalent or greater standard, and in an equal or better location in the local area to meet the needs of the intended resident group.
2. New supported and specialist accommodation will:
   a. provide a high-quality living environment, meeting the requirements of a defined group of users;
   b. meet the definition of a specific supported or specialist accommodation type as set out in Table H2;
   c. meet an identified need from a specific user group/specific user groups, which is not met by existing provision;
   d. form part of inclusive, mixed and balanced communities;
   e. be sited in a location which is suitably connected to public transport, shops, services, green spaces and community facilities appropriate to the needs of the intended occupiers;
   f. provide evidence that health services in the local area have sufficient capacity to provide services meeting residents' needs and that any shortfall in health service capacity will be made up through on-site medical support;
   g. provide a sufficient quantum of both private and internal and external amenity space to meet the needs of the resident group(s) that the development is designed for residential, nursing and extra care developments this must, and for other developments this should where possible, include high-quality green space on site; and
   h. provide a detailed and resourced residential management plan alongside the application;

Supported and specialist accommodation for older adults

3. Proposals for specialist older adults accommodation (Supported, Extra Care or Residential/Nursing Care) will, in addition, be required to:
   a. provide suitable levels of safe storage and charging facilities for residents' mobility scooters;
   b. provide pick up and drop off facilities close to the principal entrance suitable for taxis (with appropriate kerbs), minibuses and ambulances;

Policy H7: Supported and Specialist Accommodation

c. provide a suitable level of affordable accommodation in line with Policy H2, and maximise numbers of wheelchair adapted units as far as is feasible, with 10% of units provided at Building Regulations M4 (3) standard as required within Policy H11;

d. when replacing existing specialist older person's accommodation and intending to be occupied by the original occupant(s), as far as practicably possible, be located near to the original accommodation;

e. for major developments, provision of affordable units in line with Policy H2; and

f. provide evidence of consideration of the provision of for-sale units within the scheme, with market or viability evidence justification provided if there are no for-sale units proposed.

Mixed use development

4. Developers should consider incorporating supported and specialist accommodation within mixed-use developments where appropriate.

Reasoned Justification

4.96. Supported and specialist housing is found in different forms. It may be self-contained or non-self-contained. Definitions of the different types of supported and specialist housing are set out in Table H2.

Table H2: Supported and Specialist Accommodation

Supported or specialist accommodation type	Definition
Supported accommodation (also referred to as supported housing; or sheltered accommodation/ housing when for use by older adults with care needs)	• Self-contained accommodation for people who require a low to high level of support, though generally not 24-hour care. • Residents generally do not rely upon support to live day-to-day but benefit from available care support for carrying out certain tasks. • Schemes normally include additional communal facilities such as a residents' lounge and a scheme manager, warden or personal alarm/ telecare system.
Extra Care accommodation (also referred to as assisted living, close care, continuing care housing)	• Self-contained residential accommodation and associated facilities with additional care support for residents who may be less independent. • Aimed at older people or working-age people with particular care needs. • A range of facilities are normally available such as a residents' lounge, laundry room, a restaurant or meal provision facilities, classes, and a base for health care workers. Domiciliary care will be available to varying levels, provided separately to the accommodation package so residents can choose their care provider.
Residential/nursing care accommodation (including end of life/ hospice care and dementia care home accommodation)	• Provides non-self-contained residential accommodation for people for whom additional personal or nursing care is essential for living day-to-day. • Rooms may be private or shared and may provide an en-suite bathroom. • Communal facilities are likely to include a dining room and residents' lounge, with meals and personal services routinely provided to all residents. • Personal or nursing care is a core part of the accommodation package at residential/nursing care accommodation.

4.97. High-quality supported and specialist accommodation is required to meet the needs of older, disabled, and vulnerable people in Royal Greenwich. The London Plan 2021 identifies an indicative benchmark figure of 105 dwellings of specialist older persons accommodation per annum for Royal Greenwich. The need for specialist and supported accommodation from other groups in the community must be considered in addition to this.

4.98. The population of older adults in the Royal Borough of Greenwich is projected to increase by 7,073 from 2022-37, however the significant majority of this population is expected to be housed in conventional self-contained housing.

4.99. Through the provision of sufficient health and social services, and adaptations made to individual homes, we are seeking to ensure that adults in Royal Greenwich are able to 'age in place' whenever that is their preference. This can be preferable to lots of people as it can be more affordable, and provide well-being benefits from retaining existing social connections and ageing in a familiar environment.

4.100. This approach reduces the need for supported and specialist housing in the borough, however it is recognised that some older adults will still require supported or specialist accommodation where they can access a higher level of support. Therefore, we recognise the need to provide more of this accommodation as the older population increases in size. The provision of these types of accommodation also helps to free up family-sized homes, making it easier to meet the need for this type of housing.

4.101. In particular, Royal Greenwich's LHNA identifies that the majority of need for supported and specialist older person housing units is for affordable units. Major developments must provide affordable housing units as set out in Policy H2.

4.102. Additionally, a proportion of specialist accommodation need regarding older adults in Royal Greenwich, in particular for supported housing, is for units owned by residents rather than rented. Therefore, schemes should consider including a proportion of for-sale units where possible, unless evidence is provided alongside applications that this would be unviable or that there is no current demand for this.

4.103. Schemes for supported and specialist housing can provide for those with mental health disorders, autism or learning disabilities. Additionally, although these groups can often be housed in conventional affordable or market rented housing, supported housing can also meet the need for groups requiring physical support, such as those requiring reablement accommodation when being discharged from hospital or people with physical disabilities. As a proportion of these groups may have physical disabilities, a significant proportion of units within these accommodation types, as well as in schemes for older adults, should be wheelchair accessible. Supported housing may also be needed for vulnerable groups such as care leavers; people leaving prison; rough sleepers and vulnerable homeless people; or people who have suffered intimate partner violence or violence against women and girls.

4.104. These types of need can be difficult to estimate at a local scale, and may be best met on a multi-borough or London-wide basis due to the number of units required to provide a dedicated scheme, which would exceed the need in Royal Greenwich alone. Nonetheless, in recognition of the need of supported housing for these groups, the Council will be supportive of this type of scheme where it is found to meet local need, or need within south east London.

4.105. The need for specific supported and specialist housing schemes will be determined by the relevant service provision and commissioning team within the Council for the identified group who will use the accommodation.

4.106. Evidence of discussions with this team which demonstrate the need for the gain or retention, or lack of, for the specific supported or specialist accommodation type must be submitted alongside an application.

4.107. The retention and refurbishment of existing or former supported and specialist accommodation will be supported where it still meets the needs of residents and the new provision is of high design quality for current and/or future residents. For new developments, proposals must meet an identified local need, be of high-quality design and be located in areas that have the facilities the residents require, with their location well-considered and appropriate to the resident group(s) intended to live there.

4.108. The occupants of specialist and supported accommodation schemes may have particular health needs which vary from, or are greater than those of the general population. As such, applicants for these schemes should provide evidence as part of a planning application that health services in the local area are able to meet residents' needs and that any shortfall in local capacity will be made up through on-site medical support. This may mean on-site medical or care staff, or visiting health professionals, and the inclusion of spaces for medical professionals to work in and storage of medical equipment.

4.109. Measures must be taken to ensure that adequate space, privacy, amenity and design standards for special needs groups are maintained. The design and operation of schemes should adhere to best practice guidance. Where there is an identified need, the Royal Borough will seek nomination rights for affordable bed spaces in developments of care homes through the use of Section 106 Agreements; further detail on this will be set out in the Council's Planning Obligations guidance.

4.110. Outdoor green space can be particularly valuable for older people and those with limited ability to travel to reach parks or other outdoor amenity spaces so is promoted through this policy. Providers should consider including sensory stimulating garden areas for older residents or residents with additional needs.

4.111. Residential management plans, to be provided alongside all supported and specialist accommodation schemes, should demonstrate the residential population mix and other management practices that minimise safeguarding risks, maximise opportunities for residents to create and sustain social networks and access appropriate support, and ensure that the development minimises amenity impacts. Residential management plans should also include: details of numbers of staff on site and staff routines; how rooms will be allocated to new residents; the level of care provided; how resident independence would be sustained; expected comings and goings; health and safety procedures; and the maintenance of the housing and any communal spaces provided.

4.112. The creation of balanced communities is important to the healthy functioning of a neighbourhood. The overconcentration of any one type of provision can have a detrimental impact on an area, in terms of additional noise, visual intrusion and traffic generation and place additional stress on already overburdened services. It is not compatible with the aim of achieving mixed communities and may undermine any systems of informal support between vulnerable and less vulnerable members of the community that emerge. Whether or not a particular scheme will lead to over-concentration will be determined by the Council through taking into account the number, scale and type of provision and levels of need for the type of scheme proposed, that exist in the immediate area. Proposals should also respect the privacy and safeguarding needs of groups with special needs and enhance opportunities for full integration.

4.113. We encourage the co-location of supported and specialist accommodation schemes within mixed-use developments within Royal Greenwich where this is appropriate for the groups who would live in the accommodation. This is because mixed-use developments can help to foster community connections between different groups of residents and improve wellbeing. Where this involves older persons' accommodation, the creation of mixed-use developments can facilitate ageing in place. Some accommodation types however, which are designed for particularly vulnerable groups who may have specific amenity or locational requirements, are not suitable to include within mixed-use developments.

Policy H8: Small Sites and Subdivisions

Small Sites

1. Proposals for the development of well-designed new homes on small sites, including infill and backland sites and vacant or underused brownfield sites will be supported where they:

   a. optimise development capacity using a design-led approach; and

   b. provide well-designed homes on small infill sites, intensify and re-model areas of existing housing; or

   c. provide self-build or custom build homes or community-led housing.

Design, Integration and Amenity

2. Development on small sites must provide well-designed housing with high standards of amenity that make a positive contribution to the surrounding area. Proposals should:

   a. be appropriately located for residential use and respond positively to local character in terms of scale, design and massing;

   b. avoid over-development having regard to site constraints, surrounding built form and the capacity of the site to accommodate development without harm to local character or amenity;

   c. be of high design quality and safeguard adequate daylight and privacy for new and existing residents, without causing unacceptable adverse impacts on neighbouring amenity;

   d. retain sufficient private and, if appropriate, communal amenity space for the proposed and existing dwellings;

   e. provide safe and suitable access for vehicles and pedestrians, avoid unacceptable adverse effects on access to adjoining dwellings, and incorporate appropriate mitigation to address any additional traffic impacts that arise;

   f. ensure there is no significant loss of wildlife habitats or other natural features, particularly trees or planting which positively contribute to the character and appearance of the area; and

   g. provide, or make appropriate financial contributions towards, the infrastructure necessary to mitigate the impacts of the development, where required to make the proposal acceptable in planning terms.

Subdivisions

3. In order to protect small and medium sized family dwellings and the local environment, the subdivision of residential property into self-contained flats will not be permitted where any of the following circumstances apply:

   a. the original property is less than 130 sqm of gross internal area (GIA), unless the subdivided homes will include at least one 3+ bedroom property; or

   b. the proposal would, either individually or cumulatively, undermine the established character and appearance of the surrounding area through inappropriate scale, form, or intensity.

4. The sub-division of residential property into flats will be permitted where:

   a. each unit of accommodation is self-contained;

   b. safe and secure access to all dwellings is provided;

   c. sound insulation is installed to alleviate the problems of noise both between the new residential units and with neighbouring dwellings;

   d. residential units intended for families have access to adequate private outdoor amenity space; and

   e. the development meets the requirements of the Council's Urban Design Guide.

Reasoned Justification

Small Sites

4.114. The delivery of housing on small sites plays a vital role in meeting local housing needs, supporting community sustainability, and promoting a diverse and resilient housing market. In addition to contributing to overall housing supply, small sites present an opportunity to diversify housing sources to include small developers and contractors, community groups and self builders. Small sites, defined in the London Plan 2021 as those under 0.25ha in size, are often well-suited to infill development, brownfield regeneration, and incremental growth within existing settlements.

4.115. Increasing the rate of housing delivery from small housing sites is a priority. The London Plan 2021 sets a housing target of 3,010 net homes in the ten year period 2019-29 from small sites for the Royal Borough of Greenwich. We support a design-led approach to optimise such sites. The delivery of small sites will be achieved through incremental intensification of existing residential areas and town centres.

4.116. While the borough is becoming more densely built up through larger developments, there are still a variety of sites that come forward for smaller scale infill development. Recent examples have included the Council's Greenwich Builds programme and Meridian Home Start.

4.117. Royal Greenwich is characterised by a predominantly urban form, with closely spaced buildings and limited undeveloped land. Development on small, infill and backland sites can therefore have a disproportionate impact on local character and residential amenity if not carefully designed. The policy seeks to ensure that small sites contribute positively to housing delivery without resulting in over development, safeguarding the spatial qualities, environmental features and living conditions of existing and future residents.

Custom and self- build

4.118. The 2021 Self-build and Custom Housebuilding Planning Practice Guidance explains that Self-build and custom-build homes are homes where "the initial owner of the home will have primary input into its final design and layout". As such, this form of housing can deliver new homes that meet the needs of the individuals or groups who organise to build them.

4.119. We recognise that self-build homes can make a modest contribution to meeting housing needs in the borough, particularly by coming forward on small sites that may not attract larger developers. We will therefore support proposals where they are meeting local housing need subject to meeting the requirements of the development plan as a whole.

4.120 As per the Self-Build and Custom Housebuilding Act 2015, Royal Greenwich keeps a register of people or groups who wish to commission or build their own homes. These people or groups must provide evidence of a local connection and adequate financial resources to purchase a self-build plot, ensuring that the data from the register reflects local demand and deliverability.

4.121. As the supply of land is under significant pressure for a wide range of land uses in Royal Greenwich, the demand for self and custom build housing must be met in a way that makes efficient use of land. Self and custom build homes must therefore optimise site density. Self-build homes can include community-led housing which is also supported.

Subdivisions

4.122. The subdivision of dwellings can make a valuable contribution to housing supply and help meet the needs of smaller households. However, small and medium sized family dwellings continue to play a critical role in meeting identified housing need in the borough, as set out in the LHNA. The policy therefore seeks to manage subdivisions carefully by restricting the subdivision of smaller homes, except where at least one 3 bedroom or larger home is created. This can include additional floorspace e.g. via an extension or loft conversion.

4.123. For clarity, the word 'original' in clause 3a has the same meaning as in the General Permitted Development Order.

4.124. Detailed design guidance for residential subdivisions, including internal layout, fire safety considerations and access arrangements, is set out in our Urban Design Guide and other relevant regulations.

4.125. Noise can be a particular concern where buildings are subdivided into multiple dwellings. Appropriate internal layouts and sound insulation measures are therefore important in protecting the living conditions of future occupiers and neighbouring residents. Proposals should carefully consider the internal layout of units to ensure that rooms likely to generate higher noise levels, such as living rooms, are not located above bedrooms.

Design requirements

4.126. Development on small, infill and backland sites, as well as subdivisions of existing homes, requires careful design to ensure that intensification does not result in harm to local character, environmental features or residential amenity. Such sites are often constrained, and poorly designed development can lead to over-development or inappropriate relationships with neighbouring properties.

4.127. Proposals are therefore required to demonstrate high-quality design through the application of the wider policy framework, including Policies H11 and DH1, with detailed guidance provided in the Small Sites London Plan Guidance and our Urban Design Guide. This approach ensures that development is assessed consistently and proportionately, having regard to its individual and cumulative impacts within the surrounding context.

Policy H9: Extensions

1. Proposals for rear and side extensions and other additions (including basements) to existing residential properties where there is potential to deliver enlarged and/or additional residential units to meet local housing needs will be supported where:

    a. the extension is designed to be subordinate to the original building, to allow the form of the original building to be clearly understood, and to respect and reinforce the scale, character and integrity of the original building, or group of buildings, and to respect the amenity of adjacent occupiers including impacts on daylight, sunlight, privacy, outlook and sense of enclosure, having regard to local context. This includes design which positively responds to the original architecture, roof form, detailing, fenestration (including design, materials and means of opening) of the original host building and other locally distinct forms;

    b. side extensions are designed to:

        i. avoid storey extensions to the side of semi-detached houses unless they are designed to avoid a 'terracing effect' in conjunction with adjacent extensions; and

        ii. be generally set back from the corners of the building and with lower roofs than the main roof;

    c. rear or side extensions avoid flat roofs where they are visible from the public highway or wider public realm, unless it can be demonstrated that an alternative roof form would be inappropriate to the character of the host building or surrounding area;

    d. minor modifications to the front elevations such as a small porch, and attached or free standing structures providing cycle storage, bin storage, air source heat pump or electric charging points take appropriate account of scale, design and size of the original front garden and the contribution of the of the front garden to the street scene; and

    e. proposals for paving or ground treatments use permeable materials and minimise the loss of soft landscaping.

Reasoned Justification

4.128. Extensions and alterations to existing residential buildings represent an important and proportionate means of supporting the efficient use of land and contributing to the Borough's housing needs, particularly where they enable homes to adapt to changing household requirements or accommodate additional residential units. However, if poorly designed, such development can erode local character, undermine the legibility of established buildings, and result in unacceptable impacts on neighbouring amenity. The policy therefore seeks to balance opportunities for residential intensification with the need to protect the quality, character and liveability of existing residential environments.

4.129. Royal Greenwich is a predominantly urban borough characterised by closely spaced residential development, including terraces, semi-detached properties and compact estates. Incremental and cumulative changes, if poorly designed, can erode local character and living conditions over time. The policy therefore requires proposals to be assessed in their wider physical context, supporting well-designed and appropriate forms of intensification while safeguarding the coherence of existing buildings and streets.

4.130. Poorly designed extensions, including side, rear, roof and basement additions, can result in adverse amenity impacts such as loss of daylight and sunlight, reduced privacy, overbearing effects and harm to outlook. The presence of similar extensions nearby, including poorly designed or historic alterations, does not in itself justify additional development where it would result in harm. Proposals are therefore assessed on their own merits and cumulative impacts, having regard to the established character of the area and the amenity of existing occupiers.

4.131. In determining applications, we will have regard to the wider design and amenity policy framework, including Policies DH1 and H11, with detailed guidance on achieving high-quality, contextual extensions provided through our Urban Design Guide. This approach ensures consistency in decision-making while allowing appropriate flexibility to respond to different building types, character areas and site constraints.

4.132. Minor front alterations, including porches and attached or freestanding structures for cycle storage, refuse storage and low-carbon technologies, should be sensitively integrated within front gardens and frontages to avoid erosion of their visual and environmental function. The use of permeable materials and the retention of soft landscaping support sustainable drainage, urban greening and the quality of the street environment.

Policy H10: Gypsy and Traveller Accommodation

1. We will retain existing provision for Gypsies and Travellers at the Thistlebrook Travellers' site at Harrow Manor Way and the site adjacent to Horn Link Way.
2. There is an identified need for an additional 72 pitches of Gypsy and Traveller Accommodation in the Royal Borough to 2040. To address this need, we will work towards providing new sites in the future by allocating a new site to the west of Church Manor Way (see Policy P5-TA6). The site is expected to provide 18 pitches.
3. Proposals for new Gypsy and Traveller sites should include basic amenities and services and will be assessed against the following criteria – proposals should show the site:

a. has sufficient access to local shops, services and facilities such as water, sewerage and drainage and waste disposal;

b. can provide safe vehicular access to the local road network and provide suitable parking and amenity areas;

c. will provide acceptable living conditions in terms of vibration, noise, air pollution and other environmental factors;

d. will not have an unacceptable impact on neighbouring residential amenity;

e. will promote peaceful and integrated existence between travellers and the existing community; and

f. is not in an area at high risk of flooding.

Reasoned Justification

4.133. We recognise the importance of ensuring that Gypsies and Travellers have access to safe, secure, and appropriate accommodation. The latest update (December 2024) to the National Planning Policy for Traveller Sites (PPTS) amended the definition of gypsies, travellers and travelling showpeople for planning purposes such that local authorities need to plan not only for people currently travelling but also those who have ceased travelling for reasons of educational or health needs or old age and moreover anyone "with a cultural tradition of nomadism or of living in a caravan". This last group can include people who do not follow a nomadic way of life, whatever the reason. We will strive to meet the needs of all those within this definition.

4.134. There are two existing sites in the borough. The Thistlebrook Travellers' site at Harrow Manor Way, Abbey Wood, which has 41 pitches and the site adjacent to Horn Link Way, Greenwich, with permission for 8 caravans. This was originally an unauthorized encampment which was regularised via appeal (17/0560/CE). It is a priority to retain these existing sites while planning for future needs.

4.135. Our Gypsy and Traveller Accommodation Assessment (GTAA) identifies a need for an additional 72 pitches to 2040. While the Royal Borough is significantly constrained by limited land availability and competing strategic priorities, the Local Plan makes specific provision to help address this need. A location for a new Traveller site has been identified on land to the west of Church Manor Way, as set out in Policy P5-TA6, which will deliver approximately 18 pitches. The Council will continue to monitor Gypsy and Traveller accommodation needs and will consider further opportunities to address need where suitable and deliverable sites come forward through future plan reviews or planning applications.

4.136. Any future sites that come forward for the purposes of Gypsy and Traveller accommodation will be assessed against the criteria set out in this policy to ensure safe and good quality accommodation is provided. It is important that sites are appropriate in terms of their size, surrounding residential amenity, living conditions on site, landscape impact and that they provide safe vehicular and pedestrian access. Sites should, so far as possible, be located close to education, health and community facilities, and be accessible by public transport. The Council is committed to working in partnership with stakeholders to deliver high-quality, inclusive, and sustainable accommodation that meets the needs of Gypsies and Travellers.

Policy H11: Housing Quality

1. All new homes and conversions will provide a high-quality, well-designed internal and external living environment, taking account of site-specific constraints.
2. All new housing should maximise the provision of dual aspect dwellings and avoid the provision of single aspect dwellings wherever possible. Where single aspect homes are proposed, it should be demonstrated that they will have adequate passive ventilation, daylight and privacy, and avoid overheating. Single aspect dwellings will generally not be supported where they:
   a. are north facing;
   b. contain three or more bedrooms; or
   c. are exposed to noise levels that would result in significant adverse effects on health and quality of life having regard to recognised standards and guidance.

Internal Amenity Space Standards

3. All new homes must be designed to be accessible, inclusive and functional, and be built to meet changing occupier circumstances over the lifetime of the development. To ensure this:
   a. minimum of 10 per cent of new-build homes will meet requirement M4(3) of Building Regulations Approved Document M (for 'wheelchair user dwellings') across all tenures; and
   b. all other new-build homes will meet requirement M4(2) of Building Regulations Approved Document M (for 'accessible and adaptable dwellings').
4. Where proposals are delivering wheelchair user dwellings (M4(3)), they must be designed to provide homes that are either suitable for occupation by a wheelchair user or capable of being easily adapted for occupation by a wheelchair user, including:
   a. providing a mix of dwelling sizes, including providing for families, and ensuring these dwellings contain only double and no single bedrooms;
   b. locating storage for wheelchair users in main lobby areas, which are safe and secure;
   c. designing layouts that make it easier to move through corridors by avoiding heavy, manually operated doors; and
   d. avoiding layouts that result in long travelling distances from dwellings to blue badge parking bays.
5. M4(3) dwellings should be located on the ground floor wherever possible, and no higher than the third floor of a development. Where units which meet the wheelchair user dwellings standards M4(3)(2)(b) are to be delivered above the ground floor, access to a second lift must be provided.
6. All residential developments must provide adequate space for storage, collection and management of waste and recycling, including food waste recycling, and optimise the space for this in flats.
7. The design of all residential development is required to maximise natural light into the room (subject to passive heating and cooling considerations) and should maximise the number of dwellings that will receive direct sunlight to the main habitable rooms for a reasonable period of the day.
8. All new homes will meet or exceed the Nationally Described Space Standards (where the units are self-contained).

Policy H11: Housing Quality

Private and Communal External Amenity Space

9. All new-build homes will provide at least 5sqm of private external amenity space for each dwelling designed for one-two persons or more and a further 1sqm for each additional person the dwelling is designed to accommodate. Private external amenity spaces must achieve a minimum depth and width of 1.5m.

10. Where it is sufficiently demonstrated that it is not practicable or appropriate to provide private external amenity space, the following measures will be required:

    a. provision of additional internal living space equivalent to the external requirement set out in clause 8; and

    b. provision of communal external amenity space; or

    c. provision of additional and/or higher quality public open space, including financial contributions towards enhancing or upgrading local open space where appropriate.

11. Larger or higher density developments should maximise opportunities to provide communal external amenity space, particularly where private amenity space is limited. Provision should be proportionate to the scale and nature of the development and accessible to all residents.

12. All external amenity spaces should be well-designed, appropriately located and usable. The design of both private and communal external amenity spaces should consider:

    a. ease of accessibility;

    b. shape and gradient of the space;

    c. levels of sunlight penetration;

    d. shelter from wind and other environmental and climatic factors; and

    e. security and good levels of natural/passive surveillance.

13. A minimum of 10sqm of play space should be provided per child, with provision proportionate to the expected child yield and the scale and nature of the development. This is particularly important to provide in developments proposed in areas of identified open space deficiency. Where children's play space requirements cannot be provided on-site, the Council may require financial contributions towards enhancing or upgrading the provision of local play space(s) in the vicinity of the development.

Reasoned Justification

4.137. Development must deliver safe, functional and accessible spaces that support the health and well-being of occupants, provide good levels of daylight, outlook, privacy and environmental comfort, and safeguard the amenity of existing and adjoining occupiers, having regard to the standards and requirements set out in this policy. Where necessary, impacts on amenity must be demonstrated through appropriate technical evidence, having regard to recognised standards including the BRE Site Layout Planning for Daylight and Sunlight guidance and relevant local design guidance.

Good quality housing provides a foundation for health, well-being and quality of life. This is particularly important in Royal Greenwich, where higher density development is increasingly required to meet housing needs.

4.138. High-quality housing should be achieved through design that responds to occupants' needs, including adaptability, access to amenity space, natural light, ventilation and privacy. In higher density developments, provision of communal and play space will also be important in supporting mixed and balanced communities.

4.139. Dual aspect dwellings with opening windows on at least two sides have many inherent benefits, including improved daylight, ventilation, reduced overheating risk, and better residential amenity. Single aspect dwellings are generally more constrained in these respects and should therefore be avoided where possible. Where they are proposed, mitigation measures such as enhanced ventilation and overheating controls will be required.

Internal amenity standards/ space standards

4.140. Adequate internal space will be achieved through compliance with the Nationally Described Space Standards and the requirements of this policy.

4.141. We need to ensure that all new-build homes are adaptable or adapted for wheelchair users, so new homes are future-proofed for a population that is living longer and cater to residents with a disability. If homes are adaptable or adapted to meet their changing needs over their lifetime, it will give residents more choice, between being able to stay in their own homes or moving into specialist housing. This requirement applies to new-build dwellings – it is recognised that it is sometimes impracticable to meet the Building Regulations requirements within heritage assets, as – for example – changes to built form and fabric are more restricted. However, we expect the standards to be met in all types of homes wherever possible.

4.142. Our LHNA found that the number of households likely to need wheelchair adapted housing in Royal Greenwich is likely to increase by 2,030 over the 15-year period of the Local Plan. The requirement for wheelchair user dwellings (M4(3)) applies across all tenures, with a minimum of 10 per cent of new-build homes required to meet this standard.

4.143. M4(3) includes both dwellings designed for immediate occupation by wheelchair users and dwellings that can be easily adapted. The PPG Housing: Optional Technical Standards states that Local Plan policies for wheelchair accessible homes M4(3)(b) should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling, otherwise they should be adaptable. These dwellings should be located no higher than the third floor so that wheelchair users can safely and conveniently access their homes.

4.144. As part of the pre-application process, Royal Greenwich expects applicants to undertake early engagement with occupational therapists and accessibility advisors when designing M4(3) wheelchair user dwellings to ensure proposed dwellings meet the functional requirements of wheelchair users. Applicants are also encouraged to refer to the Inclusive Housing Design Guide (Habinteg Housing

Association, Jacquel Runnalls)(2024) for guidance on how accessible housing can be designed and built for all.

4.145. Residential development should make efficient use of available floorspace to optimise housing delivery while maintaining high-quality living environments. While units may exceed the NDSS, excessive provision of internal space that would compromise the efficient use of land or result in a failure to optimise site capacity will not be supported. Greater flexibility in unit sizes may be appropriate in the case of conversions, where the size and layout of dwellings are influenced by the constraints of the existing building.

4.146. Development should have regard to the Housing Design Standards London Plan Guidance (LPG) and the Housing Supplementary Guidance (SPG). All applications involving new housing must be accompanied by sufficient information to allow for full assessment against this policy. Information must be provided as early as possible in the planning application process, ideally at pre-application stage where relevant. Applicants are required to provide details of proposed overall floorspace and a breakdown of dwelling and room sizes, including occupancy. Proposals are required to demonstrate how dwellings will accommodate standard-sized furniture, access and activity space needs related to the declared level of occupancy, including internal space where children can play; and standards for adaptable and/or wheelchair accessible homes.

4.147. Homes that are built to be adaptable to changing needs have the potential to enable individuals to stay put longer, which contributes towards meeting various policy objectives, including the creation of mixed and balanced communities and the move towards a circular economy (by reducing the need for significant and costly retrofitting and/or redevelopment in the future). Adaptable housing reduces the potential need for certain types of specialist housing, particularly older persons housing, by allowing people to maintain independence and minimising unwanted moves to residential care.

4.148. Rooms within dwellings, particularly habitable rooms, must be designed to function comfortably and efficiently for their intended purpose, having regard to aspect, outlook, noise, ventilation, privacy and light. Regard should be had to the ability to adapt dwellings to meet changing needs and circumstances in the future, although accommodating flexibility does not outweigh the need to meet standards and design requirements.

4.149. Effective waste and recycling management requires well-designed and accessible facilities within developments. Applications should demonstrate how waste will be appropriately stored, segregated and collected, having regard to Council guidance and best practice.

4.150. Amenity is an important consideration when determining the quality of housing. The design of housing is intrinsically linked to amenity; poor design often means a poor standard of amenity for future occupiers. Amenity can be affected by various factors, either individual factors or a combination of factors, including noise, levels of daylight and sunlight and the general level of comfort. Development should ensure that future occupants are not exposed to harmful noise levels, having regard to the Noise Policy Statement for England, relevant guidance, and the agent of change principle as per Policy EN5 Local environmental impacts.

4.151. As the borough densifies over time, particularly within identified Opportunity Areas and tall building zones, lower average levels of daylight and sunlight to buildings and spaces eventuate, in comparison to suburban areas. The amount of daylight and sunlight received has an important effect on the amenity of dwellings, the appearance and enjoyment of the open spaces and streets, and the energy efficiency of all buildings. Additionally access to appropriate levels of daylight and sunlight is important for the mental health of workers and residents.

4.152. In assessing whether sunlight and daylight conditions are good, both inside buildings and in gardens and open spaces, the Council will have regard to the most recent Building Research Establishment (BRE) guidance on site layout planning for daylight and sunlight arising from new development, both for new development, and for properties affected by new development.

4.153. Developers will be required to submit daylight and sunlight assessments and undertake radiance studies in support of their proposals. The Royal Borough of Greenwich may require independent verification of these assessments at the developer's expense.

External amenity standards

4.154. External amenity space in housing developments contributes to good quality living environments. It is important to ensure that all new residential development provides an appropriate amount of external amenity space to meet the needs of residents, that it is of a high-quality and that it allows for a variety of amenity space functions. Access to high-quality external amenity space and play areas can have a significant positive impact on physical and mental health and well-being. The Council's approach to private external amenity space is informed by the Mayor's Housing Design Guidance, which sets out a benchmark of 5sqm for a two-person dwelling, with an additional 1sqm per occupant.

4.155. There is a deficiency of play space in Royal Greenwich, which will increase if we do not ensure that future developments provide sufficient opportunities for children and young people. We are committed to delivering accessible and inclusive play space that meets the needs of all children and young people, as well as their parents and carers. Residential development should provide play space in accordance with the London Plan 2021 and relevant guidance, including the Mayor's Play and Informal Recreation SPG (2012) or any subsequent replacement document. Provision should be proportionate to the scale, nature and expected child yield of the development. Where on-site provision is not feasible or appropriate, financial contributions towards improving local play facilities will be sought.

4.156. Well landscaped outdoor amenity spaces, particularly gardens, can also help reduce the urban heat island effect. For flats and maisonettes, private external amenity spaces provided in the form of balconies, terraces or gardens are often of greater value in terms of privacy and usability than communal external areas. The use of screens or glass enhancements or stepping back the façade can help mitigate unacceptable potential impacts such as overlooking, privacy, noise or air quality.

4.157. Enclosed balconies or winter gardens should be considered as options. This will be in addition to the minimum internal space standards for new dwellings set out in the NDSS. Further guidance on internal and external amenity spaces, as well as play spaces, are provided in our Urban Design Guide.

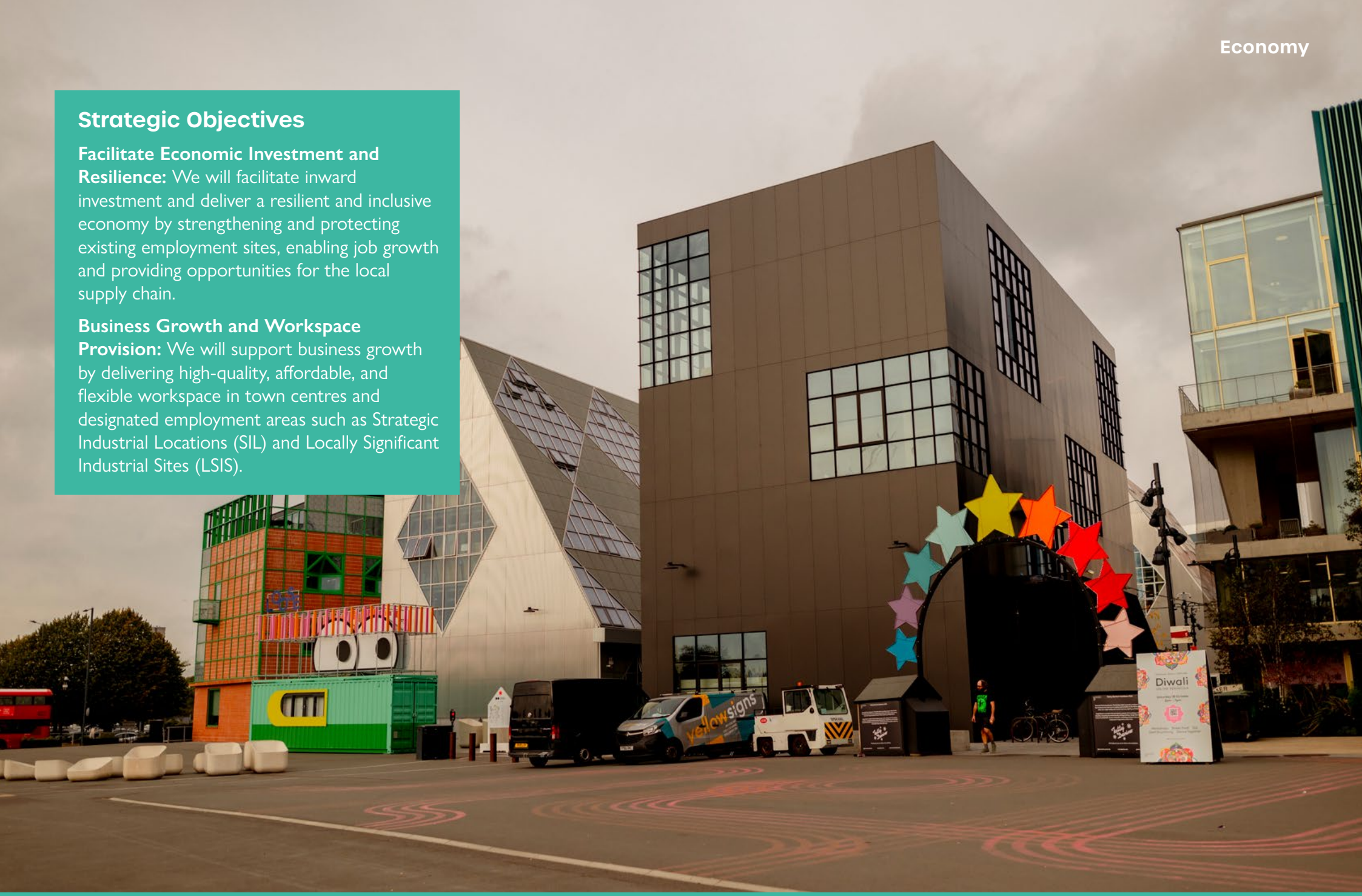
4.158. The requirement to provide a minimum of 10sqm of play-space per child set out in clause 11 of this policy is based on the London Plan 2021 and the Mayor's Providing for Children and Young People's Play and Informal Recreation Supplementary Planning Guidance (SPG).

Chapter 5
Economy

Strategic Objectives

Facilitate Economic Investment and Resilience: We will facilitate inward investment and deliver a resilient and inclusive economy by strengthening and protecting existing employment sites, enabling job growth and providing opportunities for the local supply chain.

Business Growth and Workspace Provision: We will support business growth by delivering high-quality, affordable, and flexible workspace in town centres and designated employment areas such as Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS).



5.1. We are committed to fostering a resilient, inclusive and future-ready economy that supports a diverse range of businesses and provides meaningful employment opportunities for all residents. Aligned with the London Plan, our employment strategy is shaped by the need to protect and optimise industrial land, provide affordable workspace to support innovation and enterprise, and ensure that economic growth benefits local communities.

5.2. Our employment areas, ranging from Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) to town centres and non-designated employment sites, play a vital role in sustaining economic diversity and accommodating a broad spectrum of business activity across Greenwich. The Local Plan seeks to safeguard these spaces while enabling their renewal, intensification and, where appropriate, co-location with other compatible uses. This approach reflects the London Plan's emphasis on making the best use of land and supporting mixed-use development that contributes to place-making and economic vitality.

5.3. Informed by robust evidence, including our Employment Land Review, this Plan identifies a clear need for additional employment floorspace and sets out a framework to meet this demand through targeted interventions, flexible policy tools, and strategic site allocations. Affordable and adaptable workspace provision is prioritised to support small and medium-sized enterprises (SMEs), start-ups, and the creative and cultural sectors, ensuring that Royal Greenwich remains a place where businesses can grow and thrive.

5.4. The Plan also recognises the importance of linking employment growth with skills development and local participation. To champion inclusive growth and community wellbeing, the Council will continue to work in partnership with initiatives such as Greenwich Local Labour and Business (GLLaB) to secure training, apprenticeships and job brokerage opportunities. This ensures that regeneration and investment translate into tangible benefits for our communities, helping residents access secure and rewarding employment.

5.5. We support an inclusive and resilient local economy. This includes encouraging forms of enterprise and ownership that help retain wealth locally, broaden participation in economic activity and strengthen community resilience. Approaches such as co-operative models, social enterprises and community-led initiatives can play a role in achieving these outcomes and will be supported where appropriate.

5.6. Throughout this chapter, "employment uses" are intended to refer to the provision of business, office, light industrial, industrial and storage and distribution floorspace, including Use Class E(g)(i), E(g)(ii) and E(g)(iii), Class B2, Class B8 and comparable sui generis uses. References to employment uses should not be interpreted as applying to leisure, entertainment, retail or other general Class E uses where employment is incidental to the primary purpose of the use rather than the main land use function. These uses are generally addressed in the Town Centres chapter of the Plan.

Policy E1: Inclusive Economy

1. The development of a strong, inclusive and diverse economy across Royal Greenwich will be supported by:

   a. **Protecting Industrial Land**
   Safeguarding existing industrial land and employment sites, including both designated and non-designated locations, where they make, or have the potential to make, a contribution to the Borough's economy, while supporting their continued use, renewal and intensification for employment purposes.

   b. **Encouraging Intensification and Modernisation**
   Supporting the intensification, renewal and enhancement of employment sites to deliver modern, fit-for-purpose premises that meet the evolving needs of contemporary businesses.

   c. **Securing Affordable Workspace**
   Requiring the delivery of affordable workspaces to support start-ups, SMEs, and businesses in the creative and cultural economy sectors.

   d. **Providing a Range of Business Premises**
   Promoting the delivery of a range of business space on allocated sites, within town centres and on windfall developments, in a mix of unit sizes, typologies and flexible configurations to attract and retain businesses of different types and scales, supporting adaptability over time.

   e. **Maximising Local Economic Participation**
   Maximising local economic participation and ensuring that local businesses and residents benefit from economic investment by securing opportunities for employment, skills development, business support and training, including through partnerships with local initiatives such as GLLaB.

Reasoned Justification

5.7. Policy E1 provides the overarching framework for supporting a strong, inclusive and resilient economy across the borough. The detailed application of this approach is set out in subsequent policies within this chapter, which should be read alongside Policy E1.

5.8. We are committed to building a thriving local economy that delivers secure employment, supports enterprise, and enables all communities to benefit from growth. Royal Greenwich's economy is shaped by a mix of employment areas, from town centres, SIL and LSIS to smaller, non-designated sites that collectively provide a wide range of business premises and job opportunities. Further details are set out in Policies E2 and E3.

5.9. Protecting and enhancing employment land is essential to sustaining economic diversity and accommodating demand from a variety of sectors. Our Employment Land Review identifies both the ongoing need for protection of viable sites and the importance of supporting their intensification and renewal. New business workspace will be provided through development on allocated sites; many of the Site Allocations in the Places chapter of this Plan require the provision of non-residential floorspace as part of mixed-use developments.

5.10. Affordable and flexible workspace is critical to supporting innovation, business start-ups, and underrepresented groups in enterprise. There is a particular need to ensure provision for small and micro-businesses, especially within the creative and cultural sector. A range of unit types is needed to futureproof Royal Greenwich's economic infrastructure and ensure long-term business resilience. Development proposals should therefore demonstrate how employment space can accommodate a variety of business sizes and be reconfigured as needs evolve. Further details are set out in Policy E4.

5.11. To promote economic inclusion, the Council will use planning mechanisms to secure access to local employment, apprenticeships and training opportunities. Further details are set out in Policy E5. GLLaB service plays a central role in connecting residents with training and employment support and in coordinating local labour agreements with developers and employers.

Policy E2: Protected Industrial Land

1. The following areas, as shown on the Policies Map, are safeguarded for continued industrial use:

Charlton	
Charlton Riverside East	Strategic Industrial Location (SIL)
Charlton Riverside West	Strategic Industrial Location (SIL)
Charlton Riverside (Central)	Locally Significant Industrial Site (LSIS)
Greenwich Peninsula	
Greenwich Peninsula West	Strategic Industrial Location (SIL)
Thamesmead and Abbey Wood	
West Thamesmead / Plumstead Industrial Area	Strategic Industrial Location (SIL)
Thistlebrook Industrial Estate	Locally Significant Industrial Site (LSIS)
Lyndean Industrial Estate	Locally Significant Industrial Site (LSIS)
Woolwich	
The IO Centre	Locally Significant Industrial Site (LSIS)

2. Proposals for development adjacent to protected industrial land (SIL and LSIS) must demonstrate that they will not compromise the operational integrity and continued industrial function of these areas. Proposals should incorporate sufficient mitigation from existing nuisance-generating activities in accordance with the agent of change principle as set out in London Plan 2021 Policy D13.
3. Operators must demonstrate that they have sought to maximise the sustainable movement of goods, with a preference for the use of rail and river freight where location permits. Proposals should prioritise and maximise the use of low and zero-emission vehicles and other green modes of transport, and where feasible incorporate electric vehicle charging, energy capacity and other infrastructure necessary to enable current and future low and zero-emission freight technologies and support long-term sustainability and operational resilience.

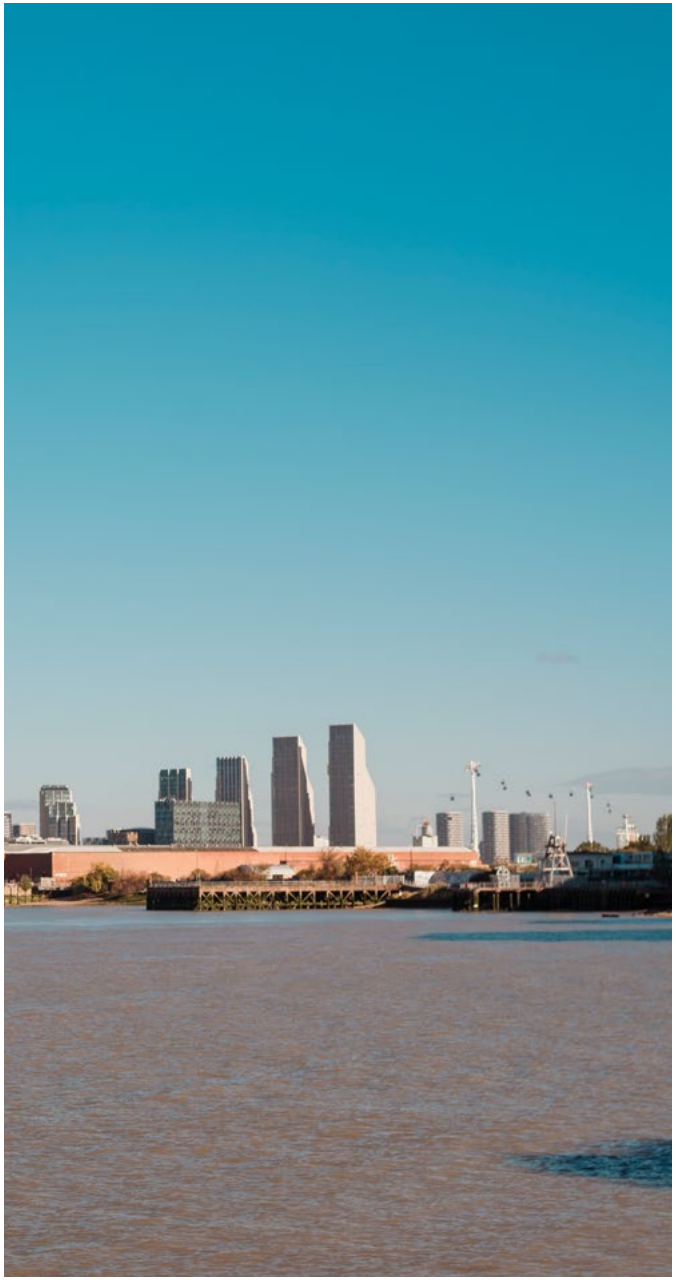
Strategic Industrial Locations (SIL)

4. Development proposals within SIL will be supported where the proposed use falls within the industrial-type activities set out in London Plan 2021 Policy E4 and is compatible with the function of the SIL. These include:
    - industrial and manufacturing activities (Use Class E(g)(ii), E(g)(iii) and B2);
    - storage, logistics and distribution (Use Class B8), including for 'last mile' distribution;
    - waste management and aggregates;
    - utilities infrastructure;
    - land for sustainable transport; and
    - emerging industrial-related sectors.
5. Industrial intensification, particularly of vacant and underutilised SIL, will be encouraged as a way to make more efficient use of land and to deliver additional industrial capacity and employment opportunities.
6. Proposals for non-industrial uses will only be permitted where they demonstrably support industrial functions, such as training centres, business incubators, or small-scale ancillary services for employees, and do not prejudice industrial capacity/operations. Residential

Policy E2: Protected Industrial Land

Locally Significant Industrial Sites (LSIS)

7. Within LSIS, proposals will be supported where they fall within Use Classes E(g)(ii), E(g)(iii), B2 and B8 where compatible with existing uses and the scale, character, and function of the LSIS. They should be appropriately designed to operate within a mixed-use environment without giving rise to unacceptable impacts on amenity, safety or operational integrity.
8. Industrial intensification will be encouraged and co-location of industrial with other uses such as residential and commercial will be supported, in accordance with London Plan 2021 Policy E7. Where co-location is proposed, industrial capacity should be retained or re-provided at or above existing levels. Site configuration and design must ensure functional separation to minimise conflicts between uses, with reference to the Agent of Change principle.
9. Uses with operational characteristics that are typically incompatible with co-location, including waste management and aggregates handling, will not normally be appropriate within LSIS.



Reasoned Justification

5.13. Our Employment Land Review identifies a need for a minimum of 121,835sqm of E(g)(iii), light industrial floorspace, a minimum of 6,040sqm of B2 floorspace and a minimum of 65,460sqm of B8 floorspace over the Plan period. Given the borough's constrained land supply and competing demands for its use, this need will be met primarily through the intensification and optimisation of existing and newly safeguarded industrial sites, comprising SIL and LSIS.

5.14. Renewal and upgrade of employment space to ensure it is high quality and fit for purpose is important. Proposals should provide a mix of unit sizes with adequate servicing and delivery space and will be supported, especially where they allow for future flexibility, including both subdivision and amalgamation as required, to meet needs of a variety of end users, business expansion and downsizing.

5.15. Landowners are encouraged, where appropriate, to work with those of adjacent sites to ensure the most efficient use of land. This can achieve efficiencies in relation to access and servicing arrangements and can deliver better-quality public realm.

5.16. Proposals for new delivery or distribution facilities must have regard to the relevant Local Plan and London Plan policies regarding transport, traffic, public realm and amenity to ensure any increase in vehicle movements or changes to operation do not have unacceptable impacts on the surrounding area.

5.17. Developments generating high numbers of freight movements should be located close to safeguarded wharves, safeguarded railfreight sites and/or major transport routes. Where road-based freight movements are necessary, development should facilitate the use of low and zero-emission freight vehicles. Opportunities to take advantage of emerging technologies and organisational practices will be encouraged where this would assist in reducing and consolidating deliveries, take vehicles off the roads, improve air quality, and reduce disturbance.

Strategic Industrial Locations (SIL)

5.18. SIL remain the most suitable locations for industrial and related uses and continue to be safeguarded for these purposes. Our strategy for SIL focuses on making more efficient use of land while safeguarding the continued function and integrity of industrial areas. This includes supporting the redevelopment of vacant and under-utilised sites, the delivery of higher-density and multi-storey industrial development where appropriate, and the reconfiguration of sites to achieve higher plot ratios, improved layouts and modern, fit-for-purpose premises. Intensification is expected to deliver additional industrial capacity and job opportunities, while retaining sufficient yard space, servicing arrangements and access to support operational requirements.

5.19. Through this approach, the Council seeks to ensure that SIL continue to function as the primary locations for industrial and related activities in the borough, while accommodating growth in employment floorspace in a way that is efficient, resilient and compatible with the evolving urban context.

Data centres comprise characteristics consistent with storage, logistics and distribution (Use Class B8) and utilities infrastructure, and can therefore fall within the scope of appropriate uses within SIL. As part of London's critical digital infrastructure, data centres can support the functioning of the wider economy. Proposals for data centres should make efficient use of land, demonstrate that they do not prejudice the primary function of the SIL, and integrate with local heat or power networks, in accordance with Policy CE3 Decentralised Energy.

5.20. Non-industrial uses considered acceptable within SIL are those which demonstrably support industrial functions, where they are clearly ancillary to, and meet the needs of, industrial businesses within the SIL. This may include uses that support business start-up, skills development or the day-to-day operation of industrial occupiers. Such uses should be of an appropriate scale and location that they do not prejudice the primary industrial role of the SIL.

Locally Significant Industrial Sites (LSIS)

5.21. LSIS are expected to play a particular role in accommodating industrial and employment uses that can operate successfully alongside a wider mix of uses, including residential development, where impacts are appropriately mitigated.

5.22. Redevelopment of sites within LSIS, including those within site allocations, for non-employment or mixed use purposes must ensure that the overall employment capacity across the LSIS is maintained at least at an equivalent level. This need not be reprovision of an equivalent quantum of floorspace; a net gain in jobs associated with increased employment density is another appropriate measure of capacity. Such proposals will only be supported as part of a co-ordinated masterplanned process across the entirety of the LSIS; ad hoc or piecemeal applications will not be considered appropriate. Development of non-employment uses on these sites must not compromise the efficient function, access and service arrangements of industrial premises.

5.23. Co-location can take the form of a mix of industrial and residential and/or other uses on the same site, either side-by-side or through vertical stacking. Proposals should secure high quality design and seek to provide flexibility to incorporate innovative typologies, such as smaller scale, cleaner type industrial uses that are more compatible with residential uses.

Policy E3: Non-designated Employment Sites

1. Non-designated employment sites are those located outside of SIL and LSIS that contain principally Class E(g)(i)(ii) and (iii) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis uses. This definition excludes allocated sites.

Retention and Enhancement

2. Development proposals should protect, and not result in the net loss of, viable non-designated employment sites, unless it can be demonstrated that the site is not suitable for continued employment use, having regard to:
   a. the condition of the existing building(s) and reasonable options for the refurbishment and/or reconfiguration of floorspace to enable continued occupation by employment generating uses;
   b. site constraints including layout, access and compatibility with neighbouring uses, particularly where the site is within a predominantly residential area and cannot reasonably be redeveloped for continued business use; and
   c. evidence of recent and continuous marketing, covering a minimum period of 12 months and at an appropriate rental or sale value.

Flexible Redevelopment

3. Redevelopment will be supported where equivalent employment capacity is provided as part of mixed-use intensification of the site.
4. Where it can be clearly demonstrated that there is no reasonable prospect of the site being used for employment purposes, residential redevelopment will be considered. Where there is a net loss of employment capacity, residential developments will be required to make provision for 50% affordable housing in accordance with London Plan 2021 Policy H4.

Reasoned Justification

5.26. There are a number of employment sites and isolated industrial premises located outside of Royal Greenwich's designated employment areas (SIL and LSIS), which make an important contribution to the local economy by providing workspace for businesses and important services, as well as providing a source of local job opportunities. However, there is a risk that the employment function of these sites could be compromised due to pressure from higher value land uses, such as housing, without an appropriate level of protection. This policy does not apply to existing employment uses located within sites allocated for development, as the strategic balance between housing provision and the loss of employment space has already been addressed through the allocation process.

5.27. Our Employment Land Review identifies a need for additional employment floorspace over the plan period. As such, existing industrial land and premises outside of SIL and LSIS should be protected, and where appropriate intensified. This policy seeks to safeguard these sites for employment use, although it is recognised that flexibility is needed to ensure they are not unnecessarily protected when there is no reasonable prospect of remaining in employment use.

5.28 To help maintain the viability of non-designated employment sites, the policy provides support for mixed-used redevelopment, including proposals that incorporate residential and other complementary uses, where equivalent employment capacity is provided through intensification. In assessing equivalence, the Council will not rely solely on gross floorspace but will also have regard to the quality, suitability and functionality of replacement space, including its type, specification, layout, access and servicing arrangements, and its ability to support viable employment activity. Development proposals should provide the maximum reasonable amount of floorspace and should seek to increase employment densities to realise net gains in jobs even where the floorspace is reduced. It is important that alternative uses do not impact on the employment function of the site in line with the Agent of Change principle.

5.30. Proposals for residential development without employment uses will only be permitted where it is satisfactorily demonstrated that a building or site is not viable for employment development, as justified through an active and continuous marketing campaign for at least 12 months. This will normally include active marketing by an appropriate independent commercial agent at a realistic rental or sale value reflective of the site's condition, location and lawful employment use. Evidence should also demonstrate that enquiries received have been properly followed up.

Policy E4: Delivering Inclusive Growth

1. Major development proposals that deliver commercial or industrial floorspace will contribute towards a mixed and diverse economy that allows a variety of business types and sizes to access premises suitable for meeting their needs.

Affordable Workspace

2. Affordable workspaces are provided at rents maintained below the market rate for that space, secured for a period of at least 15 years by legal agreement.
3. The delivery of affordable workspaces will be required:
   a. on developments providing at least 1,000sqm GIA of employment floorspace (use classes E(g) (i), E(g)(ii), E(g)(iii), B2 and B8); and
   b. within designated Major and District centres, on developments providing at least 500sqm GIA of employment floorspace (use classes E(g)(i), E(g)(ii), E(g)(iii), B2 and B8).
4. Developments should normally provide at least 10% of the rentable floorspace (Net Internal Area) as affordable workspace at 50% of market rents, unless it is robustly demonstrated through viability evidence that a different quantum or discount is necessary.
5. Affordable workspace should normally be provided on-site and managed by an approved provider. Off-site provision will only be accepted in exceptional circumstances where it can be robustly demonstrated that on-site provision is impracticable. A financial contribution in lieu of on-site provision will only be accepted as a last resort where on-site and off-site provision is not possible.

New employment floorspace

6. New employment floorspace will be directed towards SIL, LSIS and town centres. Proposals involving existing employment floorspace should explore intensification and prioritise its renewal and modernisation.
7. Employment floorspace should allow for future flexibility for a range of occupiers, including future subdivision and/or amalgamation, and provide a range of unit types and sizes. A variety of workspace typologies are supported, including offices, serviced offices, co-working spaces, hybrid workspace and industrial spaces.
8. We will ensure that proposed new office and research and development floorspace is secured for these specific activities.
9. We will support cultural and creative industries including suitable facilities for production and flexible workspaces.
10. Live/work units will be acceptable only where they are managed by an organisation committed to their use primarily for employment, as evidenced by a robust management plan. Proposals for live/work units within Strategic Industrial Locations (SIL) will not be supported. Loss of existing live/work units to residential use will be resisted.

Reasoned Justification

5.31. Our Employment Land Review identified a strong demand for affordable workspace across all employment use classes. The provision of affordable workspace is a critical component of an inclusive and resilient economy, supporting start-up businesses, SMEs, creative practitioners and social enterprises that may otherwise be priced out of the Borough.

5.32. The requirement for at least 10% affordable workspace at 50% of market rents represents the Council's starting point in delivering inclusive economic growth. Variations will be considered only where viability evidence robustly demonstrates that this requirement cannot reasonably be met in full. In such cases, we will seek the maximum reasonable provision of affordable workspace, having regard to scheme viability, local demand and the operational characteristics of the proposed employment uses, including industrial and logistics typologies where standard affordable workspace models may require adaptation.

5.33. Applicants will be expected to submit an Employment Strategy as part of their planning submission, clearly demonstrating how the proposed affordable workspace offer responds to local demand, supports inclusive growth, and aligns with the intended employment uses.

5.34. Early engagement with operators and potential occupiers is central to the design and delivery of successful workspace. Where affordable workspace is provided, we will expect the applicant to submit an operating plan, setting out what model of affordable workspace is to be provided, sectors/occupiers to be targeted and details of how the space will be managed.

It is expected that affordable workspace will be delivered on-site. Only where it is clearly demonstrated this is not practicable will offsite provision be accepted. Payment in lieu will only be accepted as a last resort, where it is clearly demonstrated other options have been exhausted and that the payment would have demonstrable benefits in furthering affordable workspace in the Royal Greenwich. Further detail on implementation will be set out in our Planning Obligations Guidance.

5.35. It is crucial for the Council to adopt a flexible approach when applying employment land policies. This is particularly relevant for Class E(g)(i), E(g)(ii), E(g)(iii) uses as the market within Royal Greenwich is largely dominated by SMEs, many of which seek workshop-type premises.

5.36. Flexibly specified buildings and workspaces should be provided wherever possible; such spaces can be adapted to the needs of different employment uses, particularly where there is not a specified end user. This also supports the long-term viability of employment premises, as it allows for the reconfiguration of internal space to support business retention by enabling existing occupiers to expand in situ.

5.37. The cultural and creative industries are integral to shaping the identity and vibrancy of Royal Greenwich and its distinctive neighbourhoods. These sectors support innovation, enrich local communities and are fundamental to the borough's economy and growth. The Royal Borough of Greenwich is one of seven east London Boroughs involved in the Thames Estuary Production Corridor, an 80-mile-long initiative launched by the Mayor of London in 2017 to transform East London, North Kent, and South Essex into a world-leading hub for creative and cultural production. Policies SD1 and SF2 of the London Plan 2021 encourage the delivery of large-scale cultural infrastructure within the corridor.

5.38. Live/work units which combine residential accommodation with workspace, can support small-scale economic activity, particularly within the creative industries where practitioners often require flexible, integrated workspaces. Their provision should be carefully managed to ensure they remain in genuine employment use and do not function as conventional housing.

Policy E5: Local Employment, Skills and Training

1. Employment, training and skills development for Royal Greenwich residents will be supported by:
   a. securing financial contributions from major mixed-use and commercial developments towards GLLaB, which provides a range of support to help residents into work, including job brokerage, training, and apprenticeships. Further detail will be set out in our Planning Obligations Guidance.
   b. requiring the submission and implementation of a site-specific Employment and Skills Plan for developments which are referable to the Mayor of London. This should set out clear targets, delivery mechanisms and monitoring arrangements for both the construction and operational phases of development; and
   c. ensuring that major development proposals contribute to the growth and resilience of the Royal Greenwich's local economy by prioritising engagement with local supply chains during both the construction and operational phases of development.

Reasoned Justification

5.39. Training opportunities are important for the local community; improving the skills of the local population is vital in promoting a vibrant labour market and local economy that provides jobs for local people and a full range of goods and services for residents and visitors.

5.40. Developments are encouraged to provide training and support to enhance the skills of local residents, to enable them to more successfully compete for jobs. The availability of a suitable skilled workforce is important for local firms, to attract new businesses to the area and to capture some of the economic benefits for local people of the regeneration and development activity in Royal Greenwich.

5.41. Planning obligations will be used to secure financial contributions towards GLLaB, the Royal Borough's umbrella organisation for employment training. GLLaB is a local initiative that collaborates with anchor institutions, businesses, and community organisations to deliver a range of employment and skills support across the borough; including job brokerage, skills development, training, apprenticeships and work placements.

5.42. Where developments are required to submit an Employment and Skills Plan; this will normally be secured through a planning obligation to ensure delivery, monitoring and enforcement over the lifetime of the development.

5.43. Employment and Skills Plans should be proportionate to the scale and nature of development and should set out, as a minimum:

- realistic estimates of the number and type of jobs to be created during both the construction and operational phases;
- quantified targets for local employment, apprenticeships, work placements and training opportunities, with separate targets for construction and end-use stages where relevant;
- a commitment to early engagement with GLLaB including details of how employment, training and apprenticeship opportunities will be promoted and accessed by Royal Greenwich residents;
- measures to support progression into sustained employment, to ensure residents fully benefit in the long term from the diverse opportunities economic growth brings;
- details of engagement with local schools and colleges to provide opportunities for work experience placements where appropriate to the scale and nature of the development; and
- arrangements for monitoring, reporting and review, including the frequency of reporting to the Council and GLLaB and the information to be submitted.

Chapter 6
Town Centres

Strategic Objectives

Promote vibrant and diverse town centres: We will support the adaptive reuse and revitalisation of our town centres; by encouraging thriving town centres which provide high-quality new homes and a mix of daytime and evening retail, leisure, community, culture and service uses that meet the evolving needs of residents, businesses, and visitors.

Support the visitor economy and social infrastructure: We will strengthen Royal Greenwich's role as a visitor destination, supporting sustainable tourism, culture and leisure and hospitality uses, while ensuring a high-quality and inclusive offer. We will support and protect social infrastructure, including community, health, education and cultural facilities and require development to contribute appropriately to its delivery.

6.1. Town centres are at the heart of community life in Royal Greenwich. They are where people come together to live, work, meet, shop, and experience culture. As the borough grows and changes, our town centres that make up our hierarchy (major, district, local and neighbourhood) and network must evolve too—becoming more inclusive, resilient, and responsive to the needs of residents, businesses, and visitors.

6.2. This Local Plan sets out a clear vision to promote vibrant and diverse town centres by supporting their adaptive reuse and revitalisation. We will champion a strong network of centres that offer a rich mix of uses—retail, leisure, culture, community services, and high-quality homes—across both daytime and evening hours. This approach will help ensure our centres remain welcoming, accessible, and economically sustainable, while also supporting the borough's ambitions for 15-minute neighbourhoods and a thriving night-time economy.

6.3. The Plan recognises the distinct role each centre plays within the borough's town centre hierarchy—from the Major Centres of Woolwich, Eltham and Greenwich[1] to District Centres, Local Centres and Neighbourhood Centres (see Table TC1). Each has a unique identity and function, and our policies are designed to support their continued success by directing appropriate development to the right locations, encouraging high-quality design, and enabling a flexible mix of uses that reflect local character and community needs.

6.4. We are committed to protecting the vitality and viability of our centres by:

- ensuring new development contributes positively to the centre's role and function;
- encouraging a mix of uses within our town centre network;
- encouraging active ground floor uses and vibrant public spaces;
- supporting meanwhile uses and pop-up activities that animate vacant sites;
- promoting inclusive cultural and night-time uses that enhance the borough's identity; and
- managing the location and concentration of uses that may impact health or amenity.

6.5. We aim to create town centres that are economically successful, socially inclusive, environmentally sustainable, and culturally rich, that meet the needs of residents, workers, and visitors – day and night, now and into the future.

[1] whilst the 2021 London Plan designates the town centre as West Greenwich District Centre, updated evidence from the Greater London Authority indicates Greenwich Town Centre is performing at Major Centre levels across a number of metrics, and it is to be reclassified in the new London Plan.

Policy TC1: Supporting the Network and Hierarchy of Centres

Town Centre Network and Hierarchy

1. Town centres play a central role in the life and identity of communities across Royal Greenwich. Our network and hierarchy of town centres will be protected and enhanced in order to provide a sustainable mix and distribution of town centre facilities and services to support local communities and deliver 15-minute neighbourhoods. They will continue to operate as key locations for major retail, commercial, leisure, cultural, tourism, office and community activity uses which attract and serve the public. Our designated town centre hierarchy and their respective roles and functions are detailed in Table TC1 below, which will guide development in each centre.

Supporting the diversity, vitality and viability of the town centre network

2. We will support the diversity, vitality and viability of our town centre network by:

   a. applying a town centre first approach, directing main town centre uses to Royal Greenwich's centres as the most appropriate and sustainable locations for such activities;

   b. encouraging a mix of uses including retail, food and drink, services, leisure, culture, community facilities, recreation, residential, hotel and mixed-use development to support vibrant visitor, daytime, evening and night-time economies whilst managing concentrations of uses and mitigating adverse impacts;

   c. ensuring active frontages, particularly where uses provide a direct service to visiting members of the public;

   d. supporting residential development on suitable sites, while ensuring it:

      i. is not located on ground floors within Primary Shopping Areas;

      ii. respects the centre's character and function; and

      iii. complies with the agent of change principle;

   e. supporting temporary ('meanwhile') uses of vacant/underutilised properties where it can be demonstrated that it will enhance vitality and viability and be appropriately managed;

   f. enabling adaptable development that responds to changing technologies and consumer habits;

   g. supporting existing and new markets, pop-up events, and outdoor activations, where they enhance public space without harming residential amenity, accessibility, or transport connectivity.

3. Provision for food deliveries from restaurants or cafés, including facilities for platform-based delivery, will only be supported where it is demonstrated that the facilities do not result in a change of use to hot food takeaway or other uses including composite / sui generis uses.

Primary Shopping Areas

4. Primary Shopping Areas (PSAs) are the locations within Royal Greenwich's Major and District Centres where retail uses are and should be concentrated. Within Primary Shopping Areas, as identified on the Policies Map, development proposals must support the area's core retail function by prioritising Class E uses that contribute to a vibrant and active shopping environment. Development should enhance footfall, maintain continuity of active frontages, and reinforce the area's role as the principal destination for shopping within the town centre.

5. Residential uses on ground floors within Primary Shopping Areas will not normally be permitted.

Table TC1: Town Centre Hierarchy

Tier	Location	Key functions

Major Centre	Woolwich
	Eltham
	Greenwich
		• Royal Greenwich's largest centres and principal economic hubs with strong public transport links. These centres serve borough wide catchment needs as the predominant locations for comparison and convenience retail, leisure, cultural, office, civic, community services, and residential uses.
		• Improvements to the daytime and evening economy through leisure, cultural, and tourism uses, as well as Greenwich and Woolwich Riverside and Thames Path are encouraged. We will also support ongoing transformation of these centres through public realm improvements, regeneration, and mixed-use developments delivering homes, community spaces, and employment opportunities.
		• **Woolwich:**
		  • Its role will be reinforced by diversifying activities and focusing investment on major retail (including comparison), leisure, commercial, cultural, employment workspaces, offices and tourism, supported by uses such as residential, education and healthcare.
		  • Development within Woolwich Centre and its surrounds will be proactively managed to secure its future reclassification as a Metropolitan Centre in the London Plan with a future night-time economy reclassification of an area of regional or sub-regional significance (NT2). Development proposals should direct new investment to ensure the centre serves its local catchment effectively. Transformational change bringing new employment space, mixed-use development, including residential, and enhancements to the evening and night-time economy and cultural offer after 6pm is supported.
		• **Eltham:** Serving the south of the borough with a strong comparison retail offer, investment is needed in improved retail, cultural and leisure to diversify uses, and in public realm. We will promote regeneration and sustainable growth, supporting residential-led mixed-use schemes on underused sites, requiring active ground floor uses and celebrating Eltham's heritage and identity. Investment in Eltham's evening and night-time economy that provides complementary retail, leisure and cultural uses after 6pm will be encouraged, to support the centre's future London Plan reclassification to an area of more than local significance (NT2).

Table TC1: Town Centre Hierarchy

Tier	Location	Key functions
Major Centre	Woolwich Eltham Greenwich	• **Greenwich:** A historic, multi-functional centre, specialist retail area and an internationally significant tourist destination with the Maritime Greenwich World Heritage Site. Greenwich will continue to serve both local and visitor needs, with future investment focused on a balanced mix of retail, tourism, services, leisure, cultural and community uses, whilst protecting heritage and managing visitor impacts. Investments in the centre's evening and night-time economy are encouraged to achieve a future London Plan reclassification to an area of regional/sub-regional significance (NT2).
District Centre	Thamesmead Plumstead East Greenwich Lee Green Blackheath North Greenwich	• District centres are well connected smaller centres, serving local communities, typically providing convenience retail with some comparison retail alongside culture, leisure, services and local office functions. However, there is variation across these centres in terms of retail, leisure and evening and night-time provision – some have a higher concentration of independent and comparison retailers, others more convenience offer or some have a stronger visitor and night-time economy. Development and investment in district centres will support local catchment needs for retail, leisure, services, and community uses alongside residential development. A mix of daytime and evening economy uses will be encouraged. • **Thamesmead**: Despite a strong convenience retail offer, the centre is currently underperforming in meeting local needs. We will promote the transformation of Thamesmead including beyond the plan period into a vibrant, well connected district centre. It will support the delivery of new homes, jobs and community spaces, green and blue infrastructure and a mix of uses including residential, employment, retail, leisure, cultural and community uses through a strategic masterplanned approach that aligns with the Thamesmead and Abbey Wood Opportunity Area Planning Framework. We will advocate for improved public transport links, including the proposed DLR extension, and enhancing active travel routes into and across the centre. • **Plumstead:** The centre is a specialist retail destination with good public transport links, which meets the day-to-day needs of its immediate catchment. We will support further regeneration and investment will improve the vitality of the centre, enabling a mix of retail, leisure, cultural, community and service uses, alongside public realm improvements and improvements to pedestrian and cyclists safety.

Tier	Location	Key functions
District Centre	Thamesmead Plumstead East Greenwich Lee Green Blackheath North Greenwich	• **East Greenwich:** Despite a strong leisure and service offer, the centre is underperforming in meeting local catchment needs. We will support improvements and investments that bring a more diversified retail, cultural, office, residential and community offer, a stronger evening and night-time economy, and enhanced environmental quality and green infrastructure provision, which will enhance the centre's vibrancy and vitality. • **Lee Green:** The centre straddles the boundary with the London Borough of Lewisham and meets local catchment needs for retail, leisure, services and community uses, with strong convenience retail and good public transport links. Redevelopment of the Leegate Shopping Centre (in the London Borough of Lewisham) and surrounding sites will enhance the mix of uses and public realm, strengthening its role in serving the local catchment and improving centre environmental quality. • **Blackheath:** The centre straddles the boundary with the London Borough of Lewisham, and meets local catchment needs for retail, leisure, services and community uses, with a diverse retail offer and strong interest from retailers in the centre. Blackheath has high environmental quality and strong public transport links, and is identified as a night-time economy area of more than local significance (NT3). The centre will continue to provide a mix of daytime and evening and night time economy uses to meet local community needs. • **North Greenwich:** The centre is a well-connected internationally significant leisure destination anchored by The O2, The Tide and the Design District, serving both borough-wide and London-wide catchment comparison retail and leisure needs. The centre is also identified as a night-time economy area of international or national significance (NT3). The centre will deliver sustainable high-density, mixed-use development and growth that integrates residential, employment, cultural and leisure uses, with complementary retail offer, in line with the Greenwich Peninsula Masterplan, retaining existing retail provision within the centre and limiting any expansion to outlet format retail only, to ensure that the centre does not undermine investment in the borough's major centres. We will support meanwhile and permanent cultural uses, creative workspaces, community venues and visitor economy uses, as well as investment to expand green space, promote high-quality public realm, active travel infrastructure and greater connectivity between North Greenwich Station, The O2, the riverfront and surrounding development plots to support a walkable, accessible and inclusive centre. Development within North Greenwich and its surrounds will be proactively managed to secure its future reclassification as a Major Centre in the London Plan.

Table TC1: Town Centre Hierarchy

Tier	Location	Key functions
Local Centre	Abbey Wood Blackheath Hill Charlton Village Herbert Road Mottingham New Eltham Royal Standard Well Hall Kidbrooke	• Local Centres will focus on smaller-scale retail, leisure, and town centre services that meet the everyday needs of surrounding communities. We will support and encourage a mix of appropriately scaled retail, service, residential and community uses, as well as investment in social and community infrastructure and the public realm. A range of shops and services should be provided to meet the needs of the local catchments, with a higher proportion of convenience retail compared to comparison retail. Development must appropriately reflect the nature and scale of each individual centre. • Kidbrooke: Any proposals for new town centre uses within the Kidbrooke Local Centre must remain commensurate in scale, format and function of the uses approved in the original planning consent, whilst reflecting the retail and service needs of the local catchment.
Neighbourhood Centre	There are 37 Neighbourhood Centres across the borough	• Neighbourhood centres represent the lowest tier in the retail hierarchy and typically comprise small clusters or parades of retail units of at least five units. These retail clusters primarily serve the immediate local catchment needs, meeting day-to-day convenience shopping needs in walkable locations. The important role these parades play in supporting local communities through accessible retail, services, community uses will be safeguarded.

Reasoned Justification

Hierarchy of Centres

6.6. Royal Greenwich's town centres are distinctive, unique and multifunctional spaces that serve residents, workers, and visitors. They provide essential retail, leisure, cultural, civic, community and residential functions, contributing significantly to the borough's economic, social, and cultural life.

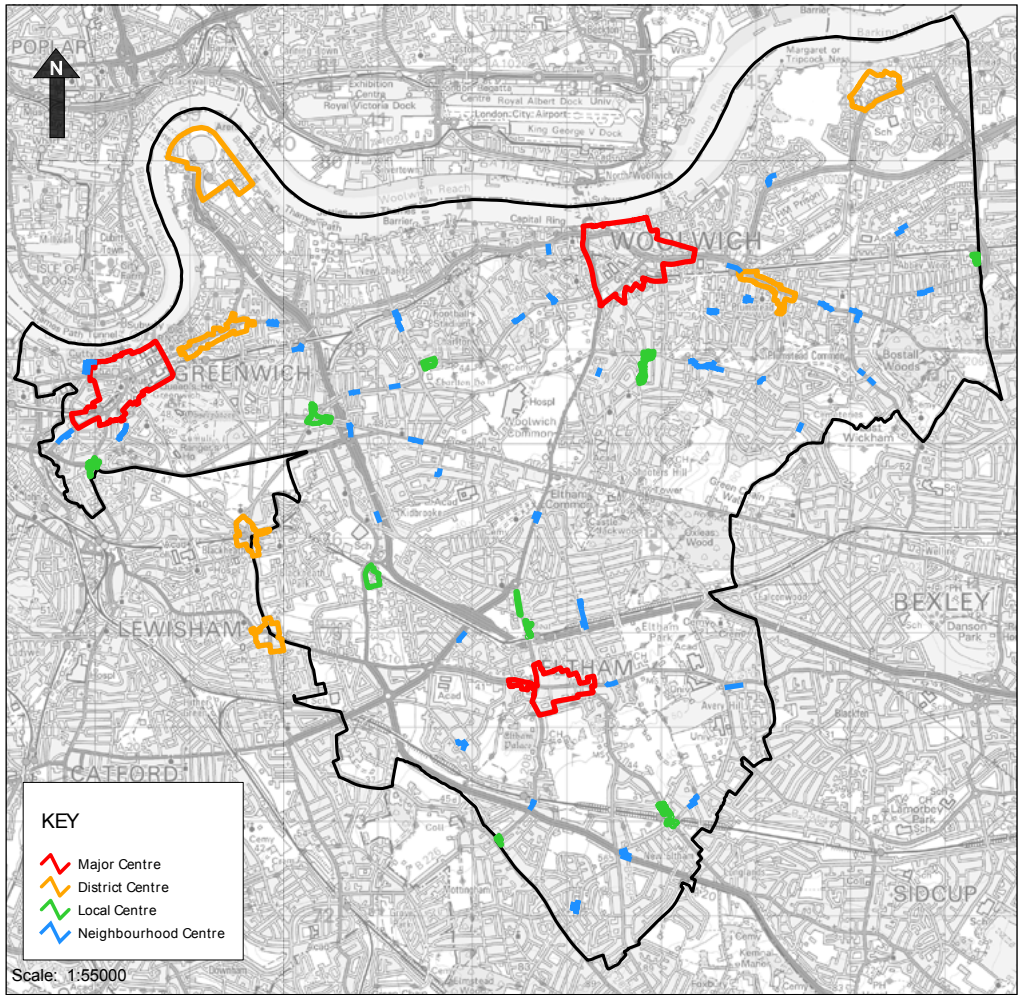
6.7. We are committed to maintaining a strong, resilient network of centres that can adapt to changing consumer behaviours, technology, and economic conditions. This aligns with the National Planning Policy Framework (NPPF) and the London Plan 2021, which promote town centres as key locations for sustainable growth, encouraging a mix of uses—including housing—to support long-term vitality and viability.

6.8. The location of Greenwich's centres are shown in Figure TC1 and on the Policies Map. Greenwich's town centre hierarchy includes:

- 3 Major Centres (Woolwich, Eltham and Greenwich)
- 6 District Centres
- 9 Local Centres
- 37 Neighbourhood Centres.

6.9. This hierarchy guides development and investment to appropriate locations, ensuring each centre fulfils its role effectively.

Figure TC1 Map identifying Royal Greenwich's Town Centre network and hierarchy.



Town Centre Network

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Major Centres, District Centres, Local Centres and Neighbourhood Centres

6.10. The town centre hierarchy and the role and function of each centre is set out in Table TC1. Major and District Centres form the foundation of the hierarchy, offering essential services, employment, cultural activity and community infrastructure, and serving borough-wide catchments. Woolwich is the borough's principal civic and commercial centre, benefiting from regeneration, the Elizabeth Line, and a growing cultural and evening economy. Eltham serves the south of the borough, with a strong retail and leisure offer and recent public realm improvements. Greenwich is a multi-functional centre and internationally significant tourist destination that provides a strong retail, leisure, services, cultural and community offer for borough residents and visitors

6.11. District Centres—including Thamesmead, Plumstead, East Greenwich, Blackheath, Lee Green and North Greenwich— generally serve more localised catchments and provide a vital layer of everyday services, local employment, and community activity. Their development should reflect local needs, heritage, and opportunities.

6.12. Local and Neighbourhood Centres form the most fine-grained layer of Greenwich's town centre hierarchy, playing a vital role in creating sustainable, walkable neighbourhoods. They offer everyday goods, services, and social infrastructure—such as shops, cafés, pharmacies, and community facilities—within easy reach of residents, supporting our ambition of 15-minute neighbourhoods, whereby residents can access most of their daily needs, such as shopping and healthcare, within a 15-minute walk or bike ride to their homes.

6.13. Local Centres are especially important for older people, families, and those without access to a car. The NPPF supports their role in meeting community needs and reducing travel, and the Local Plan aims to protect and enhance them as inclusive, resilient hubs. Neighbourhood Centres, though smaller, are essential for local character and convenience. They serve distinct communities and contribute to neighbourhood identity. We will monitor their health and support their long-term viability.

Supporting the diversity, vitality and viability of Royal Greenwich's town centre network and active frontages

6.14. The Local Plan supports a town centres first approach, directing appropriate development to major and district centres, encouraging diverse uses, high-quality design, and public realm improvements. It also promotes independent businesses, accessibility, safety, and adaptability.

6.15. Development proposals must enhance vitality, respect each centre's identity, and align with the town centre hierarchy to avoid undermining investment in other centres.

6.16. We will support the ongoing transformation of these centres including public realm improvements, regeneration and the delivery of mixed-use developments which deliver new homes, community spaces and employment opportunities. We are developing Urban Regeneration Frameworks for Woolwich, Plumstead and Abbey Wood, which will also help guide development within these centres.

6.17. We will monitor centre health using indicators like footfall, vacancy rates, and business mix, and work with stakeholders to deliver targeted interventions (which will extend beyond our planning powers).

6.18. This policy directs development and investment to appropriate locations within the town centre hierarchy, supporting the diversity, vitality, and viability of centres. A mix of uses—including residential above ground floor level—is encouraged to promote footfall and support both daytime and evening economies.

6.19. High-quality new developments that respond to their surroundings and are supported by investment in a healthier physical environment

will be vital in ensuring key centres in Royal Greenwich remain attractive to a full range of users as places to shop, work, and spend leisure time. Enhancing our town centres is essential to maintain their competitiveness.

6.20. As part of our strategy for protecting centres within the hierarchy, we have introduced an Article 4 Direction to remove a permitted development right that allows uses within Class E (Commercial, Business and Service) to change to residential use without planning permission. This means that planning permission is required for such changes of use, and we can assess proposals against our planning policies, including consideration of the impact on the centre.

6.21. Councils have much less ability to manage the mix of shopping and some food and drink uses in centres since the introduction of Use Class E brought together a wide range of uses. Changes between uses within Class E do not constitute development and therefore planning permission is no longer required, and as such we generally cannot exercise control of these changes. Where it is feasible to do so (e.g. redevelopment of existing premises), we may seek the provision of a particular type of Class E floorspace, for example where this is necessary to sustain the health of the centre.

6.22. In order to safeguard the vitality of our town centres, the provision for food deliveries from restaurants or cafés, including facilities for platform-based delivery must not result in a material change of use to hot food takeaway.

6.23. Development must reflect the scale and role of each centre, enhance its character, and mitigate negative impacts. Proposals should maximise active ground floor frontages and minimise dead space such as bin stores and plant rooms.

6.24. Town centre uses should be of high design quality, complementing their surroundings. We support temporary and meanwhile uses to activate vacant units, promote local enterprise, and enhance centre vibrancy.

Primary Shopping Areas

6.25. Primary Shopping Areas (PSAs) are the core retail areas within Royal Greenwich's Major and District centres, where retail activity is most concentrated, and where the retail function is to be protected and enhanced. They typically include areas where the majority of retail activity takes place, with a high proportion of shops (Use Class E(a)), supported by complementary uses that enhance the vitality and viability of the centre. PSAs help focus investment, guide development, and maintain retail as a central town centre function—aligned with the NPPF and London Plan 2021 which promotes the vitality of town centres as the heart of communities and supports a strong network of town centres with clearly defined roles.

6.26. We support proposals that reinforce the retail character of the PSA, support footfall, and maintain active frontages. While a mix of uses is encouraged, non-retail uses must not dominate or disrupt the continuity of active frontages. Public realm, accessibility, and shopfront improvements are supported to create attractive, inclusive environments, with guidance on shopfronts provided in Policy DH7 and our Urban Design Guide. Development should enhance pedestrian connectivity, encourage dwell time, and support the overall role of the town centre as a destination for shopping, services, and community activity.

6.27. PSAs are shown on the Policies Map and will be reviewed regularly to reflect changing retail patterns, consumer behaviour, technology and economic conditions. This flexible and proactive approach ensures Royal Greenwich's major and district centres remain resilient, competitive, and responsive to community, business and visitors' needs.

Policy TC2: Managing Edge-of-Centre and Out-of-Centre Uses

1. To safeguard the vitality and viability of Royal Greenwich's town centres and avoid significant adverse impacts to their role and function, we support a town centre first approach, ensuring that town centres are the preferred location for main town centre uses.

Out-of-Centre and Edge-of-Centre town uses

2. Retail proposals outside of Primary Shopping Areas in Major and District centres, and for other main town centre uses outside of designated town centres (unless provision for main town centre uses has been made in a site allocation), will be subject to a sequential test in accordance with the NPPF.
3. Retail and leisure proposals, including hotels, outside designated town centres where individual units or extensions exceed the 350 square metres gross floorspace threshold will be subject to an impact assessment.
4. Car-dependent retail models that fail to promote active travel and public transport access will not be supported. Any proposals which will have an unacceptable impact on town centres, create unsustainable car-dependent retail hubs, or undermine regeneration aspirations will not be permitted.

Out-of-Centre Retail and Leisure Provision at Charlton Riverside

5. There will be a presumption against further expansion of out-of-centre retail and leisure uses within the Charlton Riverside Opportunity Area. Development proposals for main town centre uses must be part of a master-planned approach in accordance with the area's regeneration strategy.

Reasoned Justification

6.28. Town centres play a vital role in the economic, social, and cultural life of the Royal Borough. They are the preferred locations for major retail, leisure, cultural, and office developments, ensuring accessibility, economic resilience, and sustainable growth. However, pressure for commercial and retail development outside designated centres has increased, necessitating a clear policy framework to safeguard town centre vitality while managing edge-of-centre and out-of-centre proposals effectively.

6.29. The NPPF establishes a town centre-first approach, requiring the sequential test to assess whether suitable sites exist within established centres before considering alternative locations. Additionally, edge-of-centre and out-of-centre developments should be subject to an Impact Assessment to ensure that they do not undermine town centres or disrupt planned investment.

6.30. This policy ensures that development proposals align with these principles, supporting economic vibrancy while preventing unsustainable retail and leisure growth outside Royal Greenwich's town centres.

Sequential Test and Impact Assessment

6.31. To manage development effectively, all proposals for edge-of-centre and out-of-centre uses must comply with the following key requirements:

- **Sequential Test:** Applicants must demonstrate that no suitable or viable sites exist within the town centre (or Primary Shopping Area where applicable) before seeking alternative locations. Proposals failing this test will not be supported.
- **Impact Assessment:** Retail and leisure proposals (including hotels) exceeding 350sqm gross floorspace must assess their effect on town centre trade, footfall, and consumer activity.

6.32. Planning permissions may be subject to strict conditions to safeguard town centre viability, and support sustainable growth and regeneration. Retail impact assessments and sequential test evidence will be carefully scrutinized to prevent developments that could lead to economic displacement or harm local businesses.

Out-of-Centre Retail and Leisure Provision at Charlton Riverside

6.33. Further expansion of out-of-centre retail and leisure provision, including retail parks and standalone retail and leisure facilities, within the Charlton Riverside Opportunity Area risks harming the vitality and viability of Royal Greenwich's town centre network, as well as planned investment and regeneration within these centres and within the Charlton Riverside area itself.

6.34. Charlton Riverside is designated as an Opportunity Area in the London Plan 2021 and is a key regeneration area within the Royal Borough of Greenwich, with a strategic focus on delivering a high-quality, mixed-use development that supports sustainable growth. Our spatial strategy prioritises the revitalisation of town centres as the primary locations for retail, leisure, and commercial activities. Consequently, it is essential to resist inappropriate out-of-centre developments that could undermine town centre vitality, compromise planned regeneration efforts, and lead to unsustainable patterns of development.

6.35. Our town centre network, in particular our Major and District Centres, serve as the heart of local economic activity, providing a diverse retail and leisure offer. Encouraging growth in these established centres fosters economic resilience, maintains consumer footfall, and reinforces their function as social and commercial hubs. In contrast, unchecked retail and leisure development at Charlton Riverside has contributed to a fragmented retail landscape, increasing reliance on car-dependent shopping destinations and diverting trade away from existing centres.

6.36. Beyond economic impacts, we are committed to achieving environmentally sustainable growth. Car-dominated out-of-centre developments conflict with our ambition to reduce reliance on private vehicle use, improve air quality, and enhance public transport accessibility. As Charlton Riverside undergoes transformation into a well-connected, mixed-use neighbourhood, it is critical that retail and leisure provision is balanced, supporting local needs without detracting from strategic regeneration goals.

Policy TC3: The Visitor Economy

1. We will maintain and enhance the attractiveness of Royal Greenwich as a visitor destination, balancing the needs of visitors and local communities.

Arts, cultural and tourism uses

2. Existing arts, cultural and tourism uses will be protected and proposals for enhancement will be supported in principle.
3. Development proposals involving the loss, relocation or temporary displacement of existing venues or facilities will be resisted unless it is demonstrated that:
   a. the use will be re-provided on-site or in an appropriate alternative location;
   b. there is continuity of use, or suitable temporary provision, to avoid unnecessary disruption to cultural activity; and
   c. replacement facilities are of an equivalent or improved quality, scale and accessibility, and are financially sustainable for the intended user group.
   d. Proposals for new arts, cultural and tourism uses will be supported in Major and District Centres and in accessible locations within Opportunity Areas. Outside of these areas, proposals must be in an accessible location, appropriately scaled, context-sensitive, and demonstrate clear benefits to the local community.
5. Large-scale mixed-use developments will be expected to incorporate new cultural venues and/or spaces for outdoor cultural events where appropriate to the scale and character of the development.
6. Proposals that include venues capable of hosting 800 or more individuals should incorporate appropriate public protection measures such as hostile vehicle mitigation and should engage with the Metropolitan Police's Counter Terrorism Security Advisor (CTSA).

Hotels

7. Existing hotels in Major and District Centres will be protected unless it can be demonstrated that the existing use has significant negative effects on surrounding residential amenity.
8. New hotels will be supported in Major and District Centres where they:
   a. provide at least 10% of hotel bedrooms as wheelchair accessible and submit Accessibility Management Plans;
   b. operate solely as temporary visitor accommodation and do not function as permanent residential accommodation; and
   c. do not compromise the site's role in meeting housing needs, particularly within allocated sites.
9. The loss of any type of housing to temporary sleeping accommodation on a permanent basis will not be permitted.

Reasoned Justification

6.37. Royal Greenwich is a global destination, welcoming visitors to historic and cultural attractions such as the National Maritime Museum, the Royal Observatory, the O2 Arena and Woolwich Works.

6.38. Arts, cultural and tourism uses include public-facing leisure and recreational activities that contribute to the Royal Borough's visitor economy. While important to economic vitality, arts and cultural spaces are also valuable to community identity.

6.39. Development proposals affecting such uses should therefore prioritise their retention and long-term viability. Where relocation or displacement is proposed, applicants must demonstrate appropriate re-provision and continuity of use to minimise disruption. Replacement facilities must be financially sustainable for the intended user group, having regard to the Mayor of London's Securing Cultural Infrastructure and Workspace (2022) Practice Guide.

6.40. Where development proposals include venues capable of hosting 800 or more individuals, they are required to implement reasonably practicable public protection measures to reduce vulnerability to terrorism. Such venues fall into the enhanced tier of the Terrorism (Protection of Premises) Act 2025. Applicants should engage with the Metropolitan Police's Counter Terrorism Security Advisor (CTSA) through the pre-application and formal application stage.

6.41. The London Plan 2021 identifies a need for 58,000 additional hotel bedrooms across London by 2041. To help meet this demand while minimising impacts on residential areas and reducing car dependency, visitor accommodation should be located in centres with good access to public transport. Developers must demonstrate that proposals will not negatively affect neighbouring amenity, particularly for residents.

6.42. As hotel uses do not contribute to the Borough's housing supply, proposals will be assessed on their impact on Royal Greenwich's ability to meet housing targets, especially on allocated sites. Conditions will be applied to ensure hotel accommodation is not used for permanent residential occupation.

6.43. At least 10% of hotel bedrooms must be wheelchair accessible. Accessibility Management Plans should outline how high standards of service for disabled guests will be delivered and how accessible rooms will be effectively utilised.

6.44. While short-term visitor accommodation, including short-term lets, can contribute to the visitor economy, their uncontrolled growth can reduce the supply of permanent housing and undermine mixed and balanced communities. The use of a dwelling for short-term letting of up to 90 nights in a calendar year does not constitute a material change of use and therefore does not require planning permission; however, exceeding this threshold will generally require consent. This policy seeks to resist the loss of residential accommodation to visitor use in order to protect housing supply, in line with Policy H1.

Policy TC4: Culture, Evening and Night-Time Economy Uses

1. Royal Greenwich seeks to foster and support a vibrant, inclusive, and resilient evening and night-time economy (ENTE) within town centres that have been identified as strategic areas of night-time activity in the London Plan 2021. Within these ENTE destinations, we will support cultural vitality, creative industries, economic growth, and community wellbeing, while safeguarding residential amenity, public safety, and environmental quality.

Promoting cultural, creative, evening and night-time economy destinations

2. We will promote our town centres, particularly Woolwich, Eltham, Greenwich, North Greenwich and Blackheath, as key cultural, creative, and ENTE destinations by:
    a. encouraging a broad mix of uses including food and drink, arts and cultural venues, performance spaces, and community events, that appeal to a wide demographic and promote social inclusion;
    b. supporting businesses to extend opening hours and diversify their offer, particularly in hospitality, leisure, and arts and cultural sectors;
    c. enhancing the design and use of key public spaces for evening civic and cultural events, performances, and community gatherings, supported by appropriate lighting, seating, and wayfinding;
    d. working with partners to deliver community safety initiatives, including improved lighting and adherence to the Women's Night Safety Charter, to ensure the borough is welcoming and safe for all at night;
    e. protecting existing cultural facilities, including music venues and pubs that regularly host live music performances, in line with the agent of change principle;
    f. supporting new cultural venues and performance spaces in ENTE destinations, particularly in major development proposals and large-scale regeneration schemes;
    g. ensuring there are spaces available for local cultural organisations to curate high-quality evening programming that reflects the borough's diverse communities and enhances its cultural identity; and
    h. facilitating meanwhile uses and pop-up events in vacant units and underused spaces to test new ideas, support local entrepreneurs, and animate the town centre in the evening.
3. ENTE uses outside of Royal Greenwich's ENTE destinations should be less prominent, with proposals for such uses considered on a case-by-case basis. This will depend on the nature, use and locality of the proposal, as well as whether the location has a high level of night-time public transport accessibility. Proposals should provide:
    a. a robust justification demonstrating why the use cannot be located in a major, district or local centre; and
    b. an accompanying management plan, setting out mitigation measures for any negative impacts.

Development requirements

4. Development proposals that support and diversify the ENTE and enhance the vitality and viability of the borough's ENTE destinations will be supported where they:

Policy TC4: Culture, Evening and Night-Time Economy Uses

a. can demonstrate that there is no unacceptable impact on residential amenity and the local environment;

b. complement the existing mix of uses, and are of a size and type that reflects the role and function of the centre;

c. will enhance footfall and dwell time in centres during evening and night-time hours and are accessible by a range of sustainable transport modes, including walking, cycling and public transport;

d. contribute to a variety of ENTE uses, including cultural, leisure, entertainment, creative, family-friendly and non-alcohol-led activities, avoiding concentrations of one particular use;

e. prioritise public safety, incorporate measures to prevent crime, and actively discourage anti-social behaviour to contribute to a safe, attractive, and navigable public realm during night-time hours;

f. enhance the character, vitality, and amenity of surrounding shops and services by contributing positively to active frontages.

Management Plans

5. Applicants will be required to submit a Management Plan outlining how operational impacts such as noise, safety, and servicing, will be effectively managed.

Reasoned Justification

Promoting Cultural, Creative, Evening and Night-Time Economy

6.45. The ENTE — economic and cultural activity between 6pm and 6am—is vital to Greenwich's identity, vibrancy, and economy. It spans theatres, restaurants, music venues, and late-night retail, supporting nearly 49,000 jobs in the borough, particularly in hospitality, leisure, and retail. Hot food takeaways and gambling uses are governed by Policy TC5.

6.46. Royal Greenwich's diverse population and strong creative industries underpin a thriving ENTE, particularly within Greenwich, Woolwich and Eltham Major Centres, and North Greenwich and Blackheath District Centres. The London Plan 2021 identifies that different areas of nighttime activity function at different scales and have different catchments, which has informed their classification of night-time economies into three broad categories. North Greenwich is designated as NT1, and Woolwich, Greenwich, and Blackheath as NT3. NT1 reflects areas of international or national significance and NT3 reflects areas with more than local significance. Additionally, Woolwich's status as a Night Time Enterprise Zone highlights its potential as a leading, inclusive night-time destination.

6.47. We support a balanced, inclusive ENTE that caters to all—families, young people, older residents, and night workers—by promoting non-alcohol-led venues, cultural programming, and safe, accessible public spaces. Development must enhance the ENTE while protecting residential amenity, public safety, and environmental quality. This includes applying the Agent of Change principle as set out in Policy EN5 Local environmental impacts, ensuring active frontages, high-quality public realm, and requiring Management Plans.

6.48. The Local Plan supports development that enhances the ENTE while incorporating appropriate design, management, and mitigation measures. To avoid over-concentration of alcohol-led venues, the Council promotes a diverse mix of uses—cafés, shops, cultural and leisure venues—to reduce anti-social behaviour and support a seamless transition between day and night-time activity.

6.49. We will continue to invest in public realm improvements through a range of funding streams, including for lighting, wayfinding, late-night transport, toilets, seating and accessible facilities, and will work with the Mayor of London, police, businesses, and communities to monitor trends and the growth of the ENTE, and encourages innovation to diversify the ENTE contribution across the borough, including through initiatives like Woolwich Lates. This approach ensures the ENTE grows safely, sustainably, and in line with the "Our Greenwich" missions and the London Mayor's 24-hour city vision.

ENTE proposals are encouraged to contribute to an inclusive night-time and evening economy. This can be achieved through various means including but not limited to promoting inclusive programming and events, promoting the well-being of night-time workers and offering opportunities for underrepresented groups, including women, young people, and ethnic minorities.

6.50. The loss of cultural facilities can have a significant detrimental impact on local character and the function of an area. Music venues — including pubs that regularly host live performances — demonstrate the dual economic and social value of cultural uses.

6.51. These spaces attract a diverse range of people, fostering inclusivity and community cohesion. Economically, they contribute directly through their operations and indirectly by supporting surrounding businesses and enhancing the area's appeal as a destination. However, across London, music venues are increasingly at risk due to development pressures and the growing proximity of residential uses. This has led to a notable decline in their numbers.

6.52. We are committed to safeguarding existing venues and support the development of new music venues where appropriate, ensuring they continue to play a vital role in the borough's cultural and economic life. The daytime use (including meanwhile/temporary use) of cultural venues that operate solely or predominantly at night can greatly enhance the cultural offer and economy of town centres. This can increase employment and add to the vibrancy of an area. It also supports the 24-hour economy.

6.53. The introduction of sensitive uses may threaten the effective operation of ENTE uses. Cultural uses are inherently sensitive to the introduction of new uses, given their function can generate noise and significant pedestrian movements.

6.54. Royal Greenwich is currently in the process of creating a Borough-wide Evening and Night-Time Economy Strategy, which will give particular focus to Greenwich, Woolwich and Eltham. Applications are encouraged to refer to the various resources, strategies and management plans Royal Greenwich has available to support the evening and nighttime economy including:

- Royal Greenwich Destination Management Plan (2023)
- Night Time Strategy for Greenwich Town Centre (2023)
- Our People, Culture, Future: A Culture Strategy for the Royal Borough of Greenwich (2024)
- Making Our Heritage Shine: A night time strategy for Greenwich Town Centre (2023)
- Woolwich Destination Management Plan (2018)
- Woolwich Night Time Enterprise Zone Evaluation (2024)
- Visit Greenwich Destination Management Plan (2023)
- Night Worker Handbook Royal Greenwich (2024)
- Royal Greenwich Inclusive Economy Strategy (2024).

6.55. Given the town centres first approach taken by the Local Plan, the London Plan 2021 and the NPPF, this policy requires proposals for night-time uses outside of town centres to robustly demonstrate that they cannot be accommodated in a town centre location.

6.56. Where night-time uses are proposed outside of ENTE destinations, they should demonstrate that the site has good night-time public transport accessibility, meaning that the site is within 400m (roughly a 5-minute walk) of a night bus stop.

Management of night-time economy activities:

6.57. All proposals for night-time uses must be accompanied by a Management Plan. This should demonstrate how amenity impacts will be mitigated through both design and operation, addressing the following:

- Proposed hours of operation;
- Internal and external noise mitigation (e.g. soundproofing, noise controls, double lobbies);
- Closing time strategies to minimise disturbance;
- Waste storage, handling, and disposal;
- Delivery, collection, and servicing schedules;
- Odour control measures;
- Location and treatment of ventilation ducts and plant.

6.58. To safeguard residential amenity and quiet times, Royal Greenwich may apply planning conditions or seek Section 106 obligations to secure compliance with Management Plans. Planning conditions may restrict hours of operation where there is potential for unacceptable disturbance. Each application will be assessed on a case-by-case basis and will be assessed on its local context, balancing the benefits of night-time activity with the need to protect residents, workers, and other sensitive uses.

Policy TC5: Markets, Temporary Events and Meanwhile Uses

Supporting Existing Markets

1. We recognise the vital role of markets in shaping the identity, economy, and community life of Royal Greenwich, particularly in Greenwich and Woolwich town centres.
2. Development proposals affecting existing markets must:
    a. maintain or increase the number of trading pitches;
    b. enhance the quality, visibility, and management of the market and its public realm;
    c. retain or re-provide appropriate storage, servicing, and waste facilities; and
    d. conserve and celebrate the market's heritage and historical significance, including through the incorporation of wayfinding and other measures that reinforce its identity and cultural value.

New markets

3. Proposals for new markets will be supported where they:
    a. are located within town centres, or where they are delivered as part of a comprehensive masterplanned regeneration strategy;
    b. complement the existing retail and cultural offer of the area;
    c. are inclusive, accessible, well-connected by public transport and legible and contribute positively to the public realm;
    d. do not undermine the viability or vitality of existing markets within the borough; and
    e. promote health and wellbeing benefits, including access to healthy food and active lifestyles.

Temporary events

4. Temporary events within town centres enhance the borough's cultural offer and benefit residents, businesses and visitors. Temporary events will be encouraged in town centres where they:
    a. support the character and function of the area in which they take place;
    b. minimise the impact on long-term access to open spaces, the amenity of residents, businesses and others, and on the transport network;
    c. promote health and wellbeing benefits, including access to healthy food and active lifestyles; and
    d. maintain the quality of the public realm.

Policy TC5: Markets, Temporary Events and Meanwhile Uses

Meanwhile uses

6. Appropriate meanwhile uses or temporary pop-up uses on vacant land or in vacant buildings across the town centre network will be supported where such uses:
   a. activate underused or vacant spaces and contribute to placemaking;
   b. deliver clear community, cultural, economic, or environmental benefits;
   c. provide interim employment opportunities;
   d. do not preclude the permanent use of the site for appropriate commercial or main town centre uses, or compromise the future redevelopment potential of the site;
   e. do not result in unacceptable impacts on residential amenity, safety, or the transport network;
   f. support local enterprise, start-ups, and the creative or cultural sectors; and
   g. enhance the vitality and viability of town centres and regeneration areas.

Management plans

7. Applicants will be required to submit a Management Plan outlining how operational impacts—such as noise, safety, and servicing—will be effectively managed.

Reasoned Justification

Supporting existing markets

6.59. Markets are often a defining feature of town centres, offering a blend of tradition, enterprise, and community life. As noted in the NPPF, markets play an important role in supporting the vitality and viability of centres and local communities.

6.60. Royal Greenwich's two largest and longest-running markets – Greenwich and Woolwich markets, are designated royal charter markets. In Woolwich, the Beresford Square Market is a long-standing institution dating back to 1888, that supports local shopping needs and adds to the town centre's vibrancy. In Greenwich, the Greenwich market has been established since 1831 and contributes to the area's unique character and appeal as a leisure and tourism destination.

6.61. Royal Greenwich has a mix of existing markets, including established daily markets as in Woolwich and Greenwich, and other established less frequent markets like the Eltham Producers Market and the Kidbrooke Village Farmers' Market which both run once a month, the Blackheath Farmers Market (in the London Borough of Lewisham) which runs once a week and the Royal Arsenal Farmers' Market which is held fortnightly.

New markets and temporary events

6.62. Markets also serve as incubators for small businesses and social enterprises, offering low-cost entry points into the local economy. They support diverse communities, provide access to healthy and affordable food, and help animate public spaces.

6.63. This policy seeks to protect and enhance existing markets while enabling new and temporary markets to flourish in appropriate locations in town centres. As reflected in this policy, it is vital that proposed new markets do not undermine the viability or vitality of existing markets.

6.64. Applicants and developers should engage with the Council's Business Markets and Town Centres team as early as possible so information can be provided with the planning application to show that sufficient servicing and storage space will be safeguarded to meet the needs of traders.

6.65. While new markets within Town Centres are favoured, the policy recognises that markets outside existing centres can have a positive impact where they activate underused spaces.

6.66. Temporary events (such as festivals, exhibitions, markets, performances, fan zones for major sporting and cultural events and other cultural events) can enhance the borough's role as a visitor destination and cultural hub, providing benefits to visitors, businesses and residents. Temporary events can complement town centres and strategic assets and areas such as the O2 and riverside locations.

6.67. Temporary markets and events are encouraged as a way to test new ideas, activate underused spaces, and support community engagement.

6.68. Royal Greenwich will work proactively with market and temporary event operators, community groups, and developers to ensure that markets and events contribute positively to the borough's economic, social, and cultural life.

Management of markets and temporary events

6.69. Applications for markets and temporary events will need to be assessed on a case-by-case basis. We will require a management plan to be submitted for proposals for markets and temporary events to demonstrate how uses do not detract from residential amenity.

6.70. Proposals for new or extended markets and temporary events, or variations to existing planning conditions, must be accompanied by a Management Plan. This should demonstrate how amenity impacts will be mitigated through both design and operation, addressing the following:

- Hours of operation;
- Frequency of the market, event or pop-up space;
- Storage arrangements when a market is not in use;
- Types of traders (for markets);
- Internal and external noise mitigation (e.g. soundproofing, noise controls, double lobbies);
- Pedestrian and transport impacts;
- Waste storage, handling, and disposal;
- Delivery, collection, and servicing schedules; and
- Odour control measures.

Meanwhile uses

6.71. Meanwhile uses are temporary uses of land or buildings that are awaiting longer-term development. They offer a valuable opportunity to bring life, activity, and community benefit to otherwise vacant or underutilised spaces across Royal Greenwich.

6.72. We recognise the role of meanwhile uses in supporting early placemaking, testing innovative ideas, and enabling low-cost opportunities for local businesses, artists, and community groups. These uses can help maintain vibrancy in town centres, support regeneration objectives, and reduce the negative impacts of vacancy.

6.73. Proposals should demonstrate how the meanwhile use aligns with our strategic objectives, including those related to inclusive growth, sustainability, and cultural development. Uses that support the Royal Borough's identity as a creative and inclusive place—such as pop-up markets, community gardens, cultural venues, and co-working spaces—will be particularly welcomed.

6.74. To ensure that meanwhile uses do not hinder future development, applicants must provide a clear 'move-on' strategy. This should outline how the use will be decommissioned or relocated when permanent development commences, and how temporary occupiers may be supported in transitioning to permanent premises.

6.75. We will expect meanwhile uses to be in place for a minimum of 12 months where feasible, to ensure viability and community impact, but not so long as to delay redevelopment. Proposals for meanwhile uses should not result in an increase in unsustainable travel patterns.

6.76. Where appropriate, we may secure meanwhile uses through planning conditions or legal agreements, particularly on large masterplanned or phased development sites. These agreements should include:

- the types of meanwhile uses proposed;
- timescales and phasing;
- engagement with local occupiers and community groups; and
- measures to mitigate any potential adverse impacts.

6.77. We will work proactively with landowners, developers, and community organisations to identify and promote opportunities for meanwhile uses, especially in areas undergoing regeneration such as Greenwich Peninsula, Woolwich, Charlton Riverside, and Thamesmead.

Policy TC6: Managing Hot Food Takeaways and Gambling Uses

1. We will manage the location and concentration of hot-food takeaways and gambling establishments to reduce the consumption of foods high in fat, salt and sugar and reduce gambling harms.

Hot Food Takeaways

2. Proposals for new hot-food takeaways will only be permitted where they:
   a. are located within a town centre;
   b. are not located within 400 metres walking distance of the boundary of an existing or permitted primary school, secondary school or community college;
   c. would not result in more than 5% of units within a major, district or local centre or 10% of a neighbourhood centre as a whole being in hot-food takeaway use;
   d. will not impede the footway or roadway through their delivery operations, taking into account the needs of people with disabilities, older people, and families with small children;
   e. ensure the scale of the operation, locations for parking of delivery vehicles and hours of operations will not result in negative impacts on the amenity of neighbouring residential dwellings; and
   f. maintain an active frontage and contribute positively to the streetscape and public realm.
3. Proposals for new hot-food takeaways are encouraged to achieve and operate in compliance with the Healthier Catering Commitment scheme.
4. Drive-through takeaways will not be supported and proposals for the redevelopment of existing drive-through takeaways for other uses will be supported.

Gambling Premises, Betting Shops and Payday Loan Shops

5. Proposals for new gambling premises (which include adult gaming facilities or arcades and betting shops), pawnbrokers and payday loan shops will be carefully controlled in the borough. New proposals will only be permitted where they:
   a. are located within a town centre;
   b. are not located within 400 metres of an existing or permitted primary school, secondary school, community college or community facilities for vulnerable groups;
   c. would not result in more than 5% of the units in the centre being a gambling premises, pawnbrokers or payday loan shop;
   d. would not result in more than one gambling premises, pawnbrokers or payday loan shop being within 400m walking distance of the same use;
   e. the proposal maintains an active frontage and contributes positively to the streetscape and public realm;
   f. are small in scale, will only serve the immediate locality and will not result in unsustainable travel patterns;
   g. avoid adverse impacts on pedestrian safety and the amenity of neighbouring residential dwellings and pedestrian safety; and
   h. submit a Management Plan outlining how operational impacts – such as noise and safety – will be effectively managed to ensure the proposal would not have a negative impact on the amenity or character of the area and community safety and wellbeing.

Reasoned Justification

6.78. The Royal Borough of Greenwich is committed to creating healthy, safe, and inclusive communities, and maintaining the vitality, character and function of town centres. The over-concentration of hot-food takeaways and gambling establishments can undermine these goals by contributing to poor health outcomes, social inequality, and the erosion of town centre vitality.

6.79. This policy supports the Council's commitment to improving public health outcomes, particularly in relation to childhood obesity and gambling-related harm. Evidence shows that the clustering of hot-food takeaways near schools and the over-concentration of gambling premises can negatively impact community wellbeing and the vitality of local centres. The policy aligns with the London Plan 2021, the Council's Health and Wellbeing Strategy, and national planning guidance on promoting healthy and inclusive communities. Regard should also be had to the Royal Borough of Greenwich Addictions Strategic Plan 2026-2030 and the South East London Gambling Harms Joint Strategic Needs Assessment on gambling 2026 to support the mitigation of gambling-related harms.

6.80. The policy also supports the Council's broader town centre strategies by ensuring that high streets remain diverse, vibrant, and welcoming to all. A balanced mix of uses, including retail, leisure, cultural, and community facilities, is essential to maintaining the long-term vitality and viability of Greenwich's town centres.

6.81. By applying clear locational and operational criteria, this policy ensures that hot-food takeaways and gambling uses do not undermine public health, community wellbeing, or the character of Greenwich's neighbourhoods. It complements other Local Plan policies on town centre uses, design quality, and environmental health, and is informed by local data, community engagement, and best practice from across London.

6.82. All applications for Hot Food Takeaways or gambling premises must provide a Management and Operating Strategy which includes all the standard information needed when the operator applies for a premises licence. Management and Operating Strategies must also consider any other potential impacts on vitality, viability, character, amenity, function, health, and wellbeing. Development proposals for hot-food takeaways and gambling uses must submit a desktop Health Impact Assessment in line with Policy DH1 Principles for High Quality Design.

6.84. Applicants will be expected to include information (including town centre surveys) to ensure that any provision of new hot food takeaways or gambling uses would not exceed the levels set out in policy.

Hot-Food Takeaways

6.85. Royal Greenwich has some of the highest rates of childhood obesity in London, particularly in areas of deprivation. Research shows a strong correlation between the density of hot-food takeaways and unhealthy eating habits, especially among school-aged children. The Council's Health and Wellbeing Strategy identifies the need to provide support in school, public and community settings to promote healthy choices, reduce exposure to help unhealthy food environments and to tackle child obesity as key priorities. Restricting the location and clustering of hot-food takeaways, particularly near schools, supports this objective and aligns with national planning guidance on promoting healthy communities.

6.86. Hot Food Takeaways often attract a significant number of customers and are also commonly associated with environmental and amenity problems such as litter, waste disposal, fumes, late night noise and traffic. For this reason, they are best located in town centres in accordance with the sequential approach, due to their potential for linked trips to local shops and because background activity levels are usually higher.

6.87. Applicants will be expected to include information (including town centre surveys) to ensure that any provision of new hot food takeaways or gambling uses would not exceed the levels set out in policy.

6.87. The Healthier Catering Commitment is a voluntary scheme that recognises businesses in London that demonstrate a commitment to offering healthier options. The scheme promotes a reduction in consumption of fat, salt and sugar and increases in availability of fruit and vegetables and a logo is awarded to those outlets that meet the set criteria.

Gambling Uses

6.88. Gambling-related harm is increasingly recognised as a key public health issue, as it can impact people's health, wellbeing and contribute to inequalities across communities. While most people gamble without difficulty, a smaller number experience harms such as financial problems, poor mental health, relationship breakdown, and wider impacts on families and children. In Royal Greenwich, it is estimated that around 34,898 people are experiencing some level of gambling harm, with over 7,000 thought to be facing severe harm[2]. These harms are most evident in areas of the borough with higher indices of multiple deprivation.

6.89. Gambling-related harm is a growing concern, particularly in areas with high levels of deprivation and financial vulnerability[3]. The presence of gambling premises, betting shops, pawnbrokers, adult gaming centres or arcades, or payday loan shops in close proximity can normalise gambling behaviours and increase the risk of addiction, debt, and social isolation. This policy seeks to prevent the over-concentration of such uses and ensure that new proposals are appropriately located and managed.

6.90. The Office for Health Improvement and Disparities (OHID) estimates the economic burden of gambling related harm using a cost of illness approach, combining direct costs to government (e.g. homelessness, unemployment, criminal justice) with the wider societal value of health impacts. The estimated excess costs of gambling-related harms in Greenwich in 2023 was between £25m and £43m2.

6.91. Gambling premises can have a variety of adverse impacts on communities including worsening mental health (particularly with incidences of problem gambling) and exacerbating incidences of anti-social behaviour and crime. There is evidence of betting shops clustering in deprived areas, and this will be a key consideration as part of any assessment of overconcentration.

6.92. Physical environments, including betting shops, casinos and adult gaming centres, contribute to the visibility and normalisation of gambling within neighbourhoods. The location, density and clustering of these environments influence how frequently gambling is encountered in daily life, particularly in areas where exposure is already higher. Research indicates that 27% of 11-17 years olds spent their own money on gambling with 21% accessing regulated forms of gambling in 2024[3]. In Royal Greenwich the estimated population of young people at risk is 3,069[3].

6.93. Where permitted, gambling premises must operate in a transparent manner and clearly display information relating to interest rates; fees; charges; and information about debt advice and gambling support.

[2] Local Authority Estimates of Gambling Participation. April 2026. Produced by the University of Glasgow and the NIHR policy unit (Addictions).

[3] Greenwich Public Health Addictions Profile – A review of current population level harms and impacts caused by drugs, alcohol, smoking and gambling in Greenwich. 2025. Produced by the Royal Borough of Greenwich.

Policy TC7: Social and Community Infrastructure

Strategic Planning for Social and Community Infrastructure

1. We will plan, support, and coordinate the delivery of social and community infrastructure to meet the needs of existing and future communities, informed by the Infrastructure Delivery Plan (IDP) and other relevant strategies.
2. Infrastructure provision should be aligned with the spatial policies of the Local Plan, growth locations and site allocations, and will be delivered in partnership with infrastructure providers, service operators and community organisations.

Provision of New and Improved Infrastructure

3. Proposals for new, extended or improved social and community infrastructure will be supported where they:
    a. meet an identified current or future need, supported by proportionate and up to date evidence, including the IDP;
    b. are located in areas that are highly accessible by public transport, and active travel modes including walking, cycling, with particular regard to the needs of disadvantaged and mobility impaired users;
    c. are designed to be inclusive, flexible, and adaptable, enabling co-location or shared use with other compatible community or public services;
    d. are safe, welcoming and accessible to all users regardless of age, disability, gender or other protected characteristics;
    e. include appropriate internal and external spaces, where required, for congregation, recreation or delivery of services, and avoid adverse impacts on neighbouring amenity;
    f. secure long-term management, maintenance, and funding arrangements, including clarity on responsible parties and opportunities for community involvement.
    g. provide, where practical, free and publicly accessible amenities such as:
        i. drinking water;
        ii. public Wi-Fi
        iii. toilets, including Changing Places facilities;
4. Development proposals that generate large numbers of visitors including large retail, leisure and entertainment developments, tourist attractions and transport interchanges will be required to provide safe, secure and publicly accessible toilets on-site. Major developments within Major and District centres should make financial contributions towards publicly accessible toilets, including provision for Changing Places facilities where practicable.

Infrastructure requirements arising from new development

5. New residential and mixed-use developments, particularly strategic and major schemes, will be required to contribute towards the provision of social and community infrastructure needed to support increased demand, through:
    a. on-site provision, where there is a direct and specific need arising from the scale or nature of the development;
    b. planning obligations (S106), where off-site mitigation is necessary; and
    c. the Community Infrastructure Levy (CIL).

Protection of Existing Infrastructure

6. We will protect existing social and community infrastructure, including land and floorspace in community use, unless it can be robustly demonstrated that:
    a. a replacement facility of at least equivalent quality, quantity, accessibility and functionality is being provided, either on-site or in a suitable alternative location; or

Policy TC7: Social and Community Infrastructure

b. the loss or relocation forms part of a published strategy by a public service provider to reconfigure or improve service delivery and meet identified needs; or

c. there is robust evidence that the loss would not result in a shortfall in provision for that specific type of infrastructure in the borough; or the facility is no longer required in its current or any other social/community use, as demonstrated by a minimum of 18 months of robust marketing evidence demonstrating that the facility is not viable for any alternative social/community use, including for co-location with other services.

7. An Equalities Impact Assessment (EQIA) will be required for any proposed loss of community facilities in predominant use by protected characteristic communities as defined by the Equality Act 2010.

8. Proposals involving a reduction in floorspace will only be permitted where:

   a. the reduction takes places as part of a reconfiguration or improvement of services; and

   b. the primary social/community use is maintained and overall benefit to the community is demonstrated.

Reasoned Justification

6.94. Social and community infrastructure plays a fundamental role in supporting health, wellbeing, social inclusion and the everyday functioning of communities. They are a vital resource to support successful places and resilient communities.

6.95. The term "social and community infrastructure" in this section refers to a wide range of infrastructure that provides a service to the community. This includes:

- childcare;
- education;
- adult learning and training;
- healthcare;
- emergency services including police stations;
- civic uses;
- youth provision;
- laundrettes;
- community halls and meeting places for the principal use of the local community;
- libraries;
- places of worship;
- play spaces;
- public toilets;
- indoor and outdoor sports and recreation facilities;
- public houses; and
- cemeteries, crematoria and burial spaces.

6.96. This list of social and community infrastructure types is not exhaustive; other facilities may also be considered as forming part of this infrastructure where they serve community needs. Community infrastructure can be either publicly or privately owned and operated.

6.97. Wherever possible, facilities should be designed and managed for shared or extended use, serving a wider range of community users beyond their primary function. For example, school sports facilities should be made available for public use outside school hours. Promoting shared use not only encourages active lifestyles, but also supports more efficient use of land and resources, reduces ongoing maintenance costs, and facilitates integrated service delivery.

6.98. The Royal Borough of Greenwich will continue to monitor and assess its social and community infrastructure needs, ensuring that provision keeps pace with growth and changing demographics. This will involve working in partnership with service providers to assess existing provision, identify future demand, and make the best use of land and buildings across the public estate.

6.99. IDP provides the evidence base for infrastructure planning. It identifies existing capacity, future requirements, funding sources and delivery mechanisms, ensuring that infrastructure is delivered in appropriate locations, at the right time and at a suitable scale to support sustainable development.

New Community Infrastructure

6.100. As the Royal Borough grows, new development will place increasing pressure on existing services and facilities. It is essential that new social and community infrastructure is delivered to meet emerging needs and to mitigate the cumulative impact of grow. Where specific infrastructure is required to mitigate development impacts, its delivery will be secured through planning conditions, legal agreements, or both, and it must be appropriately phased and integrated into the wider scheme.

6.101. New facilities should only be provided where there is a clearly identified need, to avoid inefficient use of land. We will take into account the role of the proposed facility beyond just local need – some facilities have a wide range of functions including at a regional, national or even international level, for example, certain educational or medical institutions.

6.102. The co-location of facilities with other uses, such as other forms of social infrastructure or housing, is encouraged to use land more efficiently and to enable a more integrated service delivery.

6.103. Applicants are expected to engage with relevant infrastructure providers at an early stage to inform design, delivery and operational arrangement.

6.104. All new community infrastructure should be easily and safely accessible by walking, cycling, and public transport, consistent with the principles of the Healthy Streets Approach.

Existing Community Infrastructure

6.105. The nature and pattern of service delivery evolves over time, and existing community facilities must be adaptable and resilient to changing needs. This may involve the reconfiguration, extension, or co-location of different services on shared sites. Examples include schools offering out-of-hours community access to their facilities, the integration of health and leisure facilities, or the inclusion of community space within housing schemes. Such arrangements can help to secure long-term viability, improve service accessibility, and make the best use of land.

6.106. In some cases, modest commercial uses – such as cafés or meeting spaces for hire – may be appropriate within community facilities, provided they remain ancillary to the primary community function.

6.107. There may be cases where there is no continued need or demand for the provision of community facilities. In this case, the Council requires evidence of recent and active marketing to be undertaken for alternative social or community uses, prior to the submission of a planning application. Marketing should assume a public use as the basis for valuation, regardless of whether the previous occupier was from the public or voluntary sector. Where redevelopment for housing is considered appropriate, priority will be given to schemes that maximise the delivery of affordable housing.

6.108. In cases where at a strategic level infrastructure premises may be deemed redundant and a replacement facility is no longer necessary or appropriate, Royal Greenwich supports releasing strategic assets for alternative uses where this is part of a published long-term strategy. However, as stated above, other forms of social infrastructure should be considered for the site or part of the site to help meet other community needs where possible before alternative uses are pursued.

6.109. Many voluntary and community organisations face challenges in securing premises that meet their needs. The reuse of vacant or underused community facilities should be actively explored to address this demand. Additionally, underutilised places of worship may offer opportunities for shared use, either by accommodating other faiths or serving broader community functions, thereby contributing to more inclusive and efficient provision.

Design and Accessibility of Social and Community Infrastructure

6.110. To ensure social and community infrastructure effectively serves local residents and integrates well into the borough's built environment, new and improved facilities must be designed to the highest standards of inclusivity, flexibility, and placemaking. Locating infrastructure in or near town centres, or other highly accessible areas is essential to maximise convenience and footfall, particularly for those who rely on sustainable modes of transport.

6.111. Design must be inclusive and barrier-free, complying with relevant space and accessibility standards. Facilities should support equal access for all users, including children, older people, disabled people, and those with sensory or cognitive impairments.

6.112. Flexibility and adaptability are critical for meeting evolving service needs and enabling multi-functional and intergenerational use. Internal layouts should be designed to support collaborative working and the co-location of complementary services. Entrances should be clearly identifiable, welcoming, and accessible, and appropriate provision should be made for drop-off and pick-up, particularly for disabled users. Wayfinding and signage should be easy to understand and reflect the diversity of the community.

Providing infrastructure in new developments

6.113. New residential and mixed-use developments, particularly strategic and major schemes, will be required to contribute towards the provision of social and community infrastructure needed to support increased demand.

6.114. Where specific infrastructure (e.g. a health facility, nursery or youth centre) is required to mitigate development impacts, the use will be secured at the planning stage through conditions or obligations. Delivery of such facilities must be appropriately phased and integrated into the wider scheme. Developers should engage with infrastructure providers (e.g. NHS, education bodies, community groups) at an early stage to determine specific requirements, operational models and space needs.

6.115. One such form of essential community infrastructure is the provision of publicly accessible toilets, which are a vital amenity for residents, workers and visitors. They support public health and reduce the risk of anti-social behaviour. These facilities are particularly important for groups such as older people, families with young children, and individuals with specific health needs.

For development proposals that generate large numbers of visitors including large retail, leisure and entertainment developments, tourist attractions and transport interchanges, publicly accessible toilets should be provided and maintained at the developer's expense as part of the overall site management. Facilities should be well-managed, and their opening hours should reflect the needs of the surrounding area. Where appropriate, facilities should incorporate public toilets which make provision for those people with learning and physical disabilities and their carers. These free 'Changing Places' toilets should be designed in accordance with the guidance in British Standard BS 8300-2:2018. Other major developments in Major and District Centres should contribute towards this provision. and space needs.

Policy TC8: Public Houses

1. Development proposals involving the loss, change of use, or demolition of a public house with heritage, cultural or social value will be resisted unless it can be demonstrated that:
   a. the public house no longer serves a community function, evidenced by a community needs assessment and engagement with local stakeholders; and
   b. the public house is no longer economically viable, supported by a detailed viability assessment and evidence of active marketing at a realistic market rate.
2. Where a change of use is acceptable, development must retain the design, character and heritage value of the building where it makes a positive contribution to streetscape and local character.

Reasoned Justification

6.116. Pubs provide a positive economic role in contributing to the vibrancy and vitality of town centres and are commonly a long-established part of community life at a neighbourhood level. They often have local heritage value and are an integral part of the Royal Borough's cultural fabric, offering spaces for social interaction.

6.117. Our Cultural Strategy identifies pubs as key venues for grassroots cultural activity, live music, and community engagement, particularly in areas with limited access to formal cultural infrastructure. This policy seeks to ensure that those pubs which play a role within the local community are retained.

6.118. Where pubs are no longer economically viable or do not provide an important community function, alternative uses of the site will be acceptable. Robust marketing evidence will need to be submitted, including evidence of the appointment of a property consultant/ estate agent to handle the marketing of the property and records of where and how the property has been marketed. Marketing should be for between 12 and 24 months, depending on location, and applicants should confirm the appropriate timescale with the Council through pre-application discussions.

6.119. Applicants should also carry out an assessment of the needs of the local community or community facilities to show that the pub is no longer needed and that alternative provision is available. We will also have regard to the Campaign for Real Ale (CAMRA) public house viability test.

6.120. The architecture of pubs is often distinctive and over time they can become important local landmarks and heritage assets. This need not be reflected in a statutory or local listing, their importance may for example be identified in a Conservation Area Character Appraisal. Therefore, development must retain the design, character and heritage value of the building where it makes a positive contribution to streetscape and local character.

Chapter 7
Design and Heritage

Strategic Objectives

Promote high-quality design across all development: We will ensure new development achieves a high standard of design responding positively to local charater, context, and identity, encouraging innovation in architecture while respecting our rich historic environment.

Celebrate, protect and enhance Greenwich's unique heritage assets: We will promote awareness and appreciation of the borough's rich heritage, safeguard the integrity of the Maritime Greenwich World Heritage Site, and protect and enhance our conservation areas, listed buildings, locally significant heritage assets, and strategic and local views.

Promote heritage-led regeneration: We will support the adaptive reuse of historic buildings to support sustainable development and cultural vitality, as well as encourage the use of heritage as a catalyst for placemaking and economic growth, especially in town centres and waterfront areas.

7.1. The Royal Borough of Greenwich is defined by its rich architectural legacy, diverse townscapes, and internationally significant heritage assets. From the iconic Maritime Greenwich World Heritage Site to its historic parks, conservation areas, strategic and local views, its extensive collection of statutory and locally listed buildings, and its vibrant neighbourhoods, the borough's built environment plays a central role in shaping its identity, character, and quality of life. As Royal Greenwich continues to grow and evolve, the Local Plan sets out a clear and ambitious vision to ensure that new development enhances, rather than erodes, this distinctive urban and historic fabric.

7.2. This chapter establishes the principles and policies that will guide high-quality, accessible, and sustainable design across all forms of development. It promotes a design-led approach that responds sensitively to local context, reinforces neighbourhood character, and supports placemaking. Development should be of a high design quality appropriate to its scale, nature, and function, recognising that different forms of development, from minor household extensions to larger schemes, will have varying design expectations. Proposals should optimise land use and contribute positively to the public realm where relevant. Larger and more complex schemes should also address matters such as climate resilience, accessibility, and community wellbeing.

7.3. The Local Plan seeks to celebrate, protect, and enhance the borough's unique historic environment, including its designated and non-designated heritage assets, such as the Maritime Greenwich World Heritage Site, listed buildings, conservation areas, scheduled monuments, archaeological remains, registered parks and gardens, and locally listed buildings. Development proposals must conserve and, where possible, enhance the significance of these assets and their settings, ensuring that change is managed sensitively and in line with national and London-wide policy.

7.4. Heritage-led regeneration is a key priority for the borough. The adaptive reuse of historic buildings will be supported where it secures their long-term conservation and contributes to sustainable development. The Local Plan encourages creative and context-sensitive approaches that use heritage as a catalyst for placemaking, cultural vitality, and economic growth, particularly in town centres, waterfront areas, and sites identified for transformation.

7.5. Together, the design and heritage policies in this chapter provide a robust framework for shaping development that is ambitious, respectful, and locally distinctive.

Policy DH1: Principles for High Quality Design

Design Excellence

1. Development proposals will be supported where they optimise the use of land and demonstrate high-quality, inclusive and sustainable design.
2. Proposals must reflect the exceptional heritage, character and identity of Royal Greenwich's diverse neighbourhoods, and contribute positively to the built and natural environment.
3. Development should be consistent with the design principles and guidance contained in our Urban Design Guide, the National Design Guide and other relevant national, area, neighbourhood, or site-specific design guides and/or design codes.
4. Developers should engage with the Council's Design Review Panel for major development proposals and other developments in sensitive areas where appropriate.

Character and Context

5. Development must reinforce and enhance local character and distinctiveness through site-specific design solutions, having regard to:
    a. the setting, scale and heritage value of existing buildings and spaces;
    b. townscape elements including streets, squares, mews and passageways;
    c. local landmarks, skyline features and strategic or protected views; and
    d. natural features such as topography, waterways, landscape and vegetation.
6. Proposals should respond appropriately to surrounding context through scale, layout, materials, orientation, height, massing and public realm definition.

Efficient Use of Land

7. Development must promote contextually appropriate intensification, and optimise density through a design-led approach.
8. Mixed-use and higher-density development will be supported where it accords with local character, infrastructure capacity and sustainability objectives.
9. Proposals should balance maximising density with opportunities for placemaking, ensuring sites are not overdeveloped.

Design Quality and Innovation

10. Proposals must create attractive, functional and well-managed spaces, and promote active frontages, public realm engagement and positive user experiences.
11. Innovative approaches to materials and construction will be supported where they:
    a. enhance contextual quality;
    b. contribute to Royal Greenwich's urban identity; and
    c. prove their appropriateness in terms of robustness, visual quality, durability and weathering.

Sustainable and Resilient Design

12. Development should be designed to support long-term resilience and climate adaptation by:
    a. incorporating energy-efficient strategies including passive solar gain, thermal performance and sustainable materials;
    b. integrating urban greening, tree planting, living roofs and walls that can sustain itself without intensive maintenance and intervention;

Policy DH1: Principles for High Quality Design

c. demonstrating responsible water management and mitigation of surface water flood risk; and

d. providing dedicated facilities for waste reduction, recycling and storage.

13. Buildings should incorporate climate-responsive façades that optimise outward views, sunlight, and daylight levels, while mitigating the risk of overheating. Shutters, screens, and louvres should be integrated as core design elements, rather than relying on significantly reducing the size of window openings.

Inclusive and Active Design

14. Development should ensure inclusive and accessible design for all users, through:

a. safe and welcoming public and private spaces;

b. inclusive access arrangements and legible site layouts;

c. support for health and wellbeing through walkable environments and active travel infrastructure;

d. provision of high-quality amenity space, soft landscaping, outdoor seating and informal and formal play areas;

e. coherent and permeable street layouts that promote wayfinding and connectivity; and

f. maximised natural surveillance and enhanced public realm safety.

Safety, Crime Prevention and Designing Out Crime

15. Development should be designed to be safe and secure by integrating crime prevention principles from the earliest design stage. Proposals will:

a. apply Secured by Design principles, including active frontages, natural surveillance, clear definition of public and private space, and well-overlooked routes;

b. engage with Designing Out Crime Officers (DOCOs) at pre-application stage for all major development;

c. seek Secured by Design accreditation, or demonstrate equivalent standards; and

d. integrate proportionate and well-designed security measures that support inclusive and high-quality places.

16. Major development proposals involving large public venues or significant public realm should engage early with Counter Terrorism Security Advisors (CTSAs) and incorporate proportionate counter-terrorism measures.

Health Impact Assessments

17. All applications for major development must submit a Health Impact Assessment (HIA) proportionate to the scale and nature of the development.

Reasoned Justification

Design Excellence

7.6. High-quality design is essential to delivering sustainable, attractive and resilient development across Royal Greenwich. As the borough grows, well-designed proposals must enhance the built environment, respond to local character, and contribute positively to community wellbeing and climate resilience. This is critical for optimising site densities whilst using a design-led approach.

7.7. Royal Greenwich's rich heritage, distinctive neighbourhoods, riverside setting and extensive parks form a diverse and valued landscape. Development must respond to this varied context, considering local architecture, materials, public realm quality and surrounding built and natural assets.

7.8. This policy builds upon the 2021 London Plan's emphasis on design excellence, sustainability and inclusivity, while also prioritising health, safety and neighbourliness. Further guidance is provided in our Urban Design Guide.

7.9. The applicant's Design and Access Statement must demonstrate how these principles have been met. Exceptional design quality is expected in sensitive locations such as within the World Heritage Site or World Heritage Site Buffer Zone, conservation areas or near listed buildings.

7.10. Applicants for major development and other developments in sensitive areas are recommended to engage with the Council's independent Design Review Panel through the pre-application process to support high-quality design outcomes. The Design Review Panel provides independent and professional design advice and evaluation of significant schemes, either because of their scale or sensitivity. To secure approved design quality through implementation, the Council may apply legal agreements, such as retaining the planning architect or appointing a design certifier.

Character and Context

7.11. Development must be based on a clear understanding of site context, including townscape, heritage, ecological value and strategic views. Proposals should respond sensitively to local character and support coherent neighbourhoods across the borough.

7.12. Proposals should not harm valued heritage assets, landscapes, views and habitats, and any impacts must be appropriately mitigated through design measures where possible

Efficient Use of Land

7.13. The efficient use of land is vital to meeting housing and placemaking objectives. A design-led approach should optimise density while safeguarding local character, quality and liveability. Higher densities may be achieved through varied building typologies, not solely tall buildings, and should be determined by site context and design capacity. Where appropriate, taller buildings can help unlock constrained sites in line with Policy DH2.

Design Quality and Innovation

7.14. Royal Greenwich supports innovative, context-responsive architecture that enhances site potential and the wider built environment. As part of delivering high-quality design, proposals should consider the use of external circulation spaces, including walkways, access decks and balconies, where these provide legible, animated and accessible routes, contribute to social interaction, and support active frontages and natural surveillance

7.15. Proposals must demonstrate alignment with relevant design frameworks, including Council-led masterplans, guides or codes, which should be set out in the Design and Access Statement. Applicants should review the Royal Greenwich Characterisation and Intensification Study (2023), which provides key detail and evidence on existing context and opportunities for intensification across the whole of the borough.

Sustainable and Resilient Design

7.16. Development must incorporate environmentally sustainable principles to mitigate and adapt to climate change.

This includes passive design strategies such as building orientation, façade design, material choice, and integration of green infrastructure and sustainable drainage systems.

7.17. Applicants must show how waste will be minimised. Proposals should include facilities for waste reduction and source separation for recycling, with appropriate storage and access for collection. Applicants should refer to our Climate Resilience planning guidance.

7.18. Whole-life carbon impacts will be considered for demolition and redevelopment proposals. Where feasible, retrofit or refurbishment should be prioritised to reduce energy and resource use. All development must minimise waste and emissions and use low-carbon and responsibly sourced materials. Landscape design should include permeable surfaces and early adoption of sustainable drainage to reduce surface water flood risk. Tree retention and urban greening are encouraged for their ecological and visual benefits.

Inclusive and Active Design

7.19. Development must be inclusive and accessible to all, applying universal design principles from the outset. This includes welcoming public spaces, clear layouts, and building arrangements that support safety, connectivity, and legibility. See Policy DH3 for public realm design criteria. Early engagement with local communities is encouraged, in line with our Developers' Engagement Charter.

7.20. Layout and design should promote health and wellbeing through walkable environments, green space access, and integration with active travel networks. Proposals must support natural surveillance, avoid hidden areas, clearly define public and private spaces, and include safety measures such as counter-terrorism design where relevant. Applicants should demonstrate how schemes enhance community wellbeing and follow best practice, including Sport England's Active Design principles.

Safety, Crime Prevention and Designing Out Crime

7.21. Safety and crime prevention are integral to good design and should be embedded from the outset. Early consideration of Secured by Design principles reduces the need for retrofitted measures and supports attractive, usable and sustainable places. Applicants are expected to engage early with Designing Out Crime Officers (DOCOs) and apply evidence-based design approaches to minimise opportunities for crime and anti-social behaviour.

7.22. For larger or more publicly accessible developments, early engagement with Counter Terrorism Security Advisors (CTSAs) will ensure that proportionate measures are incorporated without compromising design quality or accessibility. Proposals should clearly demonstrate how safety and security considerations have informed the design.

Health Impact Assessments

7.23. Where a Health Impact Assessment (HIA) is required, it should assess the potential positive and negative impacts of the development on the health and wellbeing of existing and future residents and users, including its effects on the wider determinants of health. It should clearly set out how these impacts have informed the design of the proposal, identifying measures to enhance positive outcomes and avoid or minimise adverse effects. Where negative health impacts cannot be addressed through design, the HIA should specify appropriate mitigation measures and how these will be secured, including through planning obligations where necessary. The HIA should also demonstrate how the development will contribute to reducing health inequalities

7.24. Applicants should follow any guidance provided in the Local Validations List and should engage with relevant health bodies, including NHS organisations and the Council's public health team, at an early stage in preparing the HIA.

Policy DH2: Tall Buildings

1. Proposals for tall buildings will be supported in principle within the appropriate locations set out below and identified on the Policies Map. Tall buildings must contribute meaningfully to placemaking, enhance urban legibility, and deliver exemplary design outcomes.

Tall building definition

2. As shown on Figure DH1, Royal Greenwich defines tall buildings as buildings that are over:
    a. 45m in height in the Greenwich Peninsula Spatial Area;
    b. 30m in height in the Deptford Creek, Charlton, Woolwich, Thamesmead and parts of Abbey Wood and Kidbrooke Village; and
    c. 18m in the remainder of the borough.

This is when measured from ground to floor level of the uppermost storey.

Strategic Locations for tall buildings

3. Tall buildings may be an appropriate form of development in the following locations as identified in Figure DH1 and listed in Table DH1:
    a. Tall Building Zones
    b. Limited Opportunity Zones
    c. Specific Site Allocations.
4. Table DH1 provides a specific range of heights for each Tall Building Zone and each Limited Opportunity Zone. For site allocations where buildings are proposed which would be defined as tall buildings under this policy, these heights are also captured in Table DH1. All tall building proposals, irrespective of location or indicative heights, must demonstrate that a tall building of the heights detailed in Table DH1 is appropriate in urban design, heritage and townscape terms for each specific site based on site characteristics and constraints. Each proposal will be assessed on a case-by-case basis.
5. Tall buildings within site allocations that fall outside designated tall building zones and limited opportunity areas should be guided by a masterplan-led approach and a clear place strategy. Their prominence must be justified by their location, role, and uses, and they should be well integrated into the surrounding context.

Assessment considerations:

6. All proposals for tall buildings must demonstrate how they comply with London Plan 2021 Policy D9 (Tall buildings) and the following design criteria in order to deliver high-quality development. Proposals must:
    a. demonstrate how they meet the objectives for tall buildings set out in our Urban Design Guide;
    b. ensure the proposed building height, scale, mass, volume, orientation and prominence of a building is proportionate to its role, function, location within both its immediate and wider context, and the area's place vision;
    c. achieve exceptional architectural design, high-quality and durable materials and sustainable, accessible and innovative built form;
    d. demonstrate that the development respects and positively relates to the immediate and wider surrounding landscape character, skyline, townscape, streetscape and built form, including conserving and enhancing heritage assets and protecting the Outstanding Universal Value of the Maritime Greenwich World Heritage Site if applicable;
    e. positively contribute to enhancing the character, distinctiveness and skyline of an area without adversely affecting designated townscapes and landscapes (including building/ roof lines) or detracting from important landmarks, heritage assets, key strategic and local views and other historic skylines, and their settings;

Policy DH2: Tall Buildings

f. maximise proposed buildings' energy and resource efficiency and resource efficiency to deliver the highest standards of sustainable design and construction;

g. maximise publicly accessible open space at ground level and deliver outdoor amenity spaces, play areas and public realm that are attractive, inclusive, and usable, and where appropriate provide shared facilities at the ground floor level to encourage social cohesion. Balconies and balustrades on upper floors, in particular, should be carefully designed to provide users with comfort and protection from wind and height exposure;

h. demonstrate that the development does not adversely impact on the microclimate and amenity of the application site, adjoining sites, public/private spaces and surrounding streets, whilst maintaining adequate building separation to ensure high-quality public realm and to prevent canyon effects;

i. enhance permeability and legibility across the site, as well as the delivery of adequate daylight/ sunlight within the development;

j. demonstrate careful distribution of different types of homes across tall buildings. Family-sized units should be prioritised on lowe floors to foster a more direct relationship with the street, unless it can be clearly demonstrated that an alternative arrangement would deliver equal or better outcomes in terms of amenity, safety and design quality;

k. present a human scale of development at street level by designing mid-rise shoulders and set-back towers and comprise an attractive and legible streetscape that takes into account the use of the public realm for a variety of users and includes active uses at ground floor level;

l. avoid constraining adjoining sites or contributing to cumulative adverse impacts; and

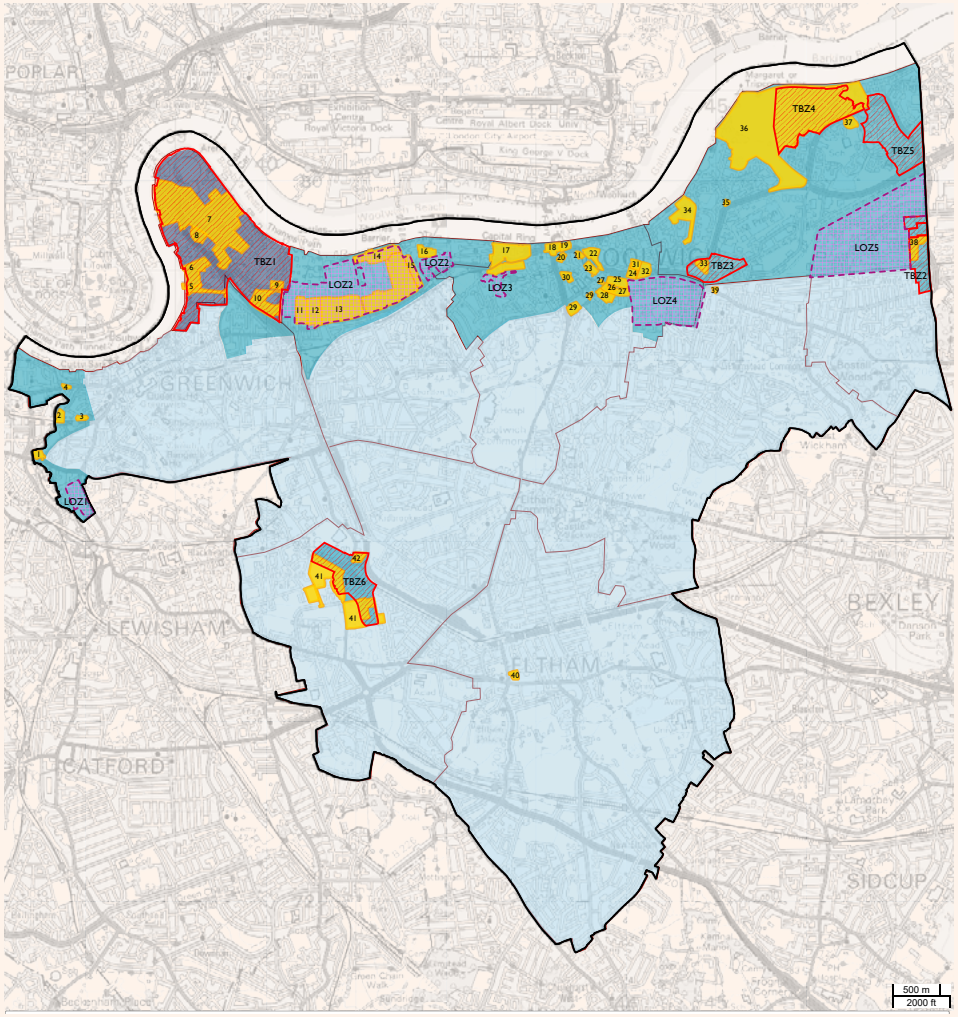
m. include accurate three-dimensional computer models and Verified Accurate Visual Representations (AVRs) to support full spatial analysis.

7. All proposals that include tall buildings should demonstrate the significant public benefits they provide.

8. Proposals that are within a Tall Building Zone but adjacent to an area that is not identified as suitable for tall buildings should demonstrate careful consideration of how to appropriately transition between these areas without causing detrimental impacts to heritage and townscape.

Policy DH2: Tall Buildings

Figure DH1 – Tall Buildings: Tall building definition and locations where tall buildings may be an appropriate form of development



Tall Buildings Map (Figure DH1)
KEY

Tall building definition - thresholds:

- 45 m
- 30 m
- 18 m

Strategic locations for tall buildings:

- Tall Building Zones (TBZ)
- Limited Opportunity Zones (LOZ)
- Site Allocations above tall building threshold

Policy DH2: Tall Buildings

Table DH1: Locations where tall buildings may be an appropriate form of development

Map reference	Policy number (if applicable)	Site Name	Height Range (metres)
Tall Building Zones			
TBZ1	-	Greenwich Peninsula	45-130
TBZ2	-	Abbey Wood Station and Harrow Manor Way frontage	30-65
TBZ3	-	Pettman Crescent	30-68
TBZ4	-	Thamesmead Town Centre	30-65
TBZ5	-	Thamesmead Postwar Estate	30-40
TBZ6	-	Kidbrooke Village	30-60
Limited Opportunity Zones			
LOZ1	-	Orchard Hill and Colbath Estates	30-40
LOZ2	-	Charlton Riverside	30-50
LOZ3	-	Frances Street / Samuel Street	30-50
LOZ4	-	East and West Glyndon Housing Estate	30-40
LOZ5	-	Abbey Wood Estate	30-40

Policy DH2: Tall Buildings

Table DH1: Locations where tall buildings may be an appropriate form of development

Map reference	Policy number (if applicable)	Site Name	Height Range (metres)
Site Allocations:			
1.	P1-GBW1	Lewisham College	58
2.	P1-GBW2	Brookmarsh Industrial Estate and Phoenix Wharf, Lower Norman Road	45
3.	P1-GBW3	Greenwich DLR Station	40
4.	P1-GBW4	Greenwich Quay	39
5.	P2-GP1	Enderby Place	106
6.	P2-GP2	Morden Wharf	112
7.	P2-GP3	Greenwich Peninsula Central	130
8.	P2-GP4	SGN Greenwich	90
9.	P2-GP5	GMV Plot 500s	64
10.	P2-GP6	Millennium Retail Park	64
11.	P3-C1	Charlton Riverside Peninsular Park Road	30
12.	P3-C2	Charlton Riverside ASDA and Ramac Way	33

Policy DH2: Tall Buildings

Table DH1: Locations where tall buildings may be an appropriate form of development

Map reference	Policy number (if applicable)	Site Name	Height Range (metres)
Site Allocations:			
13.	P3-C3	Charlton Riverside Greenwich Shopping Park, Maritime Industrial Estate and Makro	39
14.	P3-C4	Charlton Riverside Herringham Road and Riverside	49
15.	P3-C5	Charlton Riverside Central	52
16.	P3-C7	Bowater Road 17-37 and 18-36, 1-3 Faraday Way	33
17.	P4-W1	Woolwich Dockyard	32
18.	P4-W2	Woolwich Ferry and Ambulance Station	68
19.	P4-W3	Waterfront Leisure Centre	58
20.	P4-W4	Mortgramit Square	52
21.	P4-W5	Riverside House	58
22.	P4-W6	Royal Arsenal Riverside, Blocks D and K	58
23.	P4-W7	Beresford Street/ Macbean Street	74
24.	P4-W8	Woolwich OSD East	83

Policy DH2: Tall Buildings

Table DH1: Locations where tall buildings may be an appropriate form of development

Map reference	Policy number (if applicable)	Site Name	Height Range (metres)
Site Allocations:			
25.	P4-W9	Spray Street Quarter	
26.	P4-W10	Woolwich Telephone Exchange	
27.	P4-W11	Woolwich Arsenal OSD Site A and B	40
28.	P4-W12	Woolwich New Leisure Centre	67
29.	P4-W13	Love Lane and Former Post Office	51
30.	P4-W15	Calderwood Street Car Park	48
31.	P4-W18	Gunnery Terrace	62
32.	P4-W19	1-10 IO Centre	62
33.	P5-TA1	Pettman Crescent North	68
34.	P5-TA2	Broadwater Dock	58
35.	P5-TA3	Princess Alice PH	33
36.	P5-TA4	Thamesmead Waterfront	65
37.	P5-TA5	Gallions Reach Health Centre	32

Policy DH2: Tall Buildings

Table DH1: Locations where tall buildings may be an appropriate form of development

Map reference	Policy number (if applicable)	Site Name	Height Range (metres)
Site Allocations:			
38.	P5-TA7	Cross Quarter And Lyndean Estate	65
39.	P6-PS1	11-15 Plumstead High Street	22
40.	P7-E1	Merlewood House and Eltham Police Station	26
41.	P8-KM1	Kidbrooke Village Phases 5 and 6	38
42.	P8-KM3	Aldi and BM Kidbrooke Park Road	58

Reasoned Justification

7.25. This policy seeks to guide and manage the location, scale, and development of tall buildings in Royal Greenwich in line with the requirements of the London Plan 2021. In recent years, the borough has had a consistent pipeline of tall buildings under development, particularly within the northern areas of Greenwich Creekside, Greenwich Peninsula and Woolwich.

7.26. Proposals for tall buildings will be considered in appropriate locations across the borough. Sensitive locations, including the Maritime Greenwich World Heritage Site, conservation areas, listed buildings and other heritage assets - will continue to be safeguarded from the adverse impacts of tall buildings. However, in areas with lower sensitivity, particularly those with excellent public transport accessibility, proximity to town centres, and strong connections to local services and amenities, greater height and densification may be supported. This approach aims to optimise land use while respecting the borough's unique character and environmental assets.

7.27. Tall buildings, when designed to an exemplary standard and appropriately located, can contribute positively to regeneration and growth where they are well-designed and appropriately located.

7.28. Poorly located or designed tall buildings can cause significant harm, including visual, environmental and townscape harm. It is essential to assess both the potential benefits and risks of tall buildings within townscape, heritage and visual impact assessment.

Tall building definition

7.29. This policy sets out a definition of tall buildings in Royal Greenwich, which is differentiated across the borough to reflect the variation in development capacity, opportunities for growth, landscape and character, as well as to align with existing and planned infrastructure provision. Sites that are below these threshold heights will not need to be assessed under this policy. Sites that are above this height will need to meet the remaining requirements of the policy, even when they are within locations identified as suitable for tall buildings.

7.30. When stating the height of a tall building as part of an application, in addition to the storey height, this should be described in metres and the height of the tallest part of the structure above ordnance datum (AOD).

Strategic Locations and Height Limits

7.31. In alignment with London Plan 2021 Policy D9, we identify locations where tall buildings may be appropriate, and define appropriate height thresholds. This approach is guided by our Tall Buildings Assessment (2023) and Urban Design Guide.

7.32. Royal Greenwich includes varied urban typologies, ranging from high-density regeneration zones along the Thames (e.g. Greenwich Peninsula, Woolwich) to lower-rise suburban and historic areas. Spatial policies, Table DH1 and Figure DH1 outline three suitable location types for tall buildings:

- Tall Building Zones: Areas where there may be potential for usually local scale tall buildings to aid place making or regeneration, subject to locally specific principles.
- Limited Opportunity Zones: Areas with potential for modest tall buildings as part of a comprehensive approach to change or renewal.
- Site Allocations: These are specific locations where the potential for significant development has been identified. The details of site allocations are set out in chapter 3 (places) of this plan and include

tailored visions and policies for each site, setting out design principles. Appropriate acceptable heights will vary from site to site, depending on location and context, and not all site allocations have been identified as being appropriate for tall buildings.

7.33. Applicants should refer to the Tall Building Assessment (2023) for further context and detail regarding Tall Building Zones and Limited Opportunity Zones. Outside of these areas, tall buildings may only be supported where they clearly enhance legibility, integrate with context, and conform to height guidance in our Urban Design Guide. More sensitive locations are unlikely to be appropriate for tall buildings unless already established within the local character.

7.34. Within a Tall Buildings Zone, normally the tallest elements should be located towards the centre of the zone, which should mark a particular feature or location. Development will be required to step down towards the edges of the Tall Building Zones. Variations in height will be encouraged to create a more dynamic skyline. Outside of the tall building zones, the tall building definition thresholds will help to ensure that very tall individual buildings are not brought forward on inappropriate sites far away from existing clusters, and that they respect local character, heritage and townscapes.

7.35. Tall Building Zones are locations within the borough that are most appropriate for the tallest buildings, which already contain clusters of tall buildings, and in many cases contain other tall buildings under construction or with planning permission. In comparison, Limited Opportunity Zones are areas in which modest tall buildings may be appropriate as part of a broader strategy or masterplan-led regeneration.

Assessment Criteria

7.36. Tall buildings need to be accompanied by significant public benefits that denser development can unlock. Tall buildings can deliver a wide range of significant public benefits, particularly in highly accessible, transport-orientated locations. These may include, but are not limited to:

- providing a significant proportion of the affordable housing that the borough needs;
- public transport infrastructure improvements;
- improved public realm, pedestrian connectivity, public spaces, play spaces and other social and community facilities;
- townscape and placemaking benefits; and
- the efficient optimization of brownfield land in sustainable locations.

7.37. To be considered acceptable, tall building proposals should provide a suitable mix of unit sizes in line with Policy H3.

7.38. Tall buildings can have transformational impacts upon a place when located in sustainable locations where they do not undermine the character of a place, or harm important views of landmarks or urban skylines; however, they can also result in significant environmental and amenity impacts which must be carefully assessed and mitigated.

7.39. This policy sets out appropriate heights for tall buildings across the borough; however, precise heights will still need to be considered on a site-by-site basis. In some places within a Tall Building Zone, it may be possible to build up to the highest appropriate height, but in other places a lower height may be required for a number of reasons including, but not limited to, site-specific environmental, heritage and townscape considerations.

7.40. In all cases, the height that is proposed on a particular site should be the one that is demonstrated by a design-led process to be the most appropriate for the context. Proposals should also consider the specific policies for each site allocation which exceed the tall building definition heights across the borough, which can be found in Chapter 3 of this Plan.

7.41. Design criteria are needed to ensure that when tall buildings are built, they are well-designed and make a positive contribution to both the directly surrounding context in which they are located, but also the wider townscape and skyline. Different parts of the borough have different characteristic features that make them distinct from each other. New development should respond positively to local context, character and townscape. Tall buildings should be designed in a way that promotes the health and well-being of all their residents, as well as those who live in the surrounding area, including through careful consideration of accessibility for people with disabilities.

7.42. Given their visual prominence within the urban landscape, tall buildings must demonstrate exceptional architectural quality. Their design should convey a sense of elegance, proportionality, and verticality, ensuring a coherent and refined appearance from all viewpoints. To achieve this, overly bulky or slab-like forms should be avoided. The selection of facing materials plays a crucial role in integrating tall buildings into their established context. Materials should be chosen to either harmonise with the surrounding built environment or, where appropriate, offer a considered contrast that enhances architectural interest. Design approaches should draw inspiration from the local character and distinctiveness, helping to reinforce the identity and sense of place within the area.

7.43. Materials should be durable and offer longevity, and should be fully justified in relation to the typical palette of materials and colours used in its location. Bright colours and tones that are visually prominent should generally be avoided on tall buildings, particularly within the setting of sensitive heritage assets or when visible in sensitive views. The choice of materials needs to be carefully tested through 3D modelling and visualisations to fully understand their impact, including from close-up, middle and long distance views. 3D modelling should be shared with the Council as part of the planning application.

7.44. New tall buildings should significantly enhance their immediate setting, and should also vary in height, so as to not present a 'wall' of development. Tall buildings within a group should be carefully positioned so that sky views can be experienced from street level and so that tall buildings do not have an overbearing impact on streetscape and public realm within the area. Visually prominent plant, building maintenance units (BMU) and/or antennae at the top of a building will not be acceptable and should be appropriately concealed as part of the architectural design.

7.45. From a townscape perspective, proposed tall buildings should not appear incongruous, but instead present a clear identity, either as a well-integrated marker or as part of an existing cluster of tall buildings. The creation of coherent clusters of tall buildings will help to ensure individual tall buildings are not isolated features but part of a recognisable skyline, with viewers able to identify the clusters spatially and distinguish them visually from important skyline features such as Maritime Greenwich.

7.46. Tall buildings have the capacity to accommodate significant numbers of people and support a diverse mix of uses. They offer opportunities to incorporate a range of amenity spaces (private, communal, and public), which can include providing publicly accessible viewing terraces and galleries for community benefit, as well as active ground floor uses that contribute to vibrant and inclusive urban environments. Where tall buildings contain residential uses, they should deliver appropriate quantities of high-quality amenity and play space for tenants and occupants. Communal open spaces and children's play space should typically be at the centre of the development and be well-overlooked. Spaces should be accessible for those who require level access, and should be oriented to maximise sunlight and daylight. Communal spaces should establish platforms for interactions between

users to support a sense of belonging. Ground floors of tall buildings, where possible, should introduce uses which would benefit the wider neighbourhood. Tall buildings should also foster social cohesion and support integration between local communities.

7.47. Proposals involving tall buildings will need to demonstrate how any adverse impacts on the microclimate will be mitigated in relation to microclimate and environmental impacts. Specific details on the required mitigation measures must be provided, including where and how these measures will be implemented. It must be ensured that all mitigation measures proposed and tested in the wind microclimate assessment are incorporated within the relevant planning documents, including the landscaping strategy.

7.48. It is essential that any required mitigation measures are tested as part of the application. This is to ensure that the mitigation is adequate and can therefore be relied upon. The mitigation must be implemented prior to occupation of any part of the development and retained for the duration of the development.

7.49. Proposals involving buildings 90 metres in height or greater must be referred to the Civil Aviation Authority and London City Airport before submission to ensure they will not be a potential hazard to aviation safety and navigation, in view of the proximity to London City Airport.

7.50. Careful consideration needs to be given to ensure the delivery of tall buildings on one site does not potentially harm the delivery of a similar level of density on an adjacent site. This can particularly be the case where buildings are proposed right against the boundary line of a plot, which could make it difficult for adjacent plots to achieve Local Plan requirements relating to privacy, overlooking, and daylight and sunlight.

7.51. Where areas identified as suitable for tall buildings adjoin areas considered unsuitable, careful design and height transitions are essential to avoid adverse impacts, particularly on heritage assets. In these sensitive locations, lower building heights may be necessary to preserve the character and appearance of conservation areas or protect the setting of listed buildings.

7.52. Tall buildings can also cause harm by interrupting key views, overwhelming historic low-rise neighbourhoods, or harming the setting of heritage assets. In such cases, building heights should 'step up' gradually from lower-rise areas to mitigate visual and contextual impacts. The cumulative effect of development on open spaces must also be considered to ensure these areas remain welcoming, usable, and not dominated by overshadowing. As a frame of reference for appropriate heights in locations where tall buildings may be placed in close proximity to areas of lower height, an angular plane of 45 degrees should be measured from surrounding properties in the lower height area to determine appropriate heights above which new development should not extend (though there may be further issues relating to heritage impacts that necessitate lower heights even than this).

Policy DH3: Public Realm

1. The Royal Borough of Greenwich is welcoming, inclusive, accessible, and resilient. All development proposals should contribute to a high-quality environment that promotes healthy living, strengthens community ties, and reflects the borough's distinctive identity. The public realm must be considered a fundamental component of development, guided by principles of sustainability and inclusivity.
2. All development proposals should uphold and deliver high standards of design. For the public realm, this means developments should:
    a. integrate public realm considerations into the overall design of the scheme;
    b. select materials that are durable, sustainable, maintainable and visually appropriate for the local context;
    c. enhance and complement the borough's existing character, heritage, and landscape through thoughtful placemaking;
    d. ensure public spaces are flexible, long-lasting, and capable of adapting to evolving community needs;
    e. deliver a variety of public spaces that support social interaction, leisure, and community use, with a clear hierarchy of public spaces with legible roles and characters and legible thresholds between public, communal and private amenity;
    f. ensure new public realm creates a seamless transition with the existing surrounding context; and
    g. incorporate public art and cultural elements, particularly at key entry points and landmarks. Schemes referrable to the mayor should provide public art on-site.

Healthy Streets and Safe, Inclusive Environments

3. Royal Greenwich endorses the Healthy Streets approach, which places people at the centre of street design and encourages walking and cycling. Proposals should:
    a. incorporate soft landscaping, tree planting, and green infrastructure to enhance visual appeal and improve environmental resilience through sustainable drainage and mitigation of heat and wind;
    b. take advantage of existing topography, landscape features, site orientation and microclimates in their design;
    c. incorporate the principles of 'secured by design', where these can improve safety and perception of safety for pedestrians and other users without significantly conflicting with other elements of good design;
    d. eliminate hidden or leftover spaces and ensure routes are well-lit, suitably overlooked, with natural surveillance, and clearly signed for safe use at all times;
    e. consider wheelchair accessibility and the legibility of spaces from the outset of the design process, ensuring that all routes and public spaces are inclusive, inviting and navigable for people with mobility impairments;
    f. promote permeability through clear sightlines, intuitive navigation, signage and wayfinding, and rationalising street furniture; and
    g. not incorporate gated communities.

Policy DH3: Public Realm

Active Frontages and Ground-Level Design

4. To foster vibrant and secure public spaces, proposals should:
   a. maximise active frontages along key routes and public areas, avoiding blank or obscured façades at street level;
   b. design residential ground-floor amenities to face the street or key pedestrian routes, making them visible and engaging;
   c. place less active uses away from main roads and primary pedestrian routes;
   d. position entrances in locations that are clearly visible, safe, and accessible;
   e. ensure ground-floor units have direct access from the street; and
   f. maintain or improve the existing building line, and design pavement widths in relation to the proposed building heights.

Implementation and Delivery

5. Public realm improvements, management and maintenance will be delivered on major proposals through a combination of planning obligations and highway agreements.

Reasoned Justification

7.53. The public realm in Royal Greenwich is notably diverse, reflecting the borough's rich heritage and evolving urban landscape. It spans historic town centres like Greenwich and Woolwich, modern developments in Greenwich Peninsula and Thamesmead, and extensive green and riverside spaces. This variety presents both opportunities and challenges in ensuring a consistent, inclusive, and accessible public realm that meets the needs of all residents and visitors.

7.54. Public realm should be comfortable and functional, well-integrated with surrounding areas and support the delivery of successful and vibrant places. It should be designed in line with Royal Greenwich's Streetscape Guidance and our Urban Design Guide.

7.55. Development should create streets and spaces with a level of enclosure by defining the edges of the public realm through continuous building lines and active frontages. Development should avoid creating concealment points and external lighting should help ensure safety and security within the public realm. To reduce street clutter, street lighting should be discreetly integrated into the design of buildings where this is possible and does not adversely affect levels of light pollution for residents.

7.56. Proposals should incorporate high-quality, low-maintenance, and slip-resistant materials for footways, parking areas, and local streets to ensure they are attractive, accessible, and functional. Proposals should also use complementary elements, such as materials, finishes, furniture, landscaping, signage, lighting, and public art, to ensure that development and the public realm is at a human scale and puts people at the heart of the design process, so that the importance of how people view and feel about their environment is recognised. This should include ensuring design features meet people's health and wellbeing needs (e.g. the provision of shade, shelter, and places to rest, including seating with supportive backs and arm rests).

7.57. The inclusion of high-quality public art into the public realm is encouraged, particularly in large-scale developments, but should not come at the expense of essential infrastructure. Proposals for public art should be durable and robust, positioned so as not to create street clutter and obstruct the movement of pedestrians or cyclists, and make a positive contribution to the character of the local area, including by recognising local history and cultural heritage. Developers should engage with the Council at an early stage in the process to best determine what will be appropriate and how public art can be successfully integrated within a site. We will seek to secure appropriate maintenance of public art through conditions or legal agreements.

7.58. Better connectivity, permeability and legibility around sites is important to encourage people to easily and safely get around the borough using active travel methods such as walking or cycling.

7.59. Connectivity describes how well different routes are linked together, including their arrangement and how they relate to each other. This affects how easily people can travel from one place to another. Permeability refers to the range of attractive, convenient, accessible, and safe pathways that are available in an area. It also considers how well these routes support movement while minimizing visual clutter and obstacles for pedestrians and cyclists. Legibility is about how easily a person can understand and navigate a place.

7.60. Gated communities do not contribute to a well-connected, accessible, and permeable public realm, or socially inclusive and cohesive neighbourhoods and are therefore not supported. Proposals for gated communities will be resisted, in line with London Plan 2021 paragraph 3.6.8.

7.61. Development should apply the Mayor of London's Healthy Streets approach to the design of new public realm spaces. This approach aims to improve the character of London streets and the experience of those who use them, including those with additional accessibility needs. Healthy Street Checks should be completed both before the application is submitted and after completion of the development. The approach is based on monitoring and improving ten indicators of what life on a healthy street should look like:

1. clean air
2. pedestrians from all walks of life
3. easy to cross
4. shade and shelter
5. places to stop and rest
6. not too noisy
7. people choose walking, cycling and public transport
8. people feel safe
9. things to see and do
10. people feel relaxed.

7.62. Further guidance on the implementation of the healthy streets approach can be found in the Mayor's Healthy Streets for London (2017) and Guide to the Healthy Streets Indicators (2017).

7.63. Secured by design is a police-led initiative which focuses on how the design of the public realm can create places that are safe or unsafe, or perceived as such by those who use them. Developers should refer to the relevant guidance in relation to counter-terrorist and crime prevention security and engage fully in the pre-application process to ensure that measures to mitigate risks are incorporated into developments, where appropriate. The Metropolitan Police (Designing Out Crime Officers) and Counter Terrorism Policing London (Counter Terrorism Security Advisors) should be consulted to ensure major developments contain appropriate design solutions, which mitigate the potential level of risk whilst ensuring the quality of places is maximised. Developers should adhere to principles in the National Protective Security Authority's Hostile Vehicle Mitigation Public Realm Design Guide, and the National Counter Terrorism Security Office's Venues and Public Spaces Guidance.

7.64. New developments, including streetscapes and public spaces, should consider how to incorporate elements that deter criminals and terrorists, maximise the probability of their detection and delay/disrupt their activity until an appropriate response can be deployed. The correct level of protection should be provided without compromising the ability to create aesthetic and functional public spaces. Proposals should not impose undue restrictions on other occupiers in the area. Proposals should focus on creating places that feel safe while accommodating a range of uses, rather than through reducing activity by removing features such as seating.

7.65. All public realm designs in Royal Greenwich must consider wheelchair accessibility and dementia-friendly principles from the outset. This includes step-free access, good wayfinding with clear, legible signage, and calm, uncluttered environments. Proposals should integrate all ramps into the overall design creating inclusive, engaging and inviting routes with gentle slopes. In exceptional cases where a direct wheelchair-accessible route cannot be delivered at a specific location on the site, create welcoming, alternative routes. As highlighted in the Local Government Association "Dementia Friendly Communities – Guidance for Councils", features like familiar landmarks, accessible green spaces, and safe, well-lit routes help people with dementia feel confident and included in public life.

7.66. The NPPF encourages new streets to be tree-lined, and this policy, alongside others in this plan, will ensure new streets incorporate trees and other forms of green infrastructure. This is an important component of creating healthy urban environments and mitigating flood risk, and can also help developments meet requirements for biodiversity and other greening measures.

7.67. The creation of active frontages is a key aspect of successful public realm in new developments. Active frontages refer to areas at the ground level of a building where there is a feeling of activity, and the potential for activity. This can help to encourage a feeling of safety and sociability in the public realm by ensuring that users of the space – whether just passing by or dwelling in the space for some time – feel that they are not isolated and vulnerable. Development should strike a balance between the need for privacy of building occupiers and the need for active frontages.

7.68. Development proposals should avoid situations where the street level is forced to accommodate too many service functions (for example, bike storage, plant space, waste storage, etc.), leading to excessive amounts of inactive frontage. These service functions are important, but in many instances may be better accommodated as part of a basement, rather than creating large areas of street level 'dead space'.

7.69. The majority of Healthy Streets and other public realm improvements to be delivered as part of the development should either be secured through the scheme's landscape strategy and/or as a condition on the grant of planning permission. However, in some circumstances, it may be necessary to secure such improvements though a Section 106 planning obligation to support the comprehensive delivery of Healthy Streets and a high-quality public realm.

7.70. Proposals should align with the pedestrian, cycling, road, and public realm projects outlined in the Infrastructure Delivery Plan (IDP), Local Implementation Plan (LIP), and Active Travel Zone (ATZ) Assessments (which may indicate public realm improvements outside of the development site). Enhancements to existing highways or land designated for adoption will be secured through Section 38 and/or Section 278 agreements under the Highways Act. Where improvements are not on the existing public highway and cannot be secured through planning conditions, Section 106 agreements will be used to ensure delivery. Developments should secure long-term management and maintenance of the public realm.

Policy DH4: Heritage Assets

1. Royal Borough of Greenwich's rich and distinctive historic environment will be valued and celebrated for its contribution to the character of the borough. Public enjoyment of, access to and awareness of the borough's heritage will be promoted. The Council will conserve and, where appropriate, enhance Royal Greenwich's unique and diverse heritage assets, including the Maritime Greenwich World Heritage Site, conservation areas, listed buildings, archaeological remains, scheduled monuments, and historic parks and gardens.
2. Development must sustain the significance of Royal Greenwich's heritage assets, including their distinctive character and setting, while delivering high-quality development, including buildings and spaces, that enhance the historic environment's positive role in placemaking, public realm and economy. Applicants must demonstrate that proposals:
    a. conserve and enhance significance by ensuring proposals are informed by a proportionate assessment of significance, and seek to sustain and, where possible, enhance the significance of heritage assets and their settings.
    b. avoid harm and enable beneficial use: Avoid harm and enable beneficial use by retaining, enhancing, and sensitively adapting heritage assets to meet changing needs, while safeguarding their significance, including their settings, and ensuring alignment with long-term conservation plans
    c. justify any harm to the significance of a heritage asset, including its setting, must be clearly and convincingly justified. Substantial harm to or total loss of significance will only be permitted in exceptional circumstances (or, for assets of the highest significance, wholly exceptional), in accordance with national policy. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm will be weighed against the public benefits of the proposal, including securing the asset's optimum viable use where appropriate, in accordance with national policy.
    d. embed heritage in placemaking by ensuring the historic environment is central to regeneration and development, maintaining the unique character of Royal Greenwich and delivering high-quality schemes which enhance the setting of heritage assets

Listed Buildings

3. All development proposals affecting listed buildings must preserve or enhance their special architectural or historic interest, and conserve and where possible enhance their significance, including their settings. Proposals for external or internal alterations or additions to listed buildings should respect the building's integrity, preserve historic fabric (original and later), and distinctive character, relating sensitively to its period and architectural detail. Works should protect, and where appropriate restore, features of special interest, and are encouraged to reinstate historic features that reveal and enhance significance and remove features that cause harm to it.
4. Proposals for the change of use of a listed building will be supported where:
    a. it can be demonstrated that the proposed use, including any required works to the building, would have a neutral or positive effect on the architectural and historical significance of the heritage asset and is compatible with the building's character and features of historic interest.

Policy DH4: Heritage Assets

b. the change of use is consistent with the asset's long-term conservation plan and helps to restore, retain and maintain buildings, particularly those which have been identified on the national Heritage at Risk Register; and

c. changes will ensure the long-term viability of the building whilst conserving and where possible enhancing its heritage significance.

5. Demolition of a listed building, or any part of it that contributes to its significance, will be regarded as causing substantial harm or total loss and will be resisted except in wholly exceptional circumstances, in accordance with national policy. Where demolition relates to fabric that does not contribute to the asset's significance, proposals will be assessed having regard to the level of harm identified.

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

Conservation Areas

7. Development within Royal Greenwich's conservation areas must preserve or enhance their character and appearance. Development affecting the setting of a conservation area should preserve or enhance its significance

Proposals must take into account:

a. the area's significance and special architectural or historic interest;

b. the area's character and appearance;

c. surrounding scale and pattern of development, including landscape;

d. established building form and materials;

e. views into and out of the conservation area; and

f. positive characteristics identified in Conservation Area Appraisals and Management Plans.

8. The demolition of buildings within a conservation area that are identified as making a positive contribution to its character or appearance, including through Conservation Area Appraisals and Management Plans, will be regarded as causing harm to the conservation area's significance. Such proposals will only be permitted where it is clearly demonstrated that the relevant national policy tests for substantial or less than substantial harm are met. Demolition of buildings that make a neutral or negative contribution may be acceptable where it would not result in harm to the conservation area's significance, and where their replacement delivers high-quality design that preserves or enhances the conservation area's character and appearance, and where appropriate, improves environmental performance.

9. The role of existing uses in shaping the character, function, and visual quality of conservation areas will be taken into account when assessing development proposals. Proposals for changes of use will be supported where they preserve or enhance the significance, character and appearance of conservation areas, including through their impact on activity, frontage, public realm, and the use and upkeep of buildings, and do not harm their setting.

Archaeology and Scheduled Monuments

10. Royal Greenwich's Scheduled Monuments and their settings and significance will be preserved, protected, safeguarded and enhanced. Development affecting Scheduled Monuments and their settings must conserve and, where appropriate, enhance their significance. Proposals must:

Policy DH4: Heritage Assets

a. be informed by an appropriate assessment of the monument's significance;

b. avoid harm to its significance and setting; and

c. provide clear and convincing justification for any harm, in accordance with national policy.

Where appropriate, public access will be allowed and display and interpretation of these monuments will also be enhanced, recognising their historical, cultural, and educational significance.

11. We expect applicants to properly assess and plan for the impact of proposed developments on archaeological remains where they fall within an Area of High Archaeological Potential (AHAP). Applicants for development which involves ground works in AHAPs or other areas where there is evidence to suggest archaeological potential, must demonstrate through a desk-based assessment that they have properly evaluated the archaeological potential and significance of the site and assessed and planned for any archaeological implications of proposals, having regard to relevant Historic England guidance, including the Greater London Archaeological Priority Areas framework. Where appropriate, this will be supported by field evaluation to further assess archaeological potential and inform the need for mitigation. In certain instances, preliminary archaeological site investigations may be required before proposals are considered. The scope and level of archaeological assessment, including desk-based assessment and, where appropriate, field evaluation, should be proportionate to the significance of the asset and the potential impact of the development proposal.

12. Within identified AHAPs and scheduled monuments, there will be a presumption in favour of physical preservation of the archaeological remains in situ wherever possible. Where it has been demonstrated that the conservation of archaeological remains in situ is impossible or deposits are considered to be of lesser significance, full investigation, recording and an appropriate level of publication and archiving will be required, including public display and interpretation, where appropriate.

13. We will require developers to undertake and secure the excavation, recording and publication of archaeological finds before development takes place, secured through planning conditions/legal agreements as appropriate.

Policy DH4: Heritage Assets

Registered Historic Parks and Gardens

14. Development proposals affecting Royal Greenwich's registered historic parks and gardens must preserve, and where possible, enhance their significance. Development proposals that would harm their significance, character or special interest will be refused unless clearly justified in accordance with national policy. Proposals must demonstrate that they will preserve or enhance these assets by:

    a. providing an appropriate heritage assessment, proportionate to the significance of the asset and the scale and nature of the proposed development;

    b. safeguarding and conserving the special historic interest, integrity, special character or appearance of the park or garden;

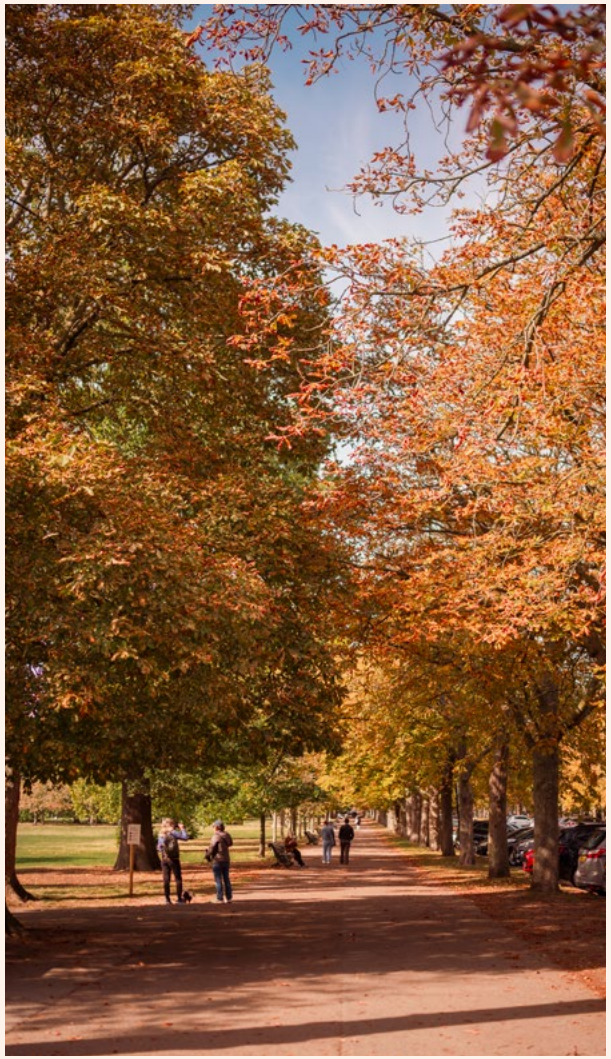
    c. protecting their settings and views from and towards these spaces; and

    d. ensuring the proposed development does not detract from the enjoyment, layout, design, character or appearance, or prejudice their future restoration.

Non-Designated Heritage Assets

15. Development proposals will conserve, or where appropriate enhance, Royal Greenwich's non-designated heritage assets (including Locally Listed Buildings of Architectural or Historic Interest) and the particular characteristics that account for their significance, ensuring their continued contribution to the character and distinctiveness of the area.

16. When assessing proposals affecting non-designated heritage assets, a balanced judgement will be made regarding the scale of any harm or loss, the significance of the asset and the public benefits of the proposed development. Non-designated heritage assets may be capable of accommodating a greater degree of change than designated heritage assets.; however, any modifications, extensions or changes of use must be designed to conserve and, where appropriate, enhance the asset's significance. Proposals that support the adaptive reuse of locally listed buildings are encouraged.



Reasoned Justification

7.71. Royal Greenwich's historic environment is one of its most valuable assets, contributing greatly to the borough's character, identity, and appeal. Its diverse heritage includes the Maritime Greenwich World Heritage Site, historic buildings, parks, archaeology, and non-designated assets, all of which are widely valued by residents and visitors.

7.72. Protecting and enhancing Royal Greenwich's heritage assets is essential to the borough's quality of life, economy, and future growth. Change must be sensitively managed to preserve the significance of these assets while allowing for high-quality, innovative design that complements historic character.

7.73. Heritage-led regeneration will be encouraged, particularly for assets identified on the national Heritage at Risk Register. The Royal Borough's priority will be to protect and enhance its existing heritage, whilst using it as a stimulus and catalyst for regeneration in Royal Greenwich. Applicants will be expected to demonstrate how their proposals support the improvement of conservation areas and heritage assets identified as being at risk, including through enhancing their character, appearance, condition or long-term management. We will continue to prepare and regularly review Character Appraisals and Management Plans for conservation areas, as well as the continued review of heritage at risk. Article 4 Directions will also be considered and reviewed where necessary. We will also continue to consider the potential for the designation of new conservation areas, as well as regularly updating the List of Buildings of Local Architectural or Historic Interest.

7.74. Applicants must assess the significance of heritage assets and justify any harm, considering alternatives and public benefits. Heritage statements are required where development will impact on a heritage asset, whether directly or indirectly. Information submitted should be proportionate to the asset's significance and the scale and potential impact of proposals.

7.75. Retaining and adapting historic buildings supports sustainability goals. Sensitive retrofitting that respects historic fabric and character will be supported, with creative approaches encouraged where they enhance the significance of heritage assets.

Listed Buildings

7.76. Royal Greenwich contains a wide range of listed buildings and structures, from major landmarks to smaller features, such as items of street furniture, all contributing to the borough's historic character and townscape. The Council attaches great importance to their protection and preservation.

7.77. Repairs and alterations, even on a small scale, can jeopardise the architectural integrity of a building. We will need to be satisfied that any proposed building repairs and alterations will sensitively respect the building's architectural integrity, safeguarding original features and using appropriate materials and design. Applications should include detailed plans which indicate all the proposals in detail, and which identify and protect those elements of special interest, including internal features such as plan form, historic floor levels, structure of the building (including foundations) etc. Measures should be taken to protect historic fixtures during works or when buildings are vacant.

7.78. While original uses are often a key component of a building's significance, sensitive changes of use may be supported where they ensure long-term viability without harmful alterations or extensions, and with particular attention given to retaining historic fabric, fittings and features, as well as issues such as fire protection, sound proofing, floor loadings, servicing and access. Vacant or at-risk buildings should be brought back into use in ways that respect and are consistent with their heritage value, with flexibility applied to other development plan policies where necessary to achieve the long-term conservation of the building.

7.79. The total or substantial demolition of a listed buildings will result in substantial harm to or total loss of significance and will be assessed in accordance with the relevant national policy tests set out in the National Planning Policy Framework (NPPF).

7.80. The setting of listed buildings must be carefully assessed, as it can be fundamental to a listed building's character and appearance, often forming part of its original design and layout. Applicants should demonstrate that they have assessed impacts upon setting, and where development can be sustainably achieved, development within a setting should seek to enhance or better reveal the building's significance.

Conservation Areas

7.81. Royal Greenwich's 23 conservation areas are designated for their special architectural and historic interest, many containing a high proportion of listed buildings. Development within these areas must be of the highest design quality and respond positively to their character and appearance. Conservation area character appraisals define the special interest of each area. Where no adopted character appraisal exists, applicants are required to submit a heritage statement, proportionate to the significance of the conservation area and the scale of development, demonstrating how proposals have been informed by an understanding of the area's character and significance.

7.82. Full planning applications are required for the development proposals involving new buildings, extensions, or alterations within conservation areas, with sufficient detail to show a full understanding of the significance of the area, demonstrating how proposals relate to the conservation area's key features and identifying those elements which contribute positively to the character and appearance, such as buildings, views, trees, street layouts, and land use patterns. In limited circumstances where Royal Greenwich considers that outline applications are appropriate, applicants will be required to provide sufficient detail on siting, scale, layout, design and access to enable a full assessment of impacts on the conservation area.

7.83. Buildings that make a positive contribution to a conservation area are typically those identified through Conservation Area Appraisals and Management Plans and may include non-designated heritage assets and other buildings which reinforce the area's character and appearance, as identified through up-to-date evidence.

7.84. Opportunities should be taken where possible to enhance conservation areas, including the redevelopment or improvement of buildings or features that detract from their character and appearance and reinstatement of original historic features or details. Particular priority will be given to proposals which contribute to the improvement of conservation areas identified as being at risk. Article 4 Directions are used to control changes to the character or appearance of buildings and their settings that would otherwise not require planning permission where inappropriate development could harm the character or appearance of an area e.g. window replacement. Article 4 Directions are in place in West Greenwich (Randall Place & Churchfields), Progress Estate, Ashburnham Triangle, Shrewsbury Park Estate, East Greenwich, Rectory Field, and Trenchard Street. An Article 4 Direction has also been issued regarding the painting of commercial buildings in Greenwich Town Centre.

7.85. The demolition or substantial demolition of buildings within a conservation area that are identified as making a positive contribution to its character or appearance will be resisted, with significant weight given to conservation, unless it can be demonstrated that there are substantial public benefits of the proposal, including the quality of the replacement building, outweigh the case for retention of the building. Any replacement buildings or new development in a conservation area must preserve and enhance the area's character and appearance and help to reveal its significance. This includes not only the individual buildings, but also the streets, spaces, patterns, views, vistas and trees, which contribute to the area's special character and appearance. Demolition will only be allowed where proposals for

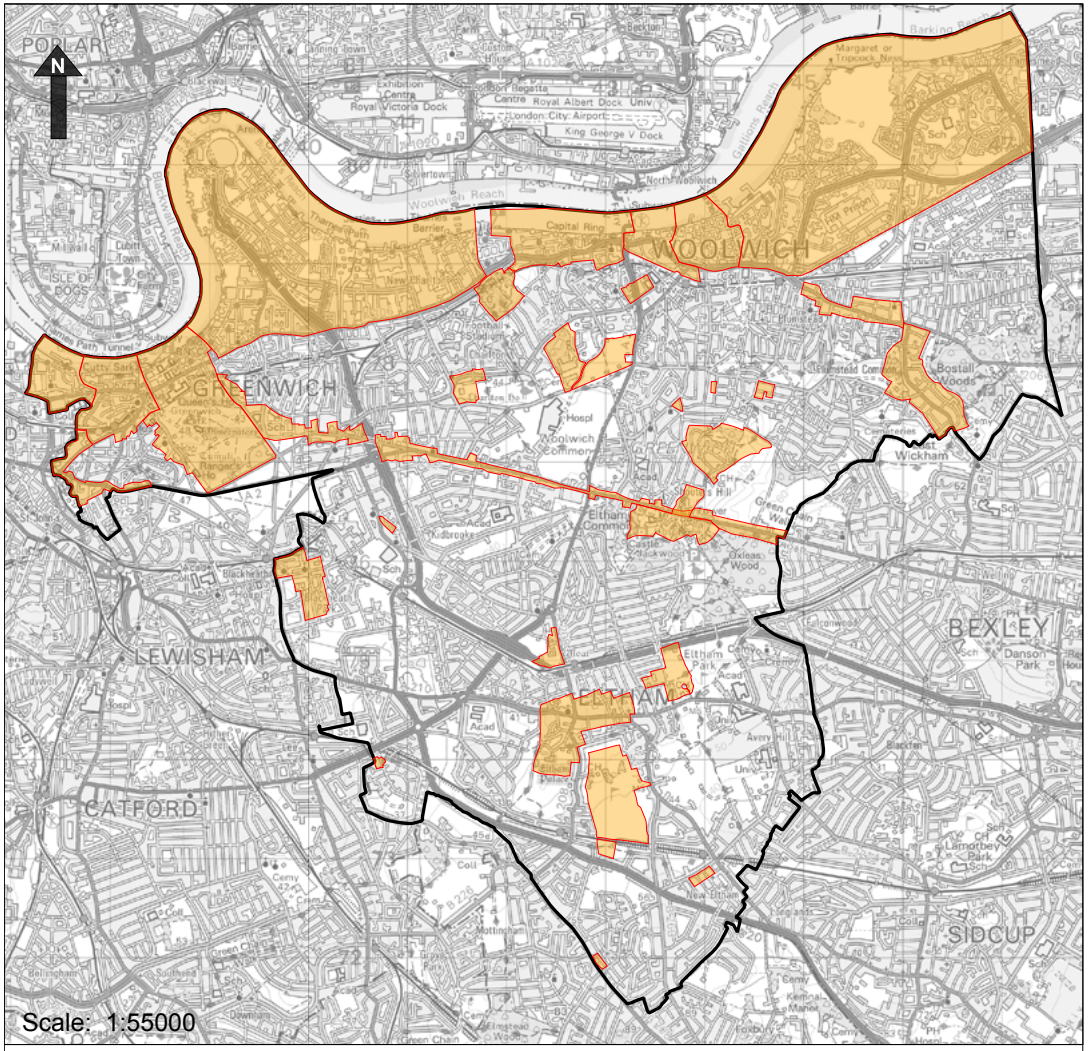
redevelopment of the site have been approved and their implementation secured via planning condition or agreement to prevent harmful gaps in the townscape as a result of empty plots.

Archaeology

7.86. Royal Greenwich's archaeology is a vital, irreplaceable part of its heritage, offering insights into over two thousand years of history. While parts of the borough have been redeveloped, significant archaeological potential remains.

7.87. The borough contains several Scheduled Monuments, including the Royal Observatory, Eltham Palace, and the Anglo-Saxon cemetery in Greenwich Park, all of which are afforded the highest level of protection. Many other sites of archaeological interest, though not designated, may be of equivalent significance. These may be identified through evidence such as the Greater London Historic Environment Record, Conservation Area Appraisals, previous archaeological investigations, or site-specific assessments submitted as part of development proposals. Their value must not be underestimated, and appropriate investigation and excavation will be required where development may impact them. The borough's Areas of High Archaeological Potential are shown on the Policies Map and in Figure DH2.

Figure DH2: Showing Areas of High Archaeological Potential in the borough



7.88 The borough's Areas of High Archaeological Potential (AHAPs) are informed by the Areas of High Archaeological Potential: Appraisal (2011), prepared by English Heritage and published by the Royal Borough in 2012. This provides detailed assessments of the significance of each AHAP and reflects the Greater London Archaeological Priority Areas framework prepared by Historic England. Together, these establish a consistent evidence base for identifying areas of known archaeological interest or potential for new discoveries, drawing on sources including the Greater London Historic Environment Record. However, archaeological potential is not limited to mapped areas, and assessment may be required elsewhere where supported by evidence. The Council will maintain and update its evidence base to reflect new discoveries.

7.89. AHAPs are non-designated heritage assets; however, where remains of national importance are identified, they will be afforded the same weight as Scheduled Monuments in accordance with national policy.

7.90. Development should prioritise the preservation in situ of archaeological remains, particularly where they are of national importance, with a strong presumption in favour of retention. Where this is not feasible, appropriate investigation, recording, publication and archiving will be required, secured where necessary through planning conditions or legal agreements.

Historic Parks and Gardens

7.91. Historic parks and gardens are a valued part of Royal Greenwich's heritage and character, including Greenwich Park, Repository Woods, Eltham Palace, and Well Hall Pleasaunce and as such are designated heritage assets. Greenwich Park is also listed on Historic England's Register of Parks and Gardens of Special Historic Interest. Proposals that will have a harmful impact on their significance must meet national policy tests set out in the NPPF where harm is identified.

7.92. Development should preserve and enhance their layout, features, and setting, including views to and from these spaces. Important elements such as garden buildings, structures, railings, steps and fountains should be identified protected, and future restoration should not be compromised. Any proposed development should be carefully managed to maintain the character and enjoyment of these historic parks and gardens.

Non-designated heritage assets

7.93. Non-designated heritage assets include locally listed buildings and other buildings, sites or features that have been identified as having heritage significance through the local list, Conservation Area Appraisals, or other robust and up-to-date evidence. While these assets are not statutorily designated, they are an important part of Royal Greenwich's historic environment. We support their long-term retention, upkeep, and use. Where non-designated heritage assets are located within conservation areas, proposals will also be required to meet the relevant policy requirements relating to the conservation and enhancement of those areas. The List of Buildings of Local Architectural or Historic Interest is regularly updated and available on the Royal Greenwich website.

7.94. Non-designated heritage assets may be identified by the Council and local communities in conservation area appraisals, planning guidance, specific studies or in neighbourhood plans or any future local list. In some circumstances, they may come to light as part of the development management process. Non-designated heritage assets identified through the planning process or through nomination will be added to the local list where the test is met. Applicants should refer to the Royal Borough of Greenwich Local Heritage Listing Procedure Note and Selection Criteria (2021). We will continue working with communities and stakeholders to improve understanding of local heritage and develop and apply consistent criteria for identifying and conserving these assets.

Policy DH5: Maritime Greenwich World Heritage Site

1. The Royal Borough of Greenwich will protect, conserve, and enhance the Outstanding Universal Value, architectural and historical significance, authenticity, and integrity of the Maritime Greenwich World Heritage Site (WHS). The setting of the site including the buffer zone (as shown on the policies map) and key views will be protected and managed to support and enhance its Outstanding Universal Value.

Development within the Maritime Greenwich World Heritage Site

2. All development proposals within the WHS must:
    a. demonstrate a clear understanding of the site's Outstanding Universal Value, including its historic, architectural, and cultural significance;
    b. preserve or enhance the character, appearance, prominence and iconic silhouettes of Maritime Greenwich, and its townscape and landscape features identified in the World Heritage Site Management Plan;
    c. protect and enhance the skyline, identified key views out of, across and towards the WHS, identified in the World Heritage Site Management Plan and the London View Management Framework; and have regard to the current Maritime Greenwich WHS Management Plan.
3. Applicants within the WHS must assess and justify any impacts on the World Heritage Site or the contribution made by its setting, by providing an appropriate Heritage Impact Assessment, and demonstrate that proposals conserve and, where appropriate, enhance the Outstanding Universal Value of the World Heritage Site, and that harm to the attributes, authenticity and integrity of its Outstanding Universal Value, including cumulative harm, has been avoided or minimised and appropriately justified.
4. The Council will work with partners to improve public access to the site and promote the use, management and interpretation of the site in ways that protect, enhance and better communicate its Outstanding Universal Value, including through appropriate improvements to accessibility, interpretation and visitor experience, and which are sensitive to the historic environment.
5. Development must be of the highest design quality, respecting the scale, form, materials, and detailing of the WHS historic environment. Innovative design may be supported where it enhances the WHS without compromising its significance.

Development within the World Heritage Site Buffer Zone

6. The setting of the WHS, including the Buffer Zone, will be protected and managed to preserve and enhance its Outstanding Universal Value. All development should demonstrate high-quality design that positively reflects and responds to this significance.

Policy DH5: Maritime Greenwich World Heritage Site

7. Development proposals affecting the setting of WHS (including within the buffer zone), including those that may impact upon strategic or other significant views to or from the WHS will be required to undertake a Heritage Impact Assessment demonstrating how proposals will conserve and, where appropriate, enhance the Outstanding Universal Value of the WHS, including its character, setting, and distinctiveness. Applicants must demonstrate that harm to the attributes, authenticity and integrity of the Outstanding Universal Value, including cumulative impacts, has been avoided or minimised and appropriately justified.
8. Development proposals within the buffer zone should ensure that siting, scale, form, massing, height, architectural approach, design quality and materials are appropriate and responsive to the WHS context.

Reasoned Justification

Development within the Maritime Greenwich World Heritage Site

7.95. The Maritime Greenwich WHS is one of the United Kingdom's most significant cultural assets, inscribed by UNESCO in 1997 for its outstanding and internationally significant universal value. Its Statement of Outstanding Universal Values was adopted by the World Heritage Committee in July 2013.

7.96. The Site is of exceptional cultural significance, recognised internationally for its contribution to Royal Greenwich's status as a world-famous location. It represents one of the finest and most prominently located groups of historic buildings and landscapes in the British Isles.The Site encompasses the historic centre of the town with a unique ensemble of historic buildings, designed landscapes, and townscape, including the architectural masterpieces Royal Naval College, National Maritime Museum, the Queen's House, the Cutty Sark, and extending outside the town centre to the Royal Park and the Old Royal Observatory Greenwich Park.

7.97. These elements collectively reflect the artistic, scientific, and maritime achievements of Britain and are of exceptional international importance. The strong historical association of the area with shipbuilding, seafaring, the navy, royalty and the measurement of time and distance, combine with the brilliant architectural expressions of them within a historic landscape, to make Maritime Greenwich unique.

7.98. As a designated heritage asset of Outstanding Universal Value, it is of the highest level of significance and must be afforded the highest level of protection and maximum weight possible in the planning process. Change or development within the setting of the Site, including the buffer zone, and the wider setting beyond it, is capable of having an adverse impact on Outstanding Universal Value. Both the Site and the buffer zone, and much of the wider setting within Royal Greenwich, are also protected by Conservation Area designation.

7.99. Where development will occur within or has the potential to affect the WHS or the contribution made by its setting, applicants must demonstrate how proposals will conserve, and where appropriate enhance or better reveal, its Outstanding Universal Value. Sufficient information should be provided to demonstrate impacts have been considered, proportionate to the scale and nature of the development. This will include a Heritage Impact Assessment using the methodology set out by UNESCO, which may fulfil the role of a Heritage Statement in these circumstances. A Heritage Impact Assessment is a more detailed form of Heritage Statement, prepared in accordance with recognised methodologies, and is required for development affecting the WHS or its setting where impacts on Outstanding Universal Value may arise.

7.100. Applicants should have regard to the UNESCO "Guidance and Toolkit for Impact Assessments in a World Heritage Context" (2022), which provides a framework for assessing how change may affect the attributes, authenticity and integrity of Outstanding Universal Value and how harm can be avoided or minimised.

7.101. Applicants should refer to the Statement of Outstanding Universal Value for a summary of what makes the site significant, and from where the attributes of Outstanding Universal Value identified in the management plan are derived. Key views of the World Heritage Site are identified in the Maritime Greenwich WHS Management Plan and the London View Management Framework, and should be taken into account in the assessment of development proposals. Applicants should also have regard to relevant guidance on WHS settings, including that published by the Mayor of London.

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

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

Development within the World Heritage Site Buffer Zone

7.104. The WHS Buffer Zone stretches further into the borough, covering a large area of Greenwich Town Centre, Greenwich Park and Blackheath and extends into the neighbouring London Boroughs of Lewisham and Tower Hamlets, as indicated on the Policies Map.

7.105. The Buffer Zone is an area surrounding the WHS that forms part of its setting. As stated in the Maritime Greenwich World Heritage Site Management Plan, a Buffer Zone has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the site. This includes an area surrounding the site, which may include important views and other areas or attributes that are functionally important as a support to the site and its protection.

7.106. UNESCO identifies the main threats as development pressures within the town that could harm its historic urban grain, and tall buildings within the setting that may adversely affect its visual integrity. The Buffer Zone is therefore considered essential to preserve and protect the World Heritage Site and its setting.

7.107. Change or development within the setting of the Site, including its buffer zone, have the potential to have an adverse impact upon the Outstanding Universal Value. This applies particularly to tall buildings which may impact on views to and from the site. Proposals for tall buildings in the World Heritage Site or its buffer zone will also be assessed against Policy DH2 Tall Buildings.

7.108. The striking silhouettes and iconic views of Maritime Greenwich contribute significantly to an understanding of its Outstanding Universal Value. The site's prominence and riverside location means that development at some distance, including outside the Royal Borough, can affect it. We will continue to work with partners, including Historic England and the London Boroughs of Tower Hamlets and Lewisham, to protect views towards the site and its wider setting and ensure the cumulative impacts of development within the setting are understood and managed.

7.109. It is important that all development proposals respond to the Outstanding Universal Value of the World Heritage Site and Buffer Zone setting, to ensure it maintains its status and that proposals are of the highest design quality. Proposals within or outside the World Heritage Site and its buffer zone that could affect its setting, significance or key views must have regard to the Maritime Greenwich World Heritage Site Management Plan.

Policy DH6: Strategic and Local Views

1. Royal Greenwich will protect and enhance strategic London views by implementing the Mayor's London View Management Framework SPG to manage designated views of strategically important landmarks (St Paul's Cathedral and Royal Naval College), panoramas and townscape views. Any harm to the significance of these strategic views will be resisted in accordance with London Plan 2021 Policy HC4.
2. The Council recognises that local views may evolve over time as the urban and natural environment changes. While change is inevitable, the Council will seek to positively manage this process to ensure that the general composition and character of local views are safeguarded. Development proposals should not obscure or detract from key features that contribute to the significance and enjoyment of these views.
3. We will seek to manage and where possible enhance significant local views that contribute to the borough's character, heritage, and sense of place. This includes securing appropriate setting of and backdrop to the Maritime Greenwich WHS, ensuring its Outstanding Universal Value and taking account of the Maritime Greenwich World Heritage Site Management Plan. Development proposals must respect and preserve the visual integrity, composition and character of identified local views, including:
    a. Views to and from the Maritime Greenwich WHS.
    b. Views of landmark buildings, historic skylines, and open spaces such as Greenwich Park, Blackheath, and the Thames waterfront.
    c. Views identified in the Council's Conservation Area Appraisals.

Managing the protection of local views

4. Development is required to positively contribute to views and skylines within the borough, particularly those that are important components of the character of Royal Greenwich. Development should:
    a. manage and enhance key features and focal points of the identified views;
    b. maintain the visual connection between landmarks, landscape features, and the surrounding townscape;
    c. manage or enhance the prominence of landmarks and the setting, scale and skyline of the view;
    d. consider the scale, massing, and height of new buildings in relation to the view corridor;
    e. mitigate any harmful impacts on visual connections between heritage assets and their landscape or urban context;
    f. consider the cumulative impact of development on the clarity and quality of the view;
    g. manage or enhance visual connections between the public realm and water spaces and open spaces where applicable;
    h. respond positively to the topography and urban grain that shape the view corridor;
    i. enhance the experience of local views and a viewers' ability to:
        i. recognise and appreciate the landmark elements within these views, including through improved public access to viewing locations, landscaping, or interpretation; and
        ii. pay attention to the way the identified local views are experienced, where townscape elements are approached and experienced dynamically rather than from a fixed point; and

Policy DH6: Strategic and Local Views

j. enhance the composition of the panorama across the borough and central London as a whole.

5. Development proposals that cause harm to the composition, foreground, background, or wider setting of a protected view, particularly where applications in these views would lead to harm to the significance of a designated heritage asset or townscape generally will be resisted, unless it can be demonstrated that public benefits outweigh the harm caused.
6. Development proposals within conservation areas must conserve or enhance the character and appearance of an area, including views that contribute to their significance. This includes:
   a. views identified in conservation area appraisals and management plans; and
   b. views within, into, and out of conservation areas, including to the rear of properties in proportion to the townscape significance of the view.

Townscape and Visual Impact Assessments

7. Applicants must submit a Townscape and Visual Impact Assessment where proposals may affect strategic or local views identified in this policy. The assessment should be proportionate to the scale and sensitivity of the proposal and must demonstrate how the development responds to the significance of the view and the impact on the composition and setting of the view, including through accurate visual representations. For strategic views, applicants must have regard to the requirements of the London View Management Framework. The list of designated local views can be found in Table DH2, and applicants must refer to this when preparing proposals that may affect a local view.

Enhancing Views

8. We will encourage and support proposals which lessen adverse impacts from existing developments on local views through:
   a. redevelopment;
   b. re-cladding of existing buildings;
   c. improved public access to viewing points;
   d. improved landscaping or interpretation;
   e. sensitive public realm improvements; or
   f. removal of visual clutter or intrusive elements.

Reasoned Justification

7.110. The Royal Borough of Greenwich has a distinctive skyline, containing many famous landmarks that are visible from viewpoints across London. Views of the borough's skyline from the River Thames are especially notable from the iconic silhouette of the Maritime Greenwich WHS to the O2 Arena and cable car in North Greenwich and the high-rise development along the River Thames.

Strategic Views

7.111. The London Plan 2021 sets out the overall view protection requirements which apply to Strategically Important Landmarks and urban landscapes, for example St Paul's Cathedral. The London Plan 2021 protects these and provides the basis for more detailed guidance on each view via the London View Management Framework (LVMF). There are two Strategic Views and two Strategic View extensions identified in the LVMF which pass through Royal Greenwich:

- **two Strategic Views which are both panoramic views and begin within the borough:** View #5 Greenwich Park to Central London and View #6 Blackheath Point to Central London.
- **two Strategic View extensions which fall within the borough:** View #4 Primrose Hill to Central London, a panoramic view, and View #23 Bridge over the Serpentine, Hyde Park to Westminster, a townscape view.

7.112. Specific policies are not needed for these in this document as the LVMF Supplementary Planning Guidance (SPG) (2012) sets out detailed descriptions and management plans for the designated views. The strategic views are also covered by Secretary of State directions. The directions place additional consultation and referral requirements on proposed development that intrudes into these protected vistas.

Managing the protection of Local Views

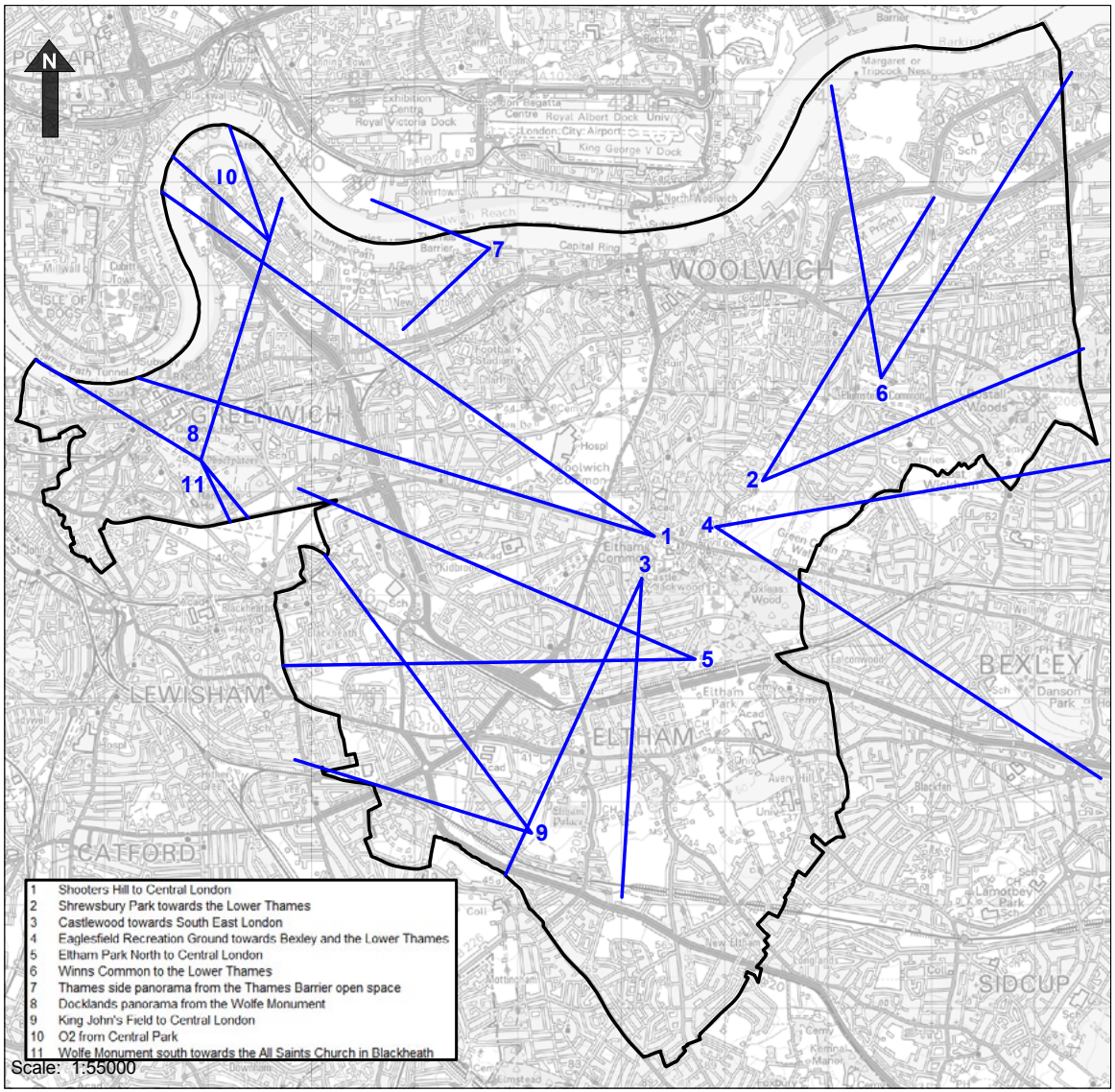
7.113. Local views are important to Royal Greenwich's identity and visual character. From iconic panoramas at the Royal Observatory and Shooters Hill to views across the Thames, parks, and townscapes, they frame landmarks, heritage assets, and green spaces—defining the borough's distinct sense of place. Though less prominent than strategic London-wide views, local views are highly valued by communities and form part of Greenwich's historic and visual fabric.

7.114. The local views listed in Table DH2 represent the borough's designated views for the purposes of this policy and are shown on the Policies Map and in Figure DH3. These are supplemented by additional, more fine-grained views identified in Conservation Area Character Appraisals, which also form a material consideration in the assessment of development proposals.

Table DH2: Local Views

Reference:	View:
LV1	Shooters Hill to Central London
LV2	Shrewsbury Park towards the Lower Thames
LV3	Castlewood towards S.E. London
LV4	Eaglesfield Recreation Ground towards Bexley and the Lower Thames
LV5	Eltham Park North to Central London
LV6	Winns Common to the Lower Thames
LV7	Thames side panorama from the Thames Barrier open space
LV8	Docklands panorama from the Wolfe Monument
LV9	King John's Field to Central London
LV10	O2 from Central Park
LV11	Wolfe Monument south towards the All Saints Church in Blackheath

Figure DH3 Map identifying the designated Local Views in the borough



LOCAL VIEWS

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7.115. Royal Greenwich does not expect that local views will remain as they are at this present point in time, acknowledging that change is inevitable. In light of this, the Council seeks to manage this change, protect their general composition and character from harm and ensure that important features of local views are not obscured.

7.116. Development within or affecting these corridors must preserve or enhance their visual quality and significance. These views visually connect publicly accessible spaces with key landmarks, water bodies, and heritage features of aesthetic, cultural, and historical significance.

7.117. Proposals must be sensitively designed and sited to avoid harm to the quality or composition of views and, where appropriate, positively contribute to their character and appearance. Particular attention should be given to the setting of heritage assets in accordance with guidance from Historic England. Some views extend beyond borough boundaries, linking Greenwich to the wider London context. Two views relate to Greenwich's historic Grand Axis, a key element of Sir Christopher Wren's baroque landscape design. The Grand Axis once stretched from St Anne's Church in Limehouse to All Saints Church. While the northern view has been compromised, the southern alignment remains intact and visually significant. These views are:

- view 8: Docklands panorama from the Wolfe Monument.
- view 11: Wolfe Monument south towards the All Saints Church in Blackheath.

7.118. The WHS has additional view protections under its Management Plan, which safeguards its setting and visual relationships with historic features. These views may form part of both strategic and local views identified in this policy. Development proposals, including new buildings, extensions, alterations and associated works, must be designed to preserve or, where appropriate, enhance views to and from the WHS, in accordance with Policy DH5 (Maritime Greenwich World Heritage Site). The WHS Management Plan outlines key views contributing to its Outstanding Universal Value (OUV), including:

- the London Panorama from the Wolfe Statue (a strategic view in the LVMF).
- the townscape view from Island Gardens to the Old Royal Naval College.

7.119. These views are vital to appreciating the WHS and must be conserved. Development in the WHS or WHS Buffer Zone must demonstrate how it protects or enhances these views. Refer to Policy DH4 for detailed criteria. Greenwich's varied topography—from ridgelines like Shooters Hill and Blackheath Plateau to the Thames floodplain—creates a rich visual landscape. Elevated areas offer sweeping views of London, the Thames, and landmarks like Canary Wharf and the WHS.

Views in Conservation Areas

7.120. Smaller-scale local views are identified in Conservation Area Character Appraisals. These capture architectural groupings, historic street patterns, and relationships with open spaces and landmarks, contributing to heritage significance. These views are regularly reviewed and updated. The most up-to-date appraisals are available on the Royal Greenwich website. Development in, or near conservation areas must show how it preserves or enhances these views. Proposals that harm their character or appearance will not be supported.

Townscape and Visual Impact Assessments

7.121. Development proposals that affect strategic or local views, including those defined within the London View Management Framework and identified in Table DH2, must be accompanied by a proportionate Townscape and Visual Impact Assessment (TVIA). These assessments are essential to understanding how development proposals may alter the

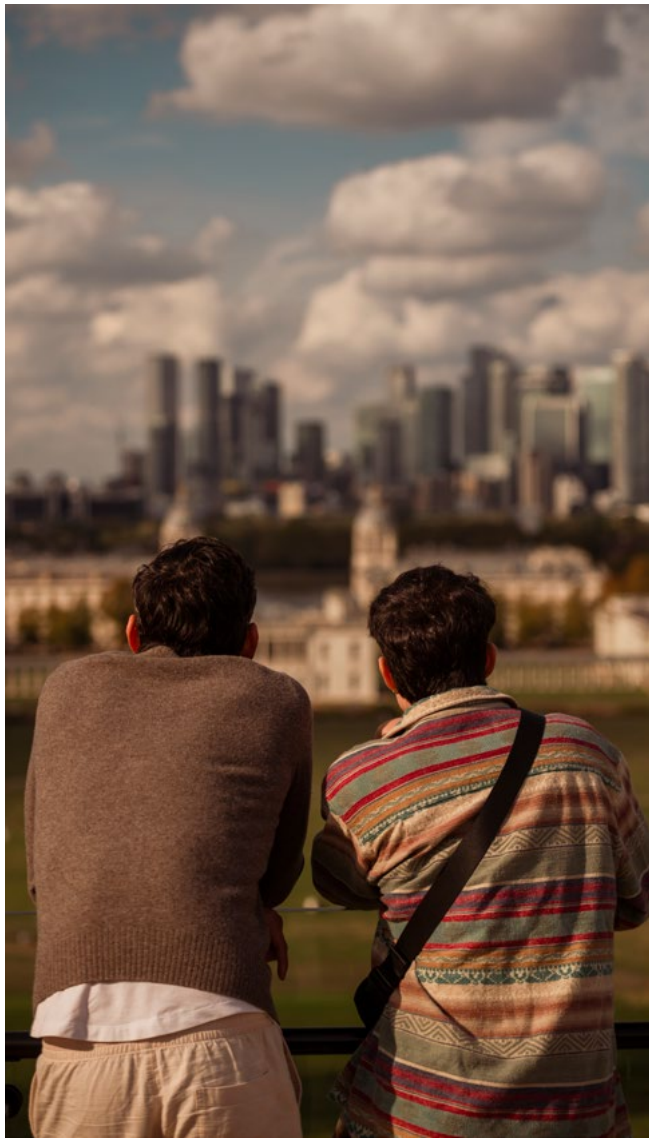
character, composition, and experience of key views that contribute to the borough's identity, heritage, and townscape quality. Applicants are expected to assess the impact of their proposals on these views using appropriate visual tools, such as verified views, photomontages, or 3D modelling, where necessary.

7.122. The requirement for TVIA aligns with best practice across London and reflects the increasing importance of borough-level view protection, as supported by the London Plan 2021 and the LVMF. The LVMF will be used when considering proposals that affect strategic views. Historic England's 'The Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3)' guidance will also be used to inform the assessment of proposals where heritage assets are affected. The TVIA should be prepared in accordance with relevant guidance, including the LVMF, Historic England's Good Practice Advice on setting and views and Townscape Character Assessments and Conservation Area Appraisals relevant to the site context. Failure to provide a satisfactory TVIA may result in the application being refused on the grounds of insufficient information to assess visual and heritage impacts.

Enhancing Views

7.123. Proposals that enhance the quality and public experience of strategic and local views are encouraged. These views contribute significantly to the borough's identity, heritage, and sense of place, and their enhancement is a key objective of sustainable and design-led development. Where development proposals offer the potential to enhance strategic or local views, applicants are encouraged to demonstrate this through design and access statements, townscape and visual impact assessments, as appropriate.

7.124. Enhancements should be guided by the LVMF where applicable, Maritime Greenwich WHS Management Plan particularly for views contributing to Outstanding Universal Values, Conservation Area Character Appraisals, and public realm strategies and green infrastructure plans which can support visual improvement. The Council will support proposals that deliver measurable improvements to the quality, accessibility, and appreciation of Local Views, particularly where they align with wider regeneration, heritage, or public realm objectives.



Policy DH7: Shopfronts, Advertisements and Signage

1. High-quality shopfronts, advertisements, and signage that positively contribute to the character, appearance, safety and vitality of town centres will be supported.

Shopfronts and signage

2. Shopfronts and associated signage must be well-designed and visually appropriate to their context, contributing to an attractive, vibrant, and welcoming environment. Proposals that incorporate inappropriate or unsympathetic designs and alterations will not be supported. Proposals are required to comply with the following criteria:
    a. shopfronts, including fascias, must respect the existing character, materials and proportions of the host building, and should not obscure important architectural features;
    b. create active frontages, designed in ways that facilitate the visual and physical permeability of the building to encourage browsing and passive surveillance;
    c. use durable, high-quality materials that age well and are appropriate to the local context;
    d. entrances should be accessible to all users, in accordance with inclusive design principles. Developments should retain and/or where practicable provide a separate principal entrance to upper floor accommodation where this is separate from the ground floor use;
    e. security features, such as shutters and grilles, must be integrated sensitively into the design of the shopfront. Solid or perforated roller shutters, including 'pin-hole' designs, will not be supported. Where external security measures are proposed, open grilles of a high-quality design may be acceptable where they are visually permeable and do not harm the character or appearance of the building or surrounding area;
    f. awnings and canopies that provide shade and mitigate against adverse climate impacts should be considered. If provided, they should:
        i. not harm the appearance of the shopfront;
        ii. obstruct architectural features or views; and
        iii. should not compromise passive surveillance or the safety of the public realm; and
3. All proposals should have regard to the shopfronts guidance in our Urban Design Guide

Advertisement and Signage

4. Proposals for advertisements and signage, including those not associated with shopfronts and those located on buildings or within site curtilages, will be supported where they are of a high standard of design and in keeping with surrounding character. Proposals for advertisements and signage should:
    a. be well integrated into the public realm, must not compromise highway safety or pedestrian movement, and avoid the creating or worsening street clutter.
    b. complement the scale, character, context and visual amenity of the surrounding area and not result in harm to the significance of heritage assets or their settings; and
    c. avoid advertising hoardings and signage on street furniture, except where temporary hoardings relate directly to the development site and contribute positively to the street frontage.

Policy DH7: Shopfronts, Advertisements and Signage

5. Proposals for freestanding advertising structures, including telecommunications hubs, digital display screens and similar infrastructure, must:
   a. be appropriately sited and designed to avoid harm to the character and appearance of the area and the quality of the public realm;
   b. not result in visual clutter or unacceptable cumulative impact when considered alongside existing street furniture or advertisements;
   c. prioritise the replacement or rationalisation of existing street furniture and will not be supported where they introduce additional clutter without clear justification;
   d. not adversely affect pedestrian movement, accessibility or highway safety; and
   e. conserve and, where appropriate, enhance the significance of heritage assets and their settings, including key views.

Lighting

6. Internal lighting associated with shopfronts, advertisements or signage must not create inappropriate light spillage into the public realm. Illuminated signage and external lighting will not be permitted where they adversely affect the character of the building or the amenity of adjacent occupiers.
7. Proposals must avoid excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground floor level.

Reasoned Justification

Shopfronts

7.125. Shopfronts play a vital role in shaping the character, vibrancy, and economic vitality of town centres and high streets. Well-designed shopfronts contribute to an attractive and welcoming environment, support local identity, and encourage footfall and investment.

7.126. This policy seeks to ensure that new and altered shopfronts are of high design quality, respect the architectural integrity of the host building, and enhance the overall appearance of the street. Proposals should be proportionate, use appropriate materials, and maintain a coherent relationship with neighbouring frontages.

7.127. Where traditional shopfronts contribute to the character or appearance of an area, especially a conservation area, their retention and repair will be encouraged.

7.128. The appearance and quality of shopfronts significantly influence how safe, welcoming, and distinctive local centres and high streets feel to residents and visitors alike. While the need for security is recognised, certain measures—particularly solid or perforated security shutters and visually impermeable grilles—can have a negative impact on the public realm. These features often create a hostile appearance, increase the perceived fear of crime, and detract from the attractiveness and accessibility of commercial areas.

7.129. Solid or perforated shutters, including 'pin-hole' designs, and visually impermeable external grilles will not be supported, as they obscure shopfronts and contribute to a sense of visual and physical enclosure, reducing passive surveillance. Security features should be designed to avoid the need for external retrofitting and should not dominate the façade. Where security measures are necessary, open mesh or open grille designs may be acceptable, preferably installed internally, where they are visually permeable and do not detract from the character of the building or surrounding area. These allow for visibility into the premises outside trading hours, helping to maintain a sense of activity and passive surveillance.

7.130. Developments should be designed to avoid putting separate principal entrance to upper floor accommodation at the rear of buildings where practicable, as this can give rise to personal safety and security issues. Awnings should be proportionate to the width of the footway and the scale of the building, and must not impede pedestrian movement or access.

7.131. To support high-quality and context-sensitive shopfront design, the Royal Borough has produced a suite of guidance documents which applicants are expected to refer to when preparing proposals for new or altered shopfronts, including the Urban Design Guide SPD, which sets out overarching principles for shopfront development across the borough, and the Greenwich Colour Guidance Note.

7.132. Proposals that fail to respond to this guidance or that introduce inappropriate security features will not be supported.

Advertising and signage

7.133. Advertisements and signage play an important role in supporting the local economy by promoting businesses, providing essential information, and enhancing wayfinding and safety. When well-designed and appropriately located, they can contribute positively to the character and vitality of an area. To protect and enhance the distinctive character of Royal Greenwich, all advertisements must be of high design quality, appropriately scaled, and sensitively located. However, excessive or poorly managed or designed signage can harm the appearance and coherence of streetscapes, diminish public safety, including highway safety, create clutter and undermine the borough's historic and architectural character.

7.134. Advertisements may be displayed on a range of structures, including building elevations, railings and within site curtilages, and will be assessed for their impact on visual amenity, public safety and highway safety, including their effect on the character and appearance of the area. To balance these considerations, the careful management of advertisements and signage is essential. This includes assessing proposals in terms of their number, size, design, location, and lighting, with particular attention to their impact on the surrounding context. Advertisements and signage should enhance rather than detract from the quality of the public realm. They should be appropriately scaled and positioned to avoid appearing intrusive, overly dominant, or visually incompatible, whether individually or in combination with other signage.

7.135. In conservation areas, the WHS and its setting, advertising should preserve or enhance the character of the host building and its setting. This includes being proportionate to the building frontage, respecting the form, fabric, design and scale of their setting and host building, avoiding obscuring architectural features.

7.136. We will exercise advertisement control with regard to visual amenity and public safety, resisting proposals that appear intrusive, overly dominant, or visually discordant, particularly in conservation areas and within the setting of listed buildings. Advertisements should also be designed and sited to ensure they do not create hazards for pedestrians or road users, including through obstruction, distraction, or excessive illumination. This includes generally not supporting internally illuminated signage within conservation areas. Special care is required for advertisements affecting heritage assets and internally illuminated signage in these contexts will not normally be permitted.

7.137. Particular care is required for advertisements associated with temporary structures such as scaffolding shrouds or wraps, especially where these affect heritage assets or their settings. Such proposals should be of a high design quality and must not detract from the significance of heritage assets or key views. Where appropriate, the treatment of temporary structures, including scaffolding shrouds and associated signage, will be secured through planning conditions or Construction Management Plans to ensure they do not harm visual amenity, heritage significance or key views.

7.138. High-level signs above the fascia and rotating or projecting advertisements will be discouraged. Any proposed digital displays, including moving or changing images, must be carefully assessed for their impact on amenity, light pollution and distraction. Proposals should also have regard to Policy EN5: Local environmental impacts, particularly in relation to light pollution, amenity and impacts on the public realm.

7.139. Freestanding advertising and telecommunications structures, including digital screens and hubs, can harm the public realm through clutter and cumulative impact; proposals should be carefully sited and designed, prioritise replacement of existing street furniture, and avoid harm to heritage assets, their settings and key views.

Policy DH8: Thames Policy Area

1. Development proposals within the Thames Policy Area will protect and enhance the special character of the River Thames and Thames-side and will be supported where they, as appropriate to the scale, nature and location of the development:
   a. enhance the River's strategic role, including:
      i. contributing to the Thames' role as a working river, including the safeguarding and enhancement of wharves and river-related infrastructure; and
      ii. supporting sustainable transport, including river passenger services and freight movement.
   b. promote high-quality design and townscape, including:
      i. delivering exemplary architecture and public realm that respects the river's special character, setting, views, and heritage assets, including the Maritime Greenwich World Heritage Site;
      ii. maximising opportunities for public open space along the riverfront and seeking public realm improvements and increased permeability;
      iii. improving the vibrancy of the riverside by requiring new development to provide active frontages where appropriate;
      iv. preserving and enhancing strategic and local views to and from the river; and
      v. encouraging the development of vacant or underused land along the River Thames and taking into account local context and character.
   c. improve public access and connectivity, including:
      i. providing or enhancing continuous, safe, and accessible public access along the Thames Path and riverside walkways, including the completion and maintenance of a continuous public riverside footpath and cycleway; and
      ii. integrating with wider green and blue infrastructure networks, including the Green Chain Walk and Thames Path National Trail.
   d. support mixed and inclusive riverfront uses, including:
      i. encouraging a mix of uses that activate the riverfront throughout the day and evening, where appropriate, including cultural, leisure, commercial, community, and employment-generating activities;
      ii. protecting existing water dependent uses, including sporting, recreational and leisure uses, and requiring new development to provide opportunities for water-based activities, where appropriate; and
      iii. avoiding over-dominance of industrial activities that limit public access or reduce vibrancy, while supporting appropriate river-related uses.
   e. ensure environmental resilience and biodiversity, including:
      i. incorporating flood risk mitigation and climate adaptation measures in line with the Thames Estuary 2100 Plan, including protecting the integrity of existing flood defences to minimise flood risk; and
      ii. enhancing biodiversity and ecological value through green infrastructure, habitat creation, wildlife and nature conservation, and sustainable drainage systems.

Policy DH8: Thames Policy Area

f. respect heritage and local character, including:

   i. conserving and enhancing the character of historic riverfront areas such as Greenwich, Deptford Creek, and Woolwich Arsenal; and

   ii. ensuring development responds sensitively to the borough's maritime and industrial heritage.

g. not extend developed land, build over the river, or result in a continuous line of moored craft.

2. Proposals for temporary or permanent moorings on the River Thames will:

   a. enhance the character, vitality and appearance of the riverside;

   b. not compromise views of the river, the World Heritage Site and other heritage assets and their settings;

   c. not hinder existing or potential river transportation or navigation, wharfage operations or jeopardise the long-term use of pier recesses;

   d. not unduly impact on the river and its foreshore including through ecological disruption, pollution, navigation, hydrodynamics and noise;

   e. not compromise the integrity of the River Thames flood defences or the ability to raise them in the future in line with the Thames Estuary 2100 Plan; and

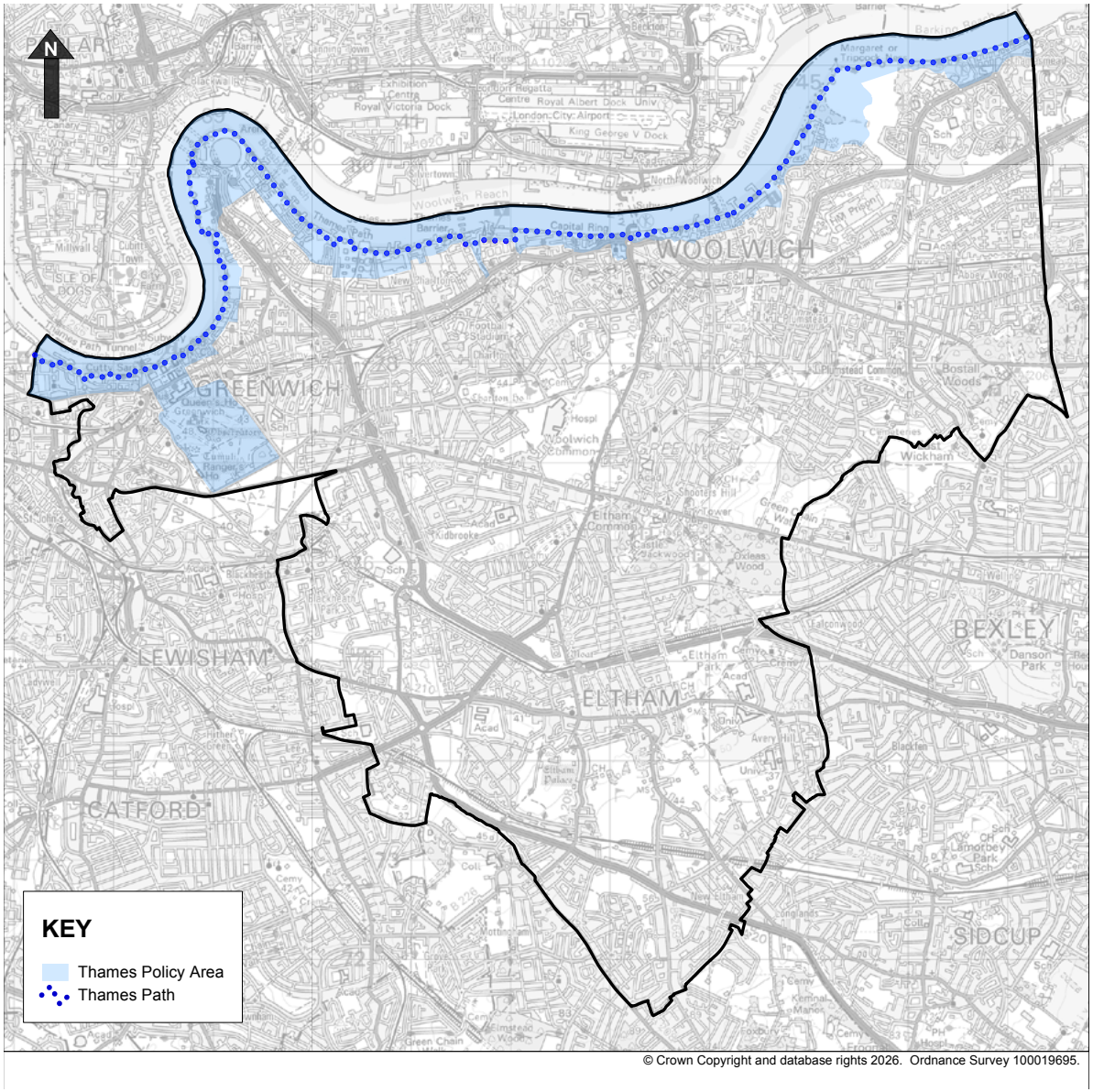
   f. not negatively impact the intertidal foreshore defined and protected within the Local Nature Recovery Strategy for London and, where feasible, provide improvements to intertidal habitats. Where required, developers should provide appropriate mitigation measures that will preserve the continued dynamism and biodiversity value of the foreshore.

Reasoned Justification

7.140. The River Thames is one of both London and Royal Greenwich's most defining assets—economically, culturally, and environmentally. The Thames Policy Area, as identified in the Policies Map and in Figure DH4, includes a diverse range of uses and character areas, from historic town centres and historic wharves and industrial sites to world-renowned heritage, emerging mixed-use neighbourhoods, and valuable ecological corridors. The River Thames also plays a vital leisure and recreational role, offering opportunities for walking, cycling, boating, and riverside enjoyment that contribute to the borough's quality of life and public realm.

7.141. This area plays a vital role in delivering the borough's strategic objectives for regeneration, connectivity, inclusive growth and climate resilience. It includes key locations such as Greenwich Town Centre and the Maritime Greenwich WHS the Royal Arsenal in Woolwich, and the evolving neighbourhoods of Charlton Riverside and Thamesmead. These areas offer significant opportunities for sustainable growth, cultural enrichment, and improved public access to the river. This includes the continued enhancement and promotion of key river crossings such as the Greenwich and Woolwich Foot Tunnels, which play an important role in improving pedestrian and cycle connectivity across the River Thames. The Council is also developing a Thames Path Strategy to enhance the Thames Path and wider riverside corridor, which will support the delivery of improved access, connectivity and public realm along the river. The Thames Path is shown on the Policies Map and in Figure DH4.

Figure DH4 Map identifying the designated Thames Policy Area and Thames Path.



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7.142. The River Thames has many roles including being a major open space, a landscape feature with views and landmarks of local and national importance, a resource for recreation, sport, tourism and leisure, an ecological resource and an important refuge for wildlife and plants, an area of considerable archaeological and historic interest, and a transport resource, including for pedestrians and cyclists, as well as supporting economic activity as a working river, including wharves, river-related infrastructure and marine-based uses. A balance needs to be reached between the many functions of the river.

7.143. The Thames Policy Area policy seeks to ensure that development along the riverfront contributes positively to the borough's long-term vision. This policy aligns with the London Plan 2021, the Thames Estuary 2100 Plan, the South East Marine Plan, and our ambition for a connected, accessible, and vibrant riverfront. This includes protecting and enhancing the river's role as a working waterway, supporting river transport and safeguarded wharves, and promoting high-quality design that respects the river's setting and heritage. It also prioritises continuous, high-quality public access along the Thames Path as a key strategic route, supporting active travel, improved connectivity to surrounding neighbourhoods, and the integration of green and blue infrastructure. Developments should also have regard to river safety, including the provision of appropriate safety measures as part of riverside public realm design. Public access should be genuinely accessible, inclusive and safe, ensuring riverside routes are usable and welcoming for all. The policy therefore seeks to balance the role of the Thames as a working river with the need to create accessible, vibrant and well-designed riverfront environments.

7.144. In applying this policy, it is recognised that not all objectives will be fully achievable in every case, and proposals will be assessed holistically, with a balanced judgement made across the relevant criteria. Particular regard should be had to Policy DH5 (Maritime Greenwich World Heritage Site) and and Policy DH6 (Strategic and Local Views), where development has the potential to affect heritage assets, their settings or important views.

7.145. Environmental resilience is a key consideration, particularly in light of the Thames Estuary 2100 Plan and the increasing risks posed by climate change. Development must incorporate flood risk mitigation, sustainable drainage, and biodiversity enhancements to ensure that the riverfront remains safe, accessible, and ecologically rich. Opportunities should also be taken to enhance natural habitats along the river corridor where feasible.

7.146. The policy also supports the activation of the riverfront through a mix of uses that encourage daytime and evening activity, including cultural, leisure, and community facilities. This approach helps to create vibrant, inclusive, and welcoming spaces that reflect the borough's maritime heritage and diverse communities.

7.147. By guiding development in a coordinated and place-sensitive manner, this policy ensures that the river continues to serve as a vital asset for Greenwich—economically, environmentally, and socially—both now and for future generations.

7.148. The Royal Borough of Greenwich Thames Policy Area is designated as the part of the borough where development and change could affect aspects of the river and its importance. Collaboration with riparian neighbouring boroughs, the Environment Agency, the Marine Management Organisation, the Port of London Authority and the Mayor of London is essential to ensure that the strategies and plans for the river are realised.

7.149. The Council will work collaboratively with the Port of London Authority to assess the suitability of moorings—both residential and commercial—across the borough's water spaces. Proposals will be evaluated against key criteria including:

- navigation and water safety
- water quality and biodiversity
- openness and character of the water
- space and its surroundings
- impact on residential amenity
- waste management and air quality
- provision of adequate electricity supply.

Chapter 8
Environment

Strategic Objectives

Create healthy, high quality and resilient environments: We will deliver attractive, accessible and sustainable places that people want to use, and which support our communities' health and wellbeing. We will do this through strengthening environmental quality in both green spaces and urban environments, improving air and water conditions, minimising pollution, and creating resilience to climate change through provision of infrastructure and urban greening.

Protect natural assets and promote sustainable environmental management: We will enhance biodiversity and green and blue infrastructure and ensure development responsibly manages such as flood risk, contamination and waste, supporting a more sustainable and resource-efficient borough.

8.1. Attractive, accessible and sustainable environments are key to enhancing communities' health and wellbeing, as well as protecting and enhancing biodiversity and building resilience to the impacts of climate change. The policies in this chapter set out a strong framework to safeguard and improve the borough's green and blue infrastructure, open spaces, air and water quality, biodiversity, and overall quality of the environment in order to achieve these aims.

8.2. Firstly, the policies seek to protect and enhance the borough's network of green and blue infrastructure, encouraging urban planting, safeguarding trees, supporting food growing, and applying Urban Greening Factor UGF standards to ensure developments contribute to a high-quality environment alongside new buildings.

8.3. One of the core priorities within this chapter is the protection of open space, achieved through the use of protective designations for open spaces which are valuable to our communities and strong open space policy requirements where any development of open space is proposed. Improvements to the accessibility, usability, and recreational value of all types of open space are encouraged to ensure people can gain maximum benefit from Royal Greenwich's open space.

8.4. To protect and strengthen biodiversity, developments are encouraged to deliver measurable Biodiversity Net Gain (BNG) beyond statutory minimums, and sensitive biodiversity sites such Sites of Special Scientific Interest (SSSIs), Sites of Importance for Nature Conservation (SINCs) and ancientancient woodland are strictly safeguarded.

8.5. The policies in this chapter strive to improve air quality by requiring new developments to be compliant with Air Quality Neutral standards and encouraging Air Quality Positive outcomes, particularly in Opportunity Areas and locations with high exposure to pollutants. They also address the wider environmental impacts of development, including noise, light, odour, land contamination and construction disruption, applying the Agent of Change principle to protect both new and existing uses.

8.6. Flood risk is managed through site-specific assessments and the integration of Sustainable Drainage Systems (SuDS), with water efficiency measures promoted to support climate resilience.

8.7. Finally, the policies safeguard existing waste sites and support new facilities where needed, ensuring ensuring the Royal Borough contributes to to London's waste self-sufficiency targets through sustainable and strategic waste management.

8.8. Together, these policies will protect and enhance the quality of Royal Greenwich's natural environment, support climate resilience, and ensure that development contributes positively to the health and wellbeing of communities. They will help to deliver a greener, more sustainable borough where nature and people can thrive.

Policy EN1: Green and Blue Infrastructure

1. We will protect and enhance Royal Greenwich's green and blue infrastructure to maximise social, environmental and economic benefits.
2. Developments providing new green or blue infrastructure should aim to link this to wider networks both within and beyond Royal Greenwich. The design and location of green and blue infrastructure features should consider the priorities outlined within the London Local Nature Recovery Strategy[1] and Royal Greenwich's Open Space and Nature Infrastructure Study.

Urban Greening

3. Developments creating new buildings, excluding residential outbuildings, should attain an Urban Greening Factor (UGF) score of 0.4 for residential, and 0.3 for non-residential developments, using the metric set out in London Plan 2021 Policy G5.
4. Where major developments cannot achieve the UGF score for the site, they must demonstrate that urban greening will be maximized on-site. Contributions will also be sought via legal agreement for off-site greening measures to ensure the UGF score is fully achieved.
5. Applications for major developments must evidence what form of urban greening will be provided, and how it will be maintained long-term within a Landscaping Strategy.
6. Urban Greening that is provided in developments not creating a new building will also generally be supported.

Protecting Trees

7. All developments creating new streets should make these tree-lined where possible. Developments should increase canopy cover on-site as much as possible, and should surpass previous levels of cover on the site.
8. Developments should retain as many existing trees on site as possible, prioritising mature trees. This should be demonstrated through an arboricultural assessment and/or tree impact assessment. Trees should only be removed during development where their retention would significantly compromise the design quality of the development or make it unviable. Tree removal should be mitigated through the planting of new trees to adequately compensate any loss.

Food growing spaces and allotments

9. The provision of new allotments or communal food growing spaces, for example in the form of planting beds or accessible intensive green roofs, including plans for their ongoing maintenance, should be included within major development comprising new residential units and/or community facilities, except where robust evidence is provided that this would be impracticable or unviable.
10. Existing allotments will be protected, and development affecting these sites should contribute to their growth and improved management where feasible. Developments near to, or neighbouring, allotments must avoid reduction of sunlight or daylight levels to them and avoid overshadowing impacts that might compromise the operation of the allotment.

[1] https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/parks-green-spaces-and-biodiversity/local-nature-recovery-strategy

Policy EN1: Green and Blue Infrastructure

Green links and footpaths

11. Any development which would permanently obstruct wildlife corridors, Green Chain walks, Riverside walks or protected footpaths within Royal Greenwich will not be permitted, unless an alternate improved link or path is created. The addition to existing, or formation of new green links or wildlife corridors will be strongly supported.

Blue Infrastructure

12. Development on sites containing or adjacent to blue infrastructure features as defined in the reasoned justification below, should aim to improve the quality of these, and their accessibility and usability for water activities where this is appropriate.

Reasoned Justification

8.9. Green and blue infrastructure can be defined as a system of multi-functional green and blue spaces and features, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits.

Urban Greening

8.10. Royal Greenwich contains many high-quality green and blue infrastructure features, though there is still significant opportunity to improve these and provide new features through development.

8.11 Types of green and blue infrastructure include trees, green walls, planted boundary treatments, blue, green and brown roofs, edible gardens, SuDS such as rain gardens, and wildflower areas, allotments and orchards, gardens and parks, and blue infrastructure features like wetlands, lakes and ponds. These elements can be combined or provided alone as part of developments, so are scalable and can provide multiple benefits at once.

8.12. Even at a small scale, green and blue infrastructure can significantly benefit residents and the environment, for example small planting beds for residents can provide recreational, social cohesion, amenity and climate benefits. Additionally, where urban planting is delivered in the public realm it can utilise under-used grey spaces grey spaces and create street activation.

Urban Greening Factor

8.13. Developments creating new buildings, excluding those creating residential outbuildings should meet an Urban Greening Factor (UGF), measured using the metric set out in London Plan 2021 Policy G5. This reflects our ambition for significant urban greening across the Royal Borough to best deliver nature recovery and climate change mitigation in reflection of the climate crisis.

8.14. Evidence that the relevant UGF score can be feasibly reached through the development's design can be submitted in the form of calculations of floorspace and the economic viability of planting and upkeep on site. This can be submitted at pre-application or application stage. We want applicants to be ambitious regarding urban greening, especially for schemes proposing a high density of residential or commercial development.

8.15. If evidence is submitted demonstrating that it will not be possible to meet the required UGF score on-site, applicants for major developments must provide sufficient evidence that the design will maximise urban greening as much as is feasible, and provide a payment in lieu for off-site greening measures to account for the failure to reach the required UGF score on-site. For example, evidence that sufficient quality and quantity of urban greening to meet the UGF value could be provided in nearby public realm, with a payment secured within a legal agreement corresponding to this level of potential urban greening, would be considered acceptable.

8.16. Applicants should ensure appropriate management and maintenance arrangements for relevant green spaces and features are in place for the lifetime of the development. These arrangements will be secured through planning conditions or legal agreements. The use of low maintenance and sustainably managed schemes is encouraged as this increases the feasibility of including these features in developments.

8.17. Applicants should have regard to the London Local Nature Recovery Strategy (LNRS), and the Royal Greenwich Strategic Biodiversity Assessment when planning and designing urban planting and green infrastructure strategies to best benefit local biodiversity. This is particularly significant when sites fall within Potential Measure Locations as shown on the LNRS map[1], as these are non-designated sites where biodiversity improvements could be particularly beneficial.

8.18. The plant species selected should be suitable for local ecosystems, for example reflecting what would be native to the area, and urban planting should not displace existing native

[1] https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/parks-green-spaces-and-biodiversity/local-nature-recovery-strategy

species. Applicants should also have regard to South East Marine Plan policies SE-BIO-1, SE-BIO-2, SE-BIO-3, SE-ML-1, SE-WQ-1 and SE-SOC-1 where relevant.

Trees

8.19. Trees are an integral and historic component of Royal Greenwich's townscape as well as helping to shade buildings and streets, providing a drainage function, contributing to wildlife corridors, supporting people's mental health and tackling poor air quality. Therefore, new streets within developments should be tree-lined where possible and proposals for new trees and tree works should have regard to their context, consider their contribution to biodiversity and follow the guidance in our Urban Design Guide, Climate Resilience planning guidance and advice from the Trees and Design Action Group (TDAG)[2] or any Mayoral advice.

All tree planting and arboriculture strategies should be submitted as part of a landscaping, tree or biodiversity strategy, with any proposed tree loss justified through a tree loss assessment and mitigated through new planting. The use of the Capital Asset Value for Amenity Trees (CAVAT) calculation to establish the value of existing trees on site is recommended.

8.20. Applicants are recommended to not remove trees from development sites pending decisions on planning applications, in order to prevent any unnecessary tree loss should permission not be granted.

Food growing and allotments

8.21. Allotment gardening is linked to social cohesion, mental wellbeing and increased availability of healthy food sources.

8.22. In Royal Greenwich, many food growing spaces and community gardens are managed by the Greenwich Cooperative Development Agency (GCDA), who help set up these spaces as well as train residents in how to garden and grow food. Our 855 plots across 15 council-owned allotments have a waiting list of 600 residents and as such the Council is keen to support new food growing spaces within new developments and encourage applicants of new major schemes to contact and work with the GCDA to enable the provision of new food growing spaces.

8.23. Where food growing spaces are provided, applicants must set out the management and maintenance arrangements for these within a legal agreement. New food growing spaces or allotments on development sites should preferably meet demand from residents of the schemes first, before opening up to the wider community, in order to ensure that residents can fully benefit from the amenity spaces on site.

Green links and footpaths

8.24. Green Chain walks, riverside walks and protected footpaths within Royal Greenwich will be safeguarded as these offer a cleaner, more attractive and greener option for travel or exercise, as well as linking up various neighbourhoods and areas of Royal Greenwich and beyond. The South East London Green Chain, which contains the Green Chain Walk, is also important for allowing wildlife to move around with continuous habitat and stepping stones. As such, it is important for green links and footpaths to be protected and enhanced.

Blue Infrastructure

8.25. Blue infrastructure refers to water features such as lakes, rivers, ponds and blue roofs. It plays an important role for biodiversity, as well as benefiting people's mental health. For this reason, development should aim to improve the quality, access and usability of blue infrastructure features on development sites.

[2] https://www.tdag.org.uk/

Policy EN2: Open Space

Metropolitan Open Land, Borough Open Land and the South East London Green Chain

1. Development in Metropolitan Open Land (MOL), Borough Open Land (BOL) and the South East London Green Chain is considered inappropriate unless one of the following exceptions applies:
   a. the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments, as long as the facilities preserve the openness of the MOL or BOL and do not conflict with the purposes of including land within MOL or BOL;
   b. the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
   c. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; or
   d. limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the MOL or BOL.
2. Inappropriate development in MOL and BOL will not be permitted unless very special circumstances apply. Very special circumstances will not exist unless the potential harm to the MOL or BOL by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
3. Special consideration will be given to development proposals on land fringing, abutting or otherwise having a visual relationship with MOL or BOL. Whilst change to this visual relationship is not necessarily harmful, development should be sympathetic to the visual amenity or character of the MOL or BOL. Opportunities for opening up visual links and green corridors or creating new access points into or between areas of open space will be supported.

Non Designated Open Space

4. Development may only be supported on open spaces not designated as MOL or BOL in exceptional circumstances when the open space is re-provided at a sufficient quantum and with improved quality in an equally accessible location for local users. Where this involves the regeneration of housing estates, the re-provided open space must be provided on site.

Public Open Space

5. Major development including residential uses must maximise provision of new public open space in areas deficient in access to open space, as shown within Royal Greenwich's Open Space and Nature Infrastructure Study, unless robust evidence is provided that this would significantly compromise the quality of the accommodation or render the development unviable. In this instance, developers must provide a payment in lieu for the improvement of other public open spaces.

Policy EN2: Open Space

6. Developments involving the creation of new, or the improvement of existing, public open spaces should, wherever possible:
   a. provide ancillary facilities to enhance their accessibility and functionality such as cafes, toilets and baby changing facilities;
   b. provide children's play areas where in Playspace areas of deficiency, as shown in the Royal Greenwich Open Space and Nature Infrastructure Study;
   c. maximise drainage capacity in case of flooding events, especially for sites in Flood Zone 3; and
   d. ensure green and blue infrastructure features support the wider green and blue infrastructure network and the priorities outlined in the London Local Nature Recovery Strategy and Royal Greenwich's Open Space and Nature Infrastructure Study.
7. Temporary events will be supported within public open spaces provided that:
   a. areas within the open space site which are not required for the event remain open to the public; and
   b. impacts on green and blue infrastructure, and open space facilities are minimized, and remediated shortly after the event concludes.

Sports and recreation facilities

8. Development proposals that would result in the loss of indoor or outdoor sports and recreation facilities, including playing fields, will only be supported if:
   a. an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level, informed by the Royal Greenwich Playing Pitch Strategy; or
   b. the loss resulting from the proposed development is replaced by equivalent or better provision in terms of quantity and quality in a suitable location to meet borough needs; or
   c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
9. Developments proposing the creation of new outdoor playing fields must provide evidence that these meet an evidenced need.

Reasoned Justification

8.26. Open space comprises over a third of the land area of the Royal Borough[3] and is particularly important to our communities and environment, as open spaces provide an important function for wildlife, biodiversity, and climate resilience, and provide health and wellbeing benefits through opportunities for community cohesion, physical activity and stress reduction.

8.27. Development on open space must be essential and clearly ancillary to maintaining or enhancing the values of the open space, through for example delivering nature conservation, providing or replacing necessary facilities or improving flood risk management.

8.29. Applications for temporary events should meet the criteria set out in Policy TC5 (Markets, temporary events and meanwhile uses). Land should be fully remediated to restore the function and value of the open space following the event". All subsequent paragraphs will need to be renumbered.

8.30. Where development on open space is considered acceptable, applicants should also consider providing imrovements to the existing space. This could be done through, for example, the provision of seating, providing or improving walking routes, providing open air fitness equipment or children's play infrastructure to encourage physical activity in spaces, or providing planting beds and sheds for food growing activities.

8.31. Currently, not all of the open spaces in Royal Greenwich are publicly accessible or inclusive for wheelchair users and people with physical disabilities. We encourage applicants to work with us to improve the accessibility and quality of our open spaces. Public access to privately owned open spaces will be secured via legal agreement.

Metropolitan Open Land, Borough Open Land and non-designated open space

8.32. MOL as designated within the London Plan 2021, is open land in urban areas which is considered to hold significant importance for part or the whole of London. MOL has a similar function to Green Belt in the way that it constitutes breaks within built up areas, preventing urban sprawl and distinguishing different neighbourhoods and areas of the borough.

8.33. The BOL designation is similar to MOL and as such, land with either of these designations is given equal protection, however the BOL designation reflects importance on a borough-wide, rather than metropolitan or national scale as with MOL.

8.34. Proposals for inappropriate development which would harm designated MOL or BOL must be accompanied by thorough evidence demonstrating that very special circumstances exist. Potential harm to MOL or BOL must be clearly outweighed by other considerations

8.35. The extension or de-designation of MOL or BOL will only take place in exceptional circumstances through the preparation or review of the Local Plan, based on the applicability of the criteria set out in relevant Local Plan evidence base documents.

South East London Green Chain

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

[3] https://www.gigl.org.uk/our-data-holdings/planning-for-nature/boroughstats/

Non-designated Open space

8.37. Many of the borough's small open spaces are valuable to local communities and for climate and biodiversity benefits, whilst not having borough or metropolitan value. Development impacting these spaces will only be acceptable in exceptional circumstances, where re-provided open space is judged by the Council to offer improved quantity or quality.

New open spaces

8.38. The provision of new open space associated with major developments in areas of open space deficiency can improve access to open space for new and existing residents.

8.39. Where sufficient public open space cannot be delivered on-site, applicants must supply robust evidence that providing this space would significantly compromise the quality of the accommodation or render the development unviable.

8.40. Applicants should ensure appropriate management and maintenance arrangements for new open spaces are in place for the lifetime of the development, the terms of which should be secured within relevant planning conditions or legal agreement. Detail should be provided in these agreements on the level of funding that will be allocated to management and maintenance of spaces, as well as the practicalities of how this will operate.

Sports and recreation facilities

8.41. Sports and recreation facilities play an important role in the health and wellbeing of both children and adults and therefore they are valuable community facilities which we want to protect and create new facilities where needed, in line with Policy TC7. Proposed redevelopment of sports and recreation facilities including playing pitches which are recognised within the most recent Royal Greenwich Playing Pitch Strategy will be assessed in line with the findings of this strategy and must be able to justify that there is no longer a need for the provision.

Policy EN3: Biodiversity

1. New development should maximise biodiversity and contribute positively to the natural environment.

Maximising Biodiversity Net Gain (BNG)

2. All developments liable for statutory Biodiversity Net Gain (BNG) must maximise this wherever possible, going beyond the statutory minimum of 10% wherever feasible and appropriate, taking into account site context, scale, and viability. Non-liable developments are encouraged to provide BNG on-site wherever possible.
3. Proposals must demonstrate how BNG has been considered from the earliest design stages and integrated into the layout, landscaping, and ecological strategy of the development.

On-site, off-site and strategic delivery

4. BNG should be delivered on-site as a priority. Where this cannot be fully achieved, residual biodiversity requirements may be met through off-site delivery, or as a last resort through the purchase of statutory biodiversity credits, subject to robust justification and alignment with the statutory Biodiversity Gain hierarchy.
5. Off-site BNG should be delivered within the borough wherever possible, and must be secured through legal agreement. Off-site BNG measures should be supported by ongoing evidence of long-term management, monitoring, and delivery. The Royal Borough will support strategic off-site BNG delivery where it contributes to borough-wide ecological priorities, including the Local Nature Recovery Strategy (LNRS) and other borough-level strategies.

Evidence, Monitoring and Management

6. All BNG liable applications must be supported by a Biodiversity Metric assessment generated with the latest version of Department for Environment, Food and Rural Affairs (Defra) statutory biodiversity metric tool, comparing pre- and post-development biodiversity values. Non-liable applications are encouraged to provide this assessment where delivering BNG.
7. For liable applications, a Biodiversity Gain Plan must be submitted and approved prior to commencement of development, detailing how BNG will be achieved, managed, and monitored for a minimum of 30 years for standard applications and 10 years for temporary use applications.
8. Monitoring reports will be required for liable schemes at agreed intervals to ensure compliance with the approved Biodiversity Gain Plan.
9. All developments delivering BNG should provide a statement demonstrating how the proposed BNG delivery contributes to local and wider ecological networks, supports habitat connectivity and aligns with priorities outlined by the LNRS and the Royal Greenwich Strategic Biodiversity Assessment. The level of detail provided should be proportionate to the scale and nature of the development.

Protected nature sites

11. Development on Sites of Importance for Nature Conservation (SINC), Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR), geological sites or ancient woodland, will only be permitted in wholly exceptional circumstances where the public benefit would substantially outweigh the loss or deterioration of habitat or other important features.

Policy EN3: Biodiversity

12. Developments adjacent to or affecting SSSIs, SINCs, LNRs, ancient woodland, or other sensitive habitats must demonstrate how they will avoid harm to the protected fauna and flora species and the character of the protected area if publicly accessible.
13. Development proposals should not negatively impact on London or National Priority Habitats or other priority species as outlined in the Royal Greenwich Strategic Biodiversity Assessment.

Ecological integration in new development

14. New major residential and mixed-use developments should incorporate biodiversity features such as swift bricks, house martin cups, bat bricks or bat boxes proportionate to the scale and nature of the development. These should be integrated as long-term features of buildings rather than removable elements.
15. Where existing buildings are renovated, extended or converted, opportunities should be taken to enhance existing nesting provision for birds and bats through refurbishment, subject to heritage and design constraints.
16. If development sites contain blue infrastructure features such as lakes or rivers, efforts to naturalise these, improve their quality and reduce barriers to fish movement should be considered where possible.
17. Development sites in areas of deficiency in access to nature as outlined in the Royal Greenwich Open Space and Nature Infrastructure study should enhance biodiversity on-site where possible.

Reasoned Justification

Biodiversity Net Gain

8.42. The Royal Borough recognises the urgent need to reverse biodiversity decline and enhance ecological resilience in the face of climate change. Biodiversity Net Gain (BNG) is a key mechanism for achieving this aim.

8.43. The Environment Act 2021 introduces a statutory requirement for many developments to deliver at least 10% BNG. However, the Council seeks to go further by encouraging applicants to maximise BNG wherever possible. This reflects our commitment to nature recovery, climate adaptation, and improving the health and wellbeing of our residents.

8.44. For liable schemes, and non-liable schemes choosing to provide BNG, this should be considered from the earliest stages of site planning and design. Applicants are encouraged to work collaboratively with ecologists, landscape architects, and local stakeholders to identify opportunities for habitat creation, enhancement, and connectivity. The integration of BNG into multifunctional green and blue infrastructure, such as green roofs, rain gardens, and wildlife corridors, is strongly supported.

8.45. On-site delivery of BNG is preferred to ensure that ecological benefits are realised locally and contribute to the borough's green and blue infrastructure network. Where off-site delivery is necessary, it must be clearly justified and secured through legal agreement. We will work with developers and partners to identify suitable off-site locations, and require them to be located within the borough wherever possible. Following SINCs, the Potential Measure Locations identified within the London Local Nature Recovery Strategy (LNRS) may present the best opportunity for biodiversity gain in the borough.

8.46. All BNG measures must be maintained for a minimum of 30 years for standard applications and 10 years for temporary applications, with clear responsibilities for monitoring and management. The Council will require periodic reporting for schemes statutorily required to provide BNG, at years one and three following completion, and then every five years following this, to ensure that biodiversity outcomes are being delivered as intended. This long-term approach is essential to ensure that BNG contributes meaningfully to the borough's ecological resilience.

Protected nature sites

8.47. Royal Greenwich contains a diverse network of ecological and wildlife sites which play a critical role in conserving biodiversity, supporting ecosystem services, mitigating climate change, and contributing to the borough's distinct environmental character. SSSIs, SINCs, LNRs, geological sites, Local Nature Reserves, geological sites and ancient woodland are irreplaceable or vulnerable assets that require a strong level of protection from direct and indirect development impacts.

8.48. Development proposals affecting these sites will only be permitted in exceptional circumstances. Harm to these designated sites and associated Priority Habitats and species should be avoided, in line with national policy and the findings of the Royal Greenwich Strategic Biodiversity Assessment. This includes avoiding loss, degradation or fragmentation of habitats, changes to hydrology, increased recreational pressure, disturbance from noise and lighting, or impacts on ecological connectivity.

8.49. Where development is proposed adjacent to or likely to affect SSSIs, SINCs, LNRs, ancient woodland or other sensitive habitats, applicants must demonstrate through proportionate

ecological assessments that potential impacts have been avoided or adequately mitigated. Particular regard should be given to protecting priority species, maintaining the ecological function and character of the site, and safeguarding public access where present.

Ecological integration in new developments

8.50. New development can help to prevent biodiversity decline by integrating nature into the built environment, for example through incorporating swift bricks, bat bricks, bat boxes and house martin cups into new development or retaining, replacing or enhancing existing nesting and roosting opportunities for birds and bats wherever practicable.

8.51. Where development sites contain blue infrastructure features such as rivers, streams, lakes or other waterbodies, proposals should seek to improve their ecological value. This may include naturalisation of engineered channels, enhancement of riparian habitats, improvements to water quality, and the removal or modification of barriers to fish and species movement, where feasible and appropriate. In order to prevent harm to marine ecosystems, all developments should align with South East Marine Plan policies SE-BIO-1, SE-BIO-2 and SE-BIO-3.

8.52. Development located within areas identified as deficient in access to nature, as set out in the Royal Greenwich Open Space and Nature Infrastructure Study, should place particular emphasis on enhancing on-site biodiversity. This can include delivering habitat-rich landscaping, green roofs and walls, tree planting, and improved links to nearby green and blue infrastructure, helping to address inequalities in access to nature while supporting wider environmental objectives.

Policy EN4: Air Quality

1. The Royal Borough are committed to improving poor air quality in the Royal Borough. All development proposals should avoid increases in local pollutant emissions and minimise residents' exposure to poor air quality. Development proposals will only be supported where they reduce exposure to poor air quality, do not increase pollutant emissions, and avoid adverse impacts on air quality both locally and in surrounding areas.

Air Quality Neutral and Positive

2. All developments must comply with the London Plan 2021 Air Quality Neutral (AQN) standard as a minimum. Developments that do not include additional emissions sources are assumed to be Air Quality Neutral and to meet the Air Quality Neutral benchmarks, as set out in the Air Quality Neutral London Plan Guidance (LPG). Other developments will require an AQN Statement.

3. Major developments in Opportunity Areas, and Air Quality Focus Areas, and developments subject to an Environmental Impact Assessment must achieve Air Quality Positive status. These developments must submit an Air Quality Positive Statement to demonstrate the measures of improving local air quality across the proposed development, as set out in the Air Quality Positive LPG. All other major developments will be supported if they achieve Air Quality Positive status.

Odour

4. Developments must effectively address the adverse impacts of odour through the incorporation of appropriate mitigation and control measures in line with the Agent of Change principle. Applications proposing commercial kitchens and industrial processes must undertake an odour assessment in accordance with recognised industry guidance, to identify and implement the most appropriate odour control measures and filtration systems.

Air quality assessments

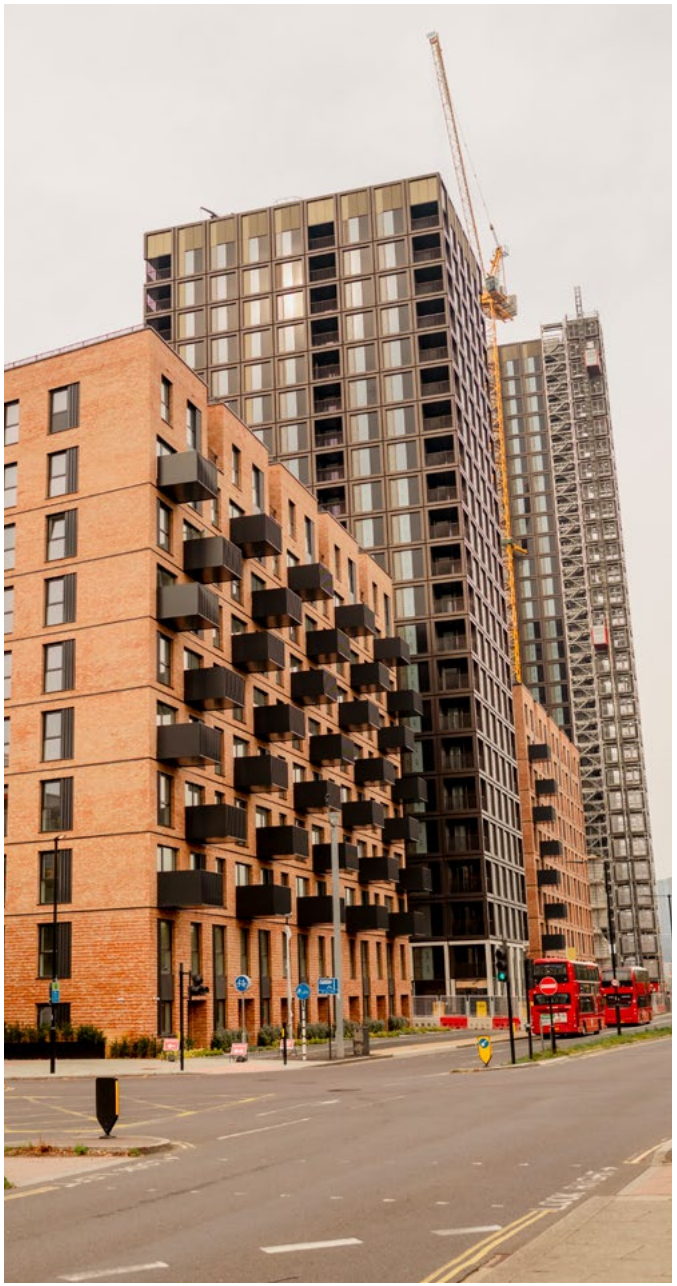
5. Air Quality Assessments will be required for:
   a. all major developments;
   b. proposals that result in new air pollutant emitting sources and/or increased traffic volume or altered traffic composition;
   c. proposals which will require substantial earthworks, or basement excavation, soil removal or import;
   d. proposals that introduce sensitive receptors, including education and health facilities and open space (including play space);
   e. all new build residential development within Air Quality Focus Areas; and
   f. Developments involving waste sites.

6. An Air Quality Assessment should include:
   a. an assessment of the current air quality in the area;
   b. details of potential pollutant sources and concentrations as a result of the proposed development during both construction and operational phases, including construction dust; and
   c. an identification of measures to mitigate and minimise any air quality impacts, in line with the Agent of Change principle.

Policy EN4: Air Quality

Mitigation and offsetting

7. Developers should ensure that Non-Road Mobile Machinery used for construction and demolition complies with the required stage set out by the Mayor of London and follow other elements of the Mayor's The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance.
8. Where an Air Quality Assessment indicates a development would cause harm to air quality or expose future users to poor air quality, development will not be permitted unless appropriate and adequate on-site mitigation measures are agreed with the Council and secured by planning conditions or legal agreements. Off-site measures to improve local air quality may be considered only where on-site solutions are demonstrated as impractical or inappropriate, and provided they demonstrate equivalent or greater air quality benefits.
9. Financial contributions will be required as a planning obligation towards air quality measures where a major development is not Air Quality Neutral and mitigation measures are inadequate. The contribution will be determined in accordance with the Air Quality Neutral LPG.



Reasoned Justification

8.53. Air pollution causes significant detrimental health, environmental and economic impacts in Royal Greenwich. Air quality is among one of the top environmental concerns for our residents[4] and a public health concern[5]. As such, improving air quality is a Council priority..

8.54. The whole of the Royal Borough has been declared an Air Quality Management Area (AQMA) for over two decades and there are eight Air Quality Focus Areas (AQFA) identified in the borough. Air pollution levels in large areas of Royal Greenwich can exceed current EU and World Health Organisation (WHO) Standards[6]. We are continuing to work to reduce particulate matter (PM) levels as far as possible.

8.55. We seek to tackle poor air quality in an integrated way in this Plan, for instance through our approaches to design and construction, urban planting, energy efficiency, and active and sustainable travel. Together with the wider measures set out in our Air Quality Action Plan (2023-2027) and those set out in the Mayor's London Environment Strategy, this will support the ambitions and actions in the government's Clean Air Strategy (2019).

Air Quality Neutral and Positive

8.56. The Royal Borough will follow the Air Quality Neutral and Air Quality Positive approach as set out in the London Plan and the associated London Plan 2021 Guidance (LPG) documents. An Air Quality Neutral development is one that meets, or improves upon, the maximum allowable emission benchmarks of nitrous oxides (NOx) and particulate matter (PM) based on the size and use class of the proposed development. There are two sets of benchmarks, Building Emissions Benchmark and Transport Emissions Benchmark. A development must meet both benchmarks separately to be Air Quality Neutral. If one or both benchmarks are not met, appropriate mitigation or offsetting will be required. These requirements should be demonstrated in an AQN Statement.

8.57. Development should not make air quality worse and all developments are encouraged to achieve an overall improvement in air quality. The Air Quality Neutral requirement applies to all developments, including those incorporating renewable energy generation.

8.58. Not all developments are required to submit a full AQN Statement. Those that do not include additional emissions sources are assumed to be Air Quality Neutral and to meet the Air Quality Neutral benchmarks. This would include, for example, developments that have no additional motor vehicle parking, do not lead to an increase in motor vehicle movements, and do not include new combustion plant such as gas-fired boilers. We strongly recommend applicants clarify that the development meets this criterion when submitting a planning application, for example in a cover letter or in the Planning Statement.

8.59. Simplified procedures apply for minor developments not within AQFAs, and applicants should refer to the Mayor's Air Quality Neutral LPG for further guidance. Applicants can also incorporate an AQN Statement in the Air Quality Assessment where required.

8.60. The Air Quality Positive approach is a process of identifying and implementing ways to push development beyond compliance with both the Air Quality Neutral benchmarks and the minimum requirements of an Air Quality Assessment. To deliver an Air Quality Positive approach, technical air quality expertise should inform every stage of the design process to maximise air quality benefits under four key themes: better design and reducing exposure, building emissions, transport emissions, and innovation and futureproofing.

[4] Our Greenwich, Corporate Plan - Our Greenwich Plan | Home | Supported by Royal Borough of Greenwich

[5] RBG Health and Wellbeing Strategy 2023-2028

[6] Health effects of air pollution - Programmes - Impact on Urban Health

8.61. Large-scale developments and masterplans have remarkable potential to include methods to improve local air quality, which is reflected in the policy requirement for an Air Quality Positive approach, particularly in our Opportunity Areas. All other major developments should aim to achieve Air Quality Positive status to ensure future occupants are not exposed to air pollution.

8.62. If Air Quality Neutral status cannot be achieved, the Mayor's Air Quality Neutral LPG sets out the actions that should be considered. When all measures to achieve Air Quality Neutral status have been exploited, financial contributions to offset the impact of the development on air quality may be considered as a final intervention. The process for determining contributions and the calculation of these are set out in Section 5 of the Mayor's Air Quality Neutral LPG. We have also set out guidance on improving air quality in our Climate Resilience planning guidance.

Odour

8.63. Some uses and activities will create odour, smells or fumes which can be sources of nuisance. It is important that activities that create odour do not impact on the amenity of surrounding buildings, spaces, or the adjoining highway. Where appropriate, we will require odour assessments to make sure potential impacts are appropriately mitigated. Proposals for such uses, such as hot food premises, will require mitigation measures to be incorporated to prevent unacceptable odour issues arising in the future.

8.64. Relevant planning applications and statutory nuisance investigations must be supported by an odour assessment undertaken in accordance with recognised industry guidance and their subsequent updates, including the Defra guidance 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems', and the Institute of Air Quality Management (IAQM) Guidance on the assessment of odour for planning. Although neither guidance is statutory, they provide current industry best practice techniques for the assessment and mitigation of odours from commercial kitchen exhaust systems. The Defra risk assessment process uses defined assessment criteria to determine a significance score and define the impact odour risk. This score then informs the odour control requirements of a proposed system.

Air Quality Assessments

8.65. Air Quality Assessments (AQAs) should identify the potential for air quality to impact on, or be caused by, development proposals and demonstrate how these impacts are being appropriately minimised and mitigated, especially when affecting sensitive uses. AQAs should follow established industry best practice guidance such as the IAQM Guidance on land-use planning and development control: Planning for air quality, as well as the IAQM Guidance on the assessment of dust from demolition and construction, and any subsequent successor guidance.

8.66. The exposure of vulnerable people, or sensitive receptors, to poor air quality is a particular concern which development should reduce or avoid. Sensitive receptors include many types of social and community infrastructure, including schools, hospitals and nursery facilities, as well as types of specialist housing such as older people's accommodation and care homes.

8.67. Consideration must be given to the impact of improvements to air quality elsewhere. For instance, specific urban planting and traffic reductions could improve local air quality but push traffic-related air quality impacts to other areas. Early engagement with us is encouraged to assess how development could avoid this unintended consequence.

8.68. Where AQAs show that emissions or exposure should be reduced, this should be done on-site. Off-site measures to improve local air quality may be acceptable where it can be demonstrated that on-site provision is impracticable, and equivalent air quality benefits to the local area will be achieved.

8.69. Development proposals that include potential air pollution generating uses could comprise, for example, those which generate extensive traffic such as from deliveries or customer arrivals and departures, logistic hubs, or car parking proposals. Consideration must be given to how these will be designed to not worsen local air quality to ensure their acceptability.

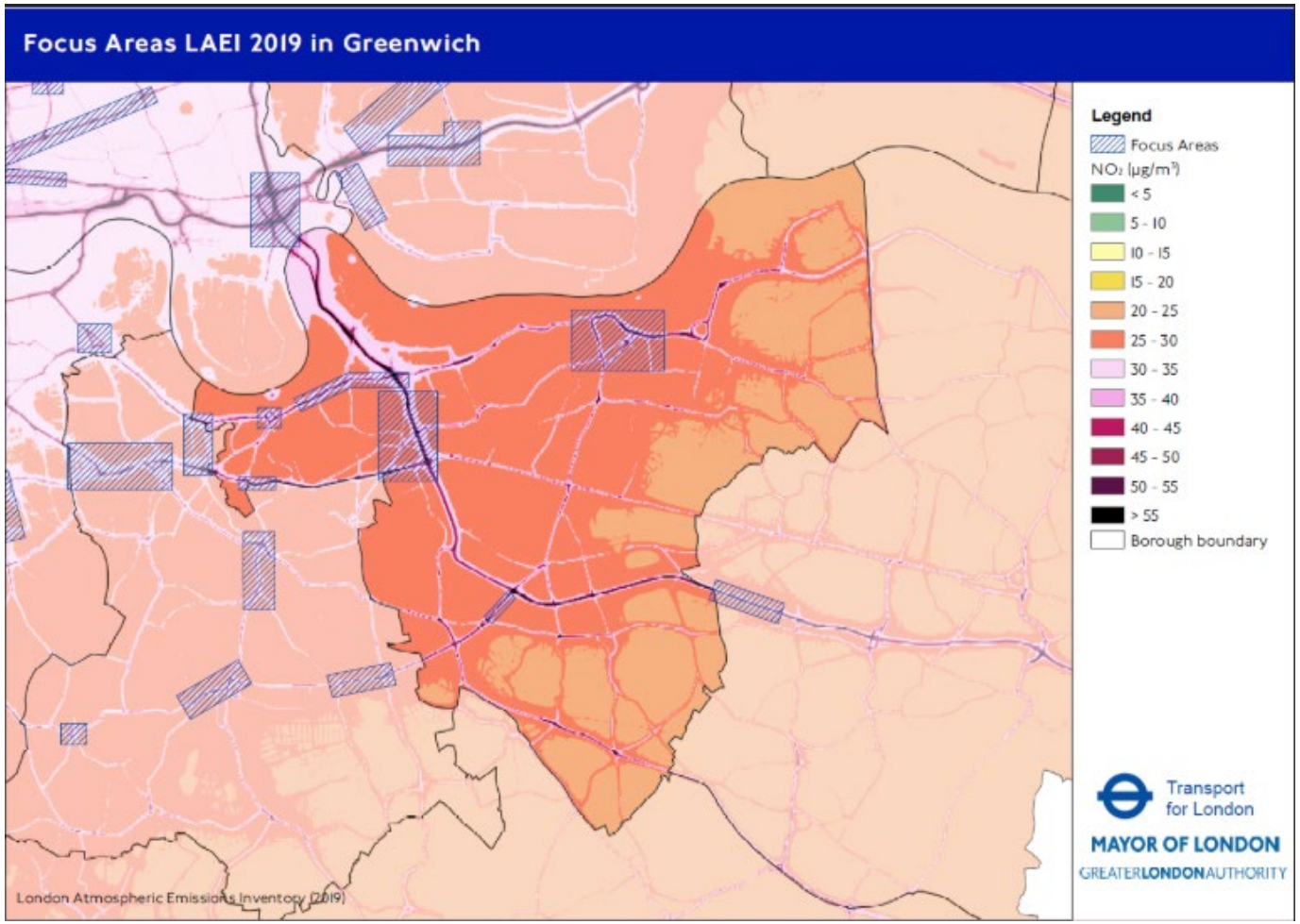
8.70. Currently, there are eight Air Quality Focus Areas (AQFAs) in Royal Greenwich, which are designated by the Mayor of London[7] and are listed below. Applicants should check the London Atmospheric Emissions Inventory to see if there have been any changes at the point of application.

- Westhorne Avenue A205
- Eltham High Street
- Greenwich Town Centre
- Sun-in-the-Sands junction A102/A2 Shooters Hill and Charlton Rd Roundabout
- Woolwich and Woolwich Arsenal A205 Woolwich Rd/A206 Plumstead Rd
- Greenwich South St/Lewisham High St Junction and Blackheath Hill
- Plumstead High Street (A206)
- Greenwich Trafalgar Road (A206) and Woolwich Road

8.71. These areas not only exceed air quality limits but are also locations with high human exposure. Due to the existing poor air quality, developments incorporating new residential units in these areas will be required to submit an AQA to demonstrate air quality is not made worse and where possible, improved. AQFAs and their environments will be prioritised for air quality offset projects, including those funded through contributions made in accordance with this policy.

[7] London Atmospheric Emissions Inventory (LAEI) 2019 Air Quality Focus Areas - London Datastore

Figure EN1 - Map showing Air Quality Focus Areas in Royal Greenwich



[6] London Atmospheric Emissions Inventory (LAEI) 2019 Air Quality Focus Areas - London Datastore

Policy EN5: Local Environmental Impacts

1. The Royal Borough will ensure that the health and wellbeing of existing and future occupiers, and quality of the natural environment are not adversely affected by harmful pollutants and other negative impacts on the local environment.

Light pollution

2. Developments must be designed to minimise the impact of glare and light spill on local residential amenity and neighbouring properties, as well as natural environment and habitats, and highway and waterway users. Rivers and river corridors should be free from direct lighting, and all artificial lighting should be directional and focused with cowlings.
3. Developments proposing external lighting, including illuminated signs and advertisements, will only be permitted if the lighting proposed is energy efficient and provides the minimum amount of light necessary to achieve its purpose. The 'Agent of Change' principle applies when new sensitive land uses are proposed next to existing evening or night-time uses. A lighting assessment may be required to demonstrate that the proposal does not cause unacceptable impacts.

Noise and vibration

4. Developments should avoid exposure to adverse effects of noise and vibration, with particular attention to:
   a. minimising noise impacts and preventing noise intrusion to residential developments and sensitive uses;
   b. minimising noise and general noise creep from plant machinery and internal activities
   c. minimising noise from servicing and deliveries; and
   d. protecting the relative tranquillity in and around open spaces.
5. Where new sensitive land uses are proposed in proximity to existing noise and vibration generating uses and transport corridors, the 'Agent of Change' principle requires the proposal to robustly demonstrate how conflict with existing uses will be avoided through mitigation measures. This includes where new residential development is proposed in close proximity to existing industrial sites, Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), safeguarded wharf and/or rail freight sites, or evening and night-time uses. Residential development will only be permitted if appropriate design and mitigation measures are incorporated to safeguard future occupants from potential noise disturbances.
6. Major developments must submit a noise assessment and a Construction Environmental Management Plan (CEMP). Developments must comply with Royal Greenwich's Construction Site Noise Code.

Policy EN5: Local Environmental Impacts

Land and groundwater contamination

7. Where development is proposed on or adjacent to land that is known or suspected to be contaminated, or where ground conditions may be unstable, applicants must undertake a site investigation, and if necessary a preliminary risk assessment, to assess the nature and extent of any contamination or land instability. Development will not be permitted unless practical and effective measures are taken to treat, contain or control any contamination or land stability issues.
8. Development must not:
    a. expose occupiers and neighbouring uses, including in the case of housing the users of open spaces and gardens, to unacceptable risk;
    b. threaten the structural integrity of the building being built, or existing buildings on-site or adjoining the site;
    c. lead to the contamination of any watercourse, water body, groundwater or aquifer, or allow existing unacceptable contamination risks to continue;
    d. cause the contamination of adjoining land or allow such contamination to continue; or
    e. cause or increase land instability issues on adjoining land or buildings.

Construction impacts

9. Developments are required to minimise demolition and construction impact by complying with our Code of Construction Practice[7]. Modern methods of demolition and construction that minimise negative local environmental impacts will be supported.

[7] https://committees.royalgreenwich.gov.uk/documents/s10384/Appendix.pdf

Reasoned Justification

8.72. The many varied activities in Royal Greenwich help to create a vibrant borough, where evening and night-time uses add to the vitality of places and operations at wharves and freight/logistics sites contribute to the wider economy. We recognise these activities can be of nuisance with different operating hours and potential noise and vibration, in addition to air quality impacts managed by Policy EN4.

8.73. We aim to maintain high standards of life and protect the health and wellbeing of our residents, workers and visitors, particularly those of vulnerable groups. Therefore, impacts that negatively affect the local environment must be managed. We apply the Agent of Change principle which places the responsibility on the applicant to mitigate negative environmental impacts and ensures development does not cause existing nearby uses from having to curtail their activities.

8.74. A range of measures can improve the quality of the local environment, including the management of land use, the design and location of buildings, incorporation of green and blue infrastructure and management of transport infrastructure. More information can be found in our Urban Design Guide and Climate Resilience planning guidance.

Light pollution

8.75. We seek to ensure artificial lighting uses the right light, in the right place and at the right time. Lighting helps to keep our public realm accessible, legible and safe after dark. Artificial lighting can also help to extend the use of sports facilities for communities.

8.76. We will use the relevant professional standards (including those set by the Institute of Lighting Professionals) as a guide to assessing light impacts. Applications for physical activity, leisure, sport and/or play facilities should follow Sport England's Artificial Lighting Guidance. It is also important to retain subtly-lit and dark spaces to protect biodiversity from light spill – for instance along water bodies and in SINCs. The need to minimise energy use by using energy efficient lighting products such as LED lights should also be considered. Where relevant, we will require lighting assessments to demonstrate compliance with this policy to ensure proposed lighting does not cause unacceptable impacts to public health or ecology.

8.77. Rivers and river corridors should be free from direct lighting, to minimise the impact on nocturnal animals such as bats that use tree-lined river corridors to commute along and for foraging. To reduce light spill into the river corridor, all artificial lighting should be directional and focused with cowlings. For more information see the Institution of Lighting Professionals guidance: GN08 Bats and Artificial Lighting. The lighting design should be in line with best practice guidance set out by the Bat Conservation Trust. Where floodlighting is likely to result in light spill into the river corridor, a luminaire schedule should be submitted. Furthermore, a bat survey should be carried out along the part of the river impacted by the light spill by a suitability experienced ecologist. The use of warmer-spectrum lighting, timers and motion sensors are also helpful in reducing impacts on insects, birds, bats and human sleep patterns.

Noise and vibration

8.78. Noise and vibration are the inevitable by-products of human activity in Royal Greenwich. Some of these activities are focused in areas such as the town centres and industrial sites, and as a result the noise environment changes significantly across different parts of the borough. However, not all noise and vibration can be attributed to urban living and if uncontrolled, can be of nuisance and severely impact on health and quality of life. We therefore not only seek to avoid adverse noise impacts but also reduce ambient noise levels in the borough.

8.79. Developments should ensure that any noise and vibration impacts are mitigated. They should be constructed and operated to achieve appropriate noise levels and ensure that any cumulative effects of new noise sources (for example additional plant machinery or music) do not give rise to undue noise impact on nearby uses. Careful consideration must be given to the design and location of schemes that could impact or be impacted by noise from development that includes plant machinery, internal activities, amplified noise, transport (including servicing and deliveries) and other noise generating activities.

8.80. The 'Agent of Change' principle, as introduced by London Plan 2021 Policy D13, places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints.

8.81. Mitigation should therefore be primarily incorporated into the design, layout and construction of the development to ensure the continued operation of the existing use is not adversely affected. For example, new residential uses within or close to town centre locations or industrial sites where there is potential for late night or industrial/logistical activities, should carefully consider the locations of habitable rooms, in particular bedrooms. They should also clearly demonstrate how noise attenuation measures have been included and designed to the highest standards. This approach is necessary to ensure both a vibrant night-time economy, sustainable industry and high-quality residential environment.

8.82. In exceptional circumstances, where it can be robustly demonstrated that on-site mitigation within the development is not practicable or effective, developer-funded measures may be explored in agreement with the site operator. Any such measures should be voluntary, proportionate, and must not constrain or prejudice the lawful and ongoing operation of the existing activity.

Land and groundwater contamination

8.83. Royal Greenwich has a long history of land use for industrial and military purposes, which means that development will take place on or adjacent to land that may potentially be contaminated. To ensure that occupiers or users are not exposed to health risks and environmental impact is avoided (e.g. on soil, watercourses or waterbodies) the history of the land uses need to be identified and if required used as a basis for any proposed remediation measures.

8.84. In addition, Royal Greenwich is underlain in areas by Principal and Secondary Aquifers. These designations are important for strategic potable water supplies and local utilisation, including interaction with watercourses and surface waters. Source Protection Zones (SPZs) are also present within the borough. SPZs designate the most sensitive locations to land use activities and protection of potable water supplies. These controlled waters and designations should form part of any assessment of appropriate land uses and development proposals. This is especially important when considering the locations of potentially polluting uses, such as waste sites, and the redevelopment of land which has had past contaminative uses.

8.85. Where development is proposed at sites known or suspected to be affected by contamination, a Preliminary Risk Assessment should be submitted at the earliest opportunity, and consideration must be given to receptors including controlled waters during any demolition, enabling and construction phases of development. The risk to end users and receptors such as controlled waters must be considered at every stage of the development, not just upon completion. We may request verification reports to be provided to demonstrate successful remediation as a planning condition or legal agreement.

Construction impacts

8.86. Development activity in Royal Greenwich often results in additional traffic and related detrimental vibration, noise and dust impacts. To protect the environment and the community whilst construction works take place, our Code of Construction Practice sets out the standards and measures that developers and construction firms will need to adhere to. We expect applicants and contractors to mitigate the construction impact as much as possible, to implement good site management and communication, and proactively engage with the local community and affected residents. Innovative methods of construction to reduce nuisance and emissions from construction should be implemented where possible.

Policy EN6: Managing Flood Risk

1. Development in Royal Greenwich must implement measures to avoid, control, manage, and mitigate the risk of flooding by complying with and implementing relevant resilience and mitigation measures identified within the Council's Strategic Flood Risk Assessment (SFRA). Development should be made safe for its lifetime without increasing the risk of flooding elsewhere.
2. Development must assess the risk of flooding from all sources, be informed by the SFRA and pass the sequential test, and where applicable the exceptions test, as detailed in the National Planning Policy Framework and accompanying Technical Guidance.
3. Developments affecting main rivers and ordinary watercourses subject to fluvial flooding should restore culverted channels where feasible and should not introduce new culverts unless there is clear justification. We support restoration with the maximum enhancement to ecology and amenity value of the watercourse as can reasonably be achieved.
4. Development resulting in the loss of flood storage from any source should provide on-site level-for-level compensatory storage, accounting for the predicted impacts of climate change over the lifetime of the development.

Flood Risk Assessment

5. Applicants must provide a site-specific Flood Risk Assessment (FRA), in accordance with national requirements, the SFRA and Environment Agency advice, for all development proposals where:
   a. the site is in Flood Zone 2, 3a, or 3b, or Critical Drainage Areas as defined in the SFRA;
   b. the site is larger than 1 hectare;
   c. the proposal is a major development within Flood Zone 1; or
   d. the proposal increases the number of habitable units, or proposes sleeping accommodation, below ground level.

Flood risk measures

6. Developments must apply an on-site sequential approach to site layout and direct vulnerable uses to the lowest risk parts of the development site.
7. Development proposing highly vulnerable uses in Flood Zone 3 and Critical Drainage Areas will not be permitted.
8. Developments must ensure buildings are set back from fluvial and tidal watercourses and tidal flood defence systems. Sufficient undeveloped space must be retained to provide space for maintenance, flood flow routes, ecological benefit, and public access, with buffers of:
   a. a minimum 8-metre buffer should be provided from the top of the river bank for fluvial watercourses and culverts; and
   b. a minimum 16-metre setback from the most landward extent of the tidal flood defence or tidal watercourse, including buried elements, to safeguard access for maintenance and to enable future defence raising, realignment or upgrade in line with the Thames Estuary 2100 Plan.

Policy EN6: Managing Flood Risk

9. In areas at risk of fluvial flooding, finished floor levels must be set above the relevant design fluvial flood level, including applicable climate change allowances, with a minimum freeboard of 600mm unless robust, site-specific evidence demonstrates that a lower level is acceptable.
10. In areas at risk of tidal flooding, finished floor levels for sleeping accommodation must be set above the relevant design tidal flood level, including allowances for breach and climate change.
11. For major developments a Construction Drainage Strategy is required detailing the management of surface water throughout the construction phase from entering the site and removal of topsoil to the completion of the development. This strategy should outline the phases of construction showing where and when drainage features will be installed and how runoff will be managed, to minimise flood risk and water quality impacts on site and to the surrounding areas.

Reasoned Justification

8.87. As climate change intensifies, the frequency and severity of flooding events are expected to increase, posing significant risks to people, property, and infrastructure. In response, development in Royal Greenwich must be guided by a robust understanding of flood risk, informed by the borough's SFRA. The SFRA is prepared using the most up-to-date modelling and flood risk data and investigates flood risk across Royal Greenwich.

8.88. In Royal Greenwich, our SFRA also defines the areas of functional floodplain (Flood Zone 3b) in line with the NPPF. This includes land that has an annual probability of flooding from rivers or seas of at least 1 in 30 years (≥3.3% Annual Exceedance Probability), as well as statutory flood storage areas. The functional floodplain plays an important role in storing and conveying floodwater during fluvial flood events. Increases in built footprint or changes to ground levels within the floodplain can displace floodwater and increase flood risk elsewhere, particularly upstream and downstream of development sites.

8.89. The SFRA provides a detailed analysis of flood risks across the borough and supports the application of the sequential and exception tests as set out in the NPPF and its Technical Guidance. These tests ensure that development is directed away from areas at highest risk of flooding and that, where development in such areas is necessary, it is safe, resilient, and does not exacerbate flood risk elsewhere.

8.90. Where required, a site-specific Flood Risk Assessment should include:

- a Sequential Test if the development is in Flood Zone 2 or 3, unless the development proposal is exempt, or the development proposal is within an adopted Site Allocation in this Local Plan and consistent with the proposed use and there have been no significant changes to the known level of flood risk to the site;
- an Exception Test if applicable;
- the risks of both on and off-site flooding to and from the development for all sources of flooding including fluvial, tidal, surface run-off, groundwater, ordinary watercourse, sewer, and reservoir, as well as cumulative risk from multiple sources;
- details of the alignment, condition and capacity of existing river infrastructure (including culverts, river channels, flood defences);
- an assessment of breach and overtopping of main river defences;
- the impact of climate change on flood risks at the site using the latest government guidance;
- demonstration of safe access and egress;
- mitigation measures, taking account of the advice and recommendations set out in the SFRA; and,
- details on how the development design is resilient to and can adapt to flooding and allow quick recovery after a flood.

8.91. The Sequential Test ensures that new development is steered towards areas with the lowest probability of flooding through following a sequential approach. A site-specific Sequential Test is necessary for sites that require this test but have not undergone sequential testing as part of the site allocations identified in this Local Plan. Developments on these windfall sites should prepare flood risk assessments following the guidance set out in section 6 of the SFRA.

8.92. Application of the Exception Test should be taken if it is concluded, following the application of the Sequential Test, that the proposed development cannot be situated within an area of lower flood probability. The Exception Test is designed to help ensure that flood risk to people and property will be managed across the proposed development's lifetime. The PPG outlines two considerations that must be achieved in order to pass the Exception Test, with satisfactory demonstration of both considerations to the Council being necessary for the development to be allocated or permitted.

8.93. New development must be designed to avoid and minimise flood risk from all sources, including fluvial, tidal, surface water, and groundwater flooding. It is essential that development does not increase flood risk to surrounding areas, particularly in urban environments where impermeable surfaces can exacerbate surface water runoff. All developments are therefore required to incorporate measures that reduce the risk of surface water flooding, such as permeable paving, green roofs, and rain gardens.

8.94. Development proposed in 'dry islands' should be designed for safe access and egress in a flood event. Dry islands are considered as flood risk areas due to the potential loss of important local services during flood events and lack of safe access routes. They require safe access and egress routes to be developed for the lifetime of the property, factoring in the impacts of climate change.

8.95. For development within Flood Zone 3a (surface water), supporting evidence must demonstrate that flood risk will not increase beyond the site; that the relevant Lead Local Flood Authority (LLFA) has been consulted on potential wider catchment impacts or benefits; that strategic flood risk documents (including the Thames Catchment Flood Management Plan (CFMP) and Local Flood Risk Management Strategies (LFRMS) have been reviewed; and that discussions have taken place with the LLFA on whether contributions to any catchment-wide flood alleviation schemes are appropriate.

8.96. The functional floodplain plays a critical role in storing and conveying floodwater during periods of high flow. Development within areas at risk of flooding (Flood Zones 3b, 3a and 2) can displace floodwater, increase flood risk elsewhere and place occupants at heightened risk during flood events. Certain forms of development, particularly highly vulnerable uses and self-contained basement dwellings, are especially difficult to make safe in areas of highest flood risk due to the potential for rapid inundation, limited escape routes and reliance on structural or management measures to remain safe. Therefore, it is important to exercise planning powers in these areas and avoid exposing residents and property to unacceptable flood risk.

8.97. Healthy, well-functioning watercourses are essential to effective flood risk management. Channels that are modified, culverted or heavily constrained can reduce flood conveyance, restrict maintenance access, and increase the risk of blockages, sediment build-up and localised flooding—risks that are likely to intensify with climate change. Development therefore provides an important opportunity to enhance the capacity, resilience, and long-term management of river corridors and associated drainage infrastructure.

8.99. Marine plans inform and guide decision makers on development in marine and coastal areas. Development proposals adjacent to watercourses should also have due regard to the Marine Management Organisation's policies in the South East Marine Plan.

8.100. The Royal Borough also delivers some existing and planned flood alleviation schemes, which are documented in the Infrastructure Delivery Plan and the LFRMS. The latest LFRMS, updated in 2026, outlines how the Council will manage flood risk and build community resilience to flooding and identifies five strategic objectives with action plans. In designing flood risk management features and SuDS, developers should also have regard to the LFRMS and other relevant strategies.

Policy EN7: Sustainable Drainage

1. All major developments and developments involving new buildings must incorporate Sustainable Drainage Systems (SuDS), unless evidence is provided to show they are inappropriate.
2. Development should consider the capacity of existing drainage and wastewater infrastructure and engage early with the relevant water company to ensure that foul drainage and treatment capacity is available and that proposals do not exacerbate sewer surcharge or localised flooding.
3. Developments should aim to achieve greenfield run-off rates and demonstrate how all opportunities to minimise site run-off have been taken.
4. SuDS should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. SuDS provided as part of proposals for major development should:
   a. take account of advice from the LLFA;
   b. take other factors such as environmental risks into consideration;
   c. have appropriate proposed minimum operational standards; and
   d. have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.
5. Developments should consider the use of rainwater harvesting, grey water recycling and water butts where practicable in order to provide an additional means of surface water attenuation as well as reduced demand on potable water supplies.
6. Development proposals that result in an increase in impermeable surfaces will be resisted where they would exacerbate flood risk. All proposals are expected to incorporate permeable paving within hardstanding areas to reduce surface water runoff. Where site conditions or underlying geology, including clay soils, do not allow for direct infiltration, permeable paving must be supported by an appropriate sub-base or attenuation system to ensure effective surface water management.
7. All new basement development connected to the sewer network should be connected to the network with a positive pumped device.

Reasoned Justification

8.101. A Sustainable Drainage System (SuDS) is a sequence of water management components put together to help to absorb excess rainfall, minimise the pollution of urban run-off and improve water quality. It provides a more sustainable approach to managing rainfall by mimicking the way water moves naturally through a site.

8.102. SuDS play a vital role in managing surface water runoff and reducing flood risk. All major developments and non-major developments involving new buildings, (excluding extensions and change of use applications) are required to incorporate SuDS, and their use is strongly encouraged in other developments.

8.103. All SuDS must follow the National Standards for Sustainable Drainage Systems, the requirements set out in Section G of the Environment Agency's Approach to Groundwater Protection, and the drainage hierarchy in London Plan 2021 Policy SI13.

8.104. The updated national standards published by Defra emphasise a natural approach to water management, encouraging the use of surface-based and vegetated features such as green roofs, permeable paving, swales, soakaways, and rain gardens. These features not only manage water effectively but also contribute to biodiversity, amenity, and climate resilience. SuDS mimic natural drainage processes and help to slow, store, and filter rainwater, reducing the volume and rate of runoff entering the drainage network. Developments should aim to achieve greenfield runoff rates and demonstrate that all opportunities to minimise site runoff have been explored.

8.105. Where a site-specific FRA is not required, it may still be necessary to provide evidence of how surface water runoff generated by the proposed development will be managed. In such cases, a separate SuDS Strategy should be prepared. This strategy should demonstrate how surface water runoff could impact both the site and surrounding areas following development.

8.106. The SuDS Strategy must include comprehensive details of all the proposed drainage features, such as dimensions, cover and invert levels. The primary objective of the SuDS Strategy should be to achieve greenfield runoff rates and volumes as per London Plan 2021 Policy SI13. Where this is not feasible, the opportunity to meet the standard shall be maximised and supported by clear justification for why greenfield targets cannot be met. This requirement helps to mitigate the cumulative impact of a development on flood risk, which can arise from increased pressure on drainage infrastructure and a reduction in surface permeability. The Strategy should also set out long-term arrangements for the management and maintenance of the drainage system.

8.107. Non-major and householder developments can still positively design SuDS into schemes, including by providing tree pits, planters, permeable paving, rainwater harvesting, and blue-green roofs. This includes integrating features such as swales, detention basins, and infiltration trenches into the site design. The retention of front gardens can also play a valuable role in supporting sustainable drainage by allowing rainwater to infiltrate naturally, helping to reduce surface water runoff and mitigate flood risk. More information can be found in our Climate Resilience planning guidance and Urban Design Guide.

8.108. In addition, applicants proposing any non-mains drainage should investigate whether an environmental permit is required to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with the NPPF (2024) (Paragraph 187).

8.109. Proposals will need to demonstrate that sufficient wastewater capacity exists to serve the development and that it will not increase the risk of sewer flooding on or off site. Where there are capacity concerns phasing conditions may be necessary to align the occupation of development with the delivery of infrastructure upgrades in accordance with London Plan 2021 Policy D2.

Policy EN8: Strategic Waste Management

1. To help London achieve waste net self-sufficiency, meet the Royal Borough's strategic waste apportionment target and ensure sufficient capacity to manage arisings from all waste streams, the Council will work in partnership with stakeholders including the South East London Joint Waste Planning Group.
2. We will plan for the management of all waste streams in accordance with the National Planning Policy for Waste, including municipal, commercial and industrial, construction, demolition and excavation, hazardous, wastewater, and other specialist waste streams, having regard to cross-boundary waste movements.

Safeguarded waste sites

3. All existing waste transfer and management sites will be safeguarded for waste management use, unless appropriate compensatory provision is made. The following strategically safeguarded waste sites are shown on the Policies Map:
    a. Waste Management and Recycling Facility, Nathan Way, Thamesmead;
    b. Civic Amenity Site / Waste Transfer Station, Nathan Way, Thamesmead;
    c. Days Aggregates, Lombard Walk, Charlton; and
    d. Murphys Waste Ltd, Horn Link Way, Greenwich.
4. Operators should maximise opportunities for waste to be transported by rail or river where location permits.
5. Development proposals that will result in the loss of an existing waste site through a change of use will only be permitted where adequate replacement waste processing capacity is secured in accordance with London Plan 2021 Policy SI9.

New waste sites

6. Development proposals for new waste management facilities, or extensions to existing facilities will be permitted within permitted within SIL where:
    a. they are required within the Royal Borough to meet an identified strategic need, having regard to the proximity and self-sufficiency principles;
    b. they prioritise the use of rail and river transport;
    c. it is demonstrated that the waste management capacity at existing safeguarded waste sites has been maximised through the optimisation of site layouts, efficient use of land and the use of modern technologies where appropriate and feasible, and there are no opportunities for appropriately increasing capacity at these sites to meet the identified need;
    d. development proposals are located and designed in accordance with the Agent of Change principle; and
    e. potential impacts on amenity are appropriately avoided or mitigated. Where a facility is likely to generate significant amenity impacts, waste reception, handling and processing activities should be fully enclosed within a building or other fit-for-purpose structure, incorporating a roof and fast-acting doors, or provide equivalent environmental protection.

Reasoned Justification

8.110. The London Plan includes a strategic objective for London to be waste net self-sufficient by 2026; all waste generated in London should also be managed within it, rather than being exported elsewhere. To support this objective, the London Plan apportions a share of London's total waste to be managed by each Borough. For Royal Greenwich the forecast waste arisings and waste apportionment are shown in Table E1 below.

Table E1: Forecast Waste Arisings and Waste Apportionment in Royal Greenwich

	2021	2041
Forecast arisings of household, commercial and industrial waste (tonnes)	209,000	226,000
Apportionment of household, commercial and industrial waste (tonnes)	338,000	359,000

8.111. Boroughs are required to allocate sufficient land and identify facilities to manage the apportioned tonnages of waste. The Council will continue with the approach to pool and manage the waste apportionment within its sub-region, working in partnership with other local authorities in the South East London Joint Waste Planning Group (SELJWPG). This includes Lewisham, Bexley, Bromley, Greenwich and Southwark along with the City of London Corporation.

8.112. The South East London Joint Waste Technical Paper has been prepared by the SELJWPG and provides further details on the pooled apportionment and waste management sites with capacity to manage this over the long term. The Technical Paper will be subject to periodic review and updating where necessary.

8.113. In accordance with the National Planning Policy for Waste, this Plan considers the need to manage all waste streams. We recognise that waste movements do not follow administrative boundaries, and that and that the Royal Borough both imports. and exports waste as part of an integrated London and sub-regional waste network. The Council will therefore have regard to all its waste movements when assessing capacity and need over the lifetime of the Plan.

8.114. This policy safeguards four strategic waste management sites, which are all located within SIL. These sites and facilities are necessary to ensure that the Royal Borough contributes to the pooled apportionment of the constituent SELJWPG authorities.

8.115. The South East London Joint Waste Technical Paper demonstrates that there is currently sufficient waste management capacity in the constituent Boroughs to meet the London Plan 2021 pooled apportionment. It also shows that there is a sufficient surplus of capacity that will provide for a robust buffer against any future changes to the sub-region's apportionment requirements.

8.116. In addition, there are a number of sites within Royal Greenwich with waste management permits from the Environment Agency. The London Plan 2021 states that waste sites should only be released to other land uses where waste processing capacity is re-provided elsewhere within London, based on the maximum achievable throughput of the site proposed to be lost.

8.117. While capacity at safeguarded waste sites should be maximised, this should not result in unacceptable environmental, amenity, transport or operational impacts. Proposals should demonstrate that reasonable opportunities for intensification and more efficient use of land within existing safeguarded sites have been fully explored prior to the release of additional land for waste management purposes.

8.118. New waste management facilities must be located within SIL, and use of rail or river for transportation should be prioritised. Development proposals must consider the waste hierarchy and proximity principle and opportunities for energy recovery from any waste materials should be explored.

8.119. Waste management operations have the potential to generate noise, dust, odour and air quality impacts which, if poorly managed, can adversely affect surrounding uses. New waste management facilities and proposals to expand existing sites are expected to incorporate appropriate enclosure and mitigation measures. Where significant amenity impacts may arise, waste handling and processing should take place within fully enclosed buildings or equivalent structures designed to minimise emissions and protect local environmental quality.

Chapter 9
Climate Emergency

Strategic Objectives

Reaching Net Zero: We will ensure development supports the aspiration to reach net zero and significantly reduce carbon emissions. New buildings will be designed and constructed to the highest standards of energy efficiency, incorporating low carbon technologies and sustainable design principles.

Delivering a circular and low carbon built environment: We will promote whole life carbon reduction and circular economy principles in all development, prioritising the reuse of existing buildings and materials, minimising embodied carbon, and ensuring that resources are used efficiently and sustainably throughout the lifecycle of development.

9.1. The Royal Borough of Greenwich is committed to responding decisively to the climate emergency. In line with our declaration of a climate emergency in 2019 and the adoption of our Carbon Neutral Plan (2022), the borough has set an ambitious target to achieve net zero carbon emissions ahead of the national 2050 target set by the Climate Change Act. This chapter sets out a suite of planning policies designed to ensure new development contributes meaningfully to this goal, embedding climate resilience and net zero principles into the fabric of the built environment.

9.2. The scale and urgency of the climate emergency demands bold and immediate action. As one of London's rapidly growing boroughs, Royal Greenwich recognises that the cumulative impact of development on energy demand and carbon emissions must be addressed proactively. The policies in this chapter reflect a shift in planning practice across London, where boroughs are increasingly adopting ambitious, evidence-based standards to futureproof development and avoid the need for costly retrofits. These policies are informed by leading guidance from the Climate Change Committee (CCC), the Low Energy Transformation Initiative (LETI), the Royal Institute of British Architects (RIBA), and the Greater London Authority (GLA), and are supported by robustly modelled evidence base studies such as the Etude Delivering Net Zero Study (2023).

9.3. At the heart of this chapter is the principle that all new buildings should be designed and constructed to be net zero carbon in operation, with low embodied carbon and high climate resilience. This means minimising energy demand through passive design, maximising on-site renewable energy generation, and eliminating the use of fossil fuels. Major developments must follow the Mayor's energy hierarchy—Be Lean, Be Clean, Be Green, Be Seen—and cooling hierarchy to reduce reliance on mechanical systems and promote sustainable, nature-based solutions.

9.4. The policies also introduce measurable performance standards, including targets for Space Heating Demand (SHD) and Energy Use Intensity (EUI), which are tailored to different building typologies. These metrics enable predictive modelling of energy performance and help close the gap between design intent and actual outcomes. For non-residential development, we require a BREEAM rating of "Excellent," ensuring that buildings meet the highest standards for energy efficiency, water use, biodiversity, and occupant wellbeing.

9.5. In addition to operational carbon, the chapter addresses whole life carbon and circular economy principles. Major developments must submit Whole Life Carbon and Circular Economy Assessments to demonstrate how they will minimise emissions across the building lifecycle and reduce resource consumption. Retrofitting and refurbishment of existing buildings is strongly supported, particularly where it extends the life of heritage assets and contributes to borough-wide decarbonisation.

9.6. The policies in this chapter are designed to be ambitious yet achievable, setting a clear framework for sustainable development in Royal Greenwich. They reflect the borough's leadership in climate action and its commitment to working collaboratively with developers, communities, and regional partners to deliver a resilient, low-carbon future. By embedding net zero principles into planning policy, the Royal Borough of Greenwich aims to ensure that every new development is part of the solution to the climate emergency.

Policy CE1: Climate Resilient and Net Zero Design Principles

1. Zero carbon and climate resilient development is supported. This includes reduced on-site energy demand, maximum use of low carbon energy sources, and the integration of nature-based design solutions to maximise climate resilience, as set out in our Climate Resilience planning guidance.
2. All developments should minimise onsite carbon emissions and energy demand. Major developments must follow the Mayor's energy hierarchy (Be Lean; Be Clean; Be Green; Be Seen).
3. All developments should reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the Mayor's cooling hierarchy. This must be demonstrated in an Energy Strategy for major developments.
4. All developments must minimise mains water consumption and incorporate water efficiency measures to achieve a consumption target of 105 litres or less per head per day for residential or 'excellent' Wat 01 BREEAM rating for non-residential development.
5. All non-residential major developments must achieve a BREEAM rating of 'Excellent' as a minimum and should achieve 'Outstanding' wherever possible.
6. Developments should contribute to increasing local resilience to the impacts of the changing climate through sustainable and net zero carbon design wherever practicable, including through the use of sustainable construction methods and high-quality climate resilient materials.

Reasoned Justification

9.7. To meet national, regional, and local climate commitments, we need to be delivering net zero buildings today if we want to achieve the net zero target of 2050 set by the Climate Change Act and the more ambitious carbon neutral targets set by Royal Greenwich's Carbon Neutral Plan. We should not be permitting new buildings that will need to be retrofitted in future. This is in line with the recommendations of the CCC, LETI and the RIBA.

9.8. We recognise that the level of growth in Royal Greenwich will have a cumulative impact on energy demand and associated carbon emissions. It is therefore essential that developments utilise every opportunity to reduce emissions now to limit the extent of future climate change and extreme weather events. Our priority is for new developments to achieve net zero carbon emissions from the outset. This means reducing operational emissions from all regulated uses (i.e. space heating, lighting, hot water and ventilation), and minimising both annual and peak emissions. Developments should also explore routes towards net zero carbon across the development life cycle, to avoid a legacy of emissions to be addressed in the future.

9.9. The 2021 London Plan defines 'zero-carbon' as: "Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere". There are many definitions of 'zero-carbon' development. LETI, RIBA and WLCN define Net Zero Carbon development as: "All carbon emissions are reduced in line with the Paris Agreement 1.5°C trajectory, with residual emissions offset through carbon removals or avoided emissions".

9.10. The challenge of zero carbon development will be achieved through a range of measures, taking advantage of technical innovation and nature-based solutions. We will work with applicants, industry and local and regional partners to share best practice.

9.11. Development should demonstrate consideration for climate resilience throughout its design, construction, operation, and lifecycle of the scheme through an Energy Strategy or Sustainability Statement. Carbon emissions can be reduced via a range of measures, including the design and orientation of buildings, incorporation of green infrastructure, use of light and sustainable materials, as well as active measures such as ultra-low carbon heating, cooling and energy efficient lighting systems. It is expected that all measures to improve climate resilience will be passive and not rely on energy intensive solutions, such as mechanical air conditioning.

9.12. BREEAM (Building Research Establishment Environmental Assessment Method) is a widely recognised sustainability assessment framework for non-residential development. In alignment with Paragraph 9.2.7 of the London Plan (2021), which encourages boroughs to incorporate BREEAM targets into their Local Plans "where appropriate," the Royal Borough of Greenwich requires all major development to meet "excellent" status as a minimum, and "outstanding" where possible. This approach ensures that developments contribute to reducing carbon emissions, improving energy and water efficiency, enhancing biodiversity, and promoting wellbeing.

9.13. BREEAM provides a robust and measurable approach to evaluating environmental performance across key areas such as energy efficiency, water use, materials, waste, ecology, and health and wellbeing. Applicants should use the appropriate assessment method for each development type. Non-residential schemes must achieve a minimum BREEAM rating of "excellent" under the UK New Construction (Non-Domestic) scheme, while residential developments should be assessed using the BREEAM UK New Construction: Residential (UKNCR) method, which evaluates environmental, social, and economic performance. For large-scale or mixed-use developments, BREEAM Communities may be applied to assess sustainability at the neighbourhood level.

9.14. All developments must minimise mains water consumption through efficient design and technologies. In line with the optional requirements of Building Regulations Part G, the Council sets a target of 105 litres or less for residential developments in line with the London Plan. Major developments and those with high water demand must demonstrate compliance through a Water Efficiency Calculation. Non-residential schemes should achieve an 'Excellent' Wat 01 BREEAM rating. Early integration of water-saving measures—such as low-flow fixtures, dual-flush toilets, and rainwater reuse—is expected.

9.15. In addition, measures for achieving net zero and complying with the energy hierarchy should be set out through a Sustainability Appraisal, Design and Access Statement, or other appropriate submission documents such as a Flood Risk Assessment, or landscaping strategies for sustainable drainage and cooling. The information submitted should be proportionate to the scale of the proposed development and sufficient to demonstrate the sustainability of the building.

9.16. Development should also demonstrate consideration of resource efficiency throughout the life of a building, including in the construction, operation, use, and decommissioning of a building, in accordance with Policies CE4 Whole Life Carbon and Circular Economy and CE5 Retrofitting and existing buildings, and other published guidance. Our Climate Resilience planning guidance provides further information about a whole building approach (WBA) and whole site approach (WSA) to design.

Policy CE2: Operational Carbon and Energy Balance

1. All new buildings should be designed and built to be Net Zero Carbon in operation and with low levels of embodied carbon. All new developments should demonstrate that energy demand has been minimised, and on-site renewable energy generation has been explored and maximised where practicable.
2. New developments should not include on-site fossil fuel systems or boilers for heat or energy. They should not be connected to the gas grid and should use other low carbon heat sources.
3. Major developments and minor developments creating new dwellings and/or commercial units must submit an Energy Strategy. Major developments should also demonstrate compliance with the London Plan's energy hierarchy.

Space Heating Demand standards

4. All developments creating one or more new dwellings or 500sqm or more of non-residential GIA must not exceed a Space Heating Demand (SHD) of 15 kWh/sqm GIA/yr. For minor refurbishment or retrofitting of existing buildings, the SHD targets in Policy CE5 will apply.

Energy Use Intensity standards

5. All developments creating one or more new dwellings or 500sqm or more of non-residential GIA must not exceed the Energy Use Intensity (EUI) targets set out in Table CE1 below. For minor refurbishment or retrofitting of existing buildings, the EUI targets in Policy CE5 will apply.

Table CE1: Energy Use Intensity Standards

New residential buildings, student/ keyworker accommodation, and care homes	35 kWh/sqm GIA/yr
Schools	65 kWh/sqm GIA/yr
Offices, Retail, Higher Education teaching facilities, GP surgeries	70 kWh/sqm GIA/yr
Hotels	160 kWh/sqm GIA/yr
Warehouses and industrial buildings; temporary uses	35 kWh/sqm GIA/yr

Renewable energy generation onsite

6. All developments creating one or more new dwellings or 500sqm or more of non-residential GIA should generate renewable energy onsite, to a level matching, or exceeding, the predicted annual energy demand of the building. This is to achieve an Energy Balance where sufficient renewable energy is generated on-site to match the total predicted energy demand of the building.
7. All major developments must maximise on-site renewable energy systems, including generation, storage, and associated infrastructure, to reduce operational carbon emissions. Other developments that incorporate on-site renewable energy systems where practicable will be supported. The on-site renewable energy generation should be at least 80 kWh per sqm of building footprint per year for all building types except industrial buildings and 120 kWh per sqm of building footprint per year for industrial buildings, except where it can be demonstrated that this is not practicable.

Policy CE2: Operational Carbon and Energy Balance

Renewable energy shortfall offsetting

8. Where there is a shortfall between the EUI and the renewable energy generation onsite (measured in kWh/yr), developments creating 10 or more dwellings or 500sqm or more of non-residential GIA are required to offset this shortfall through:
    a. an equivalent off-site provision of renewable energy to meet the shortfall, provided that an alternative proposal within Royal Greenwich is identified, and delivery is secured through a legal agreement; or
    b. a payment-in-lieu to Royal Borough of Greenwich's Offsetting Fund if this is not feasible or viable.
9. A payment-in-lieu will only be accepted as a last resort if the proposal meets the following conditions:
    a. it does not use fossil fuels on-site for heat or energy; and
    b. it maximises on-site renewable energy generation (e.g. through solar photovoltaic (PV) panels).

    In these circumstances, the Council and applicant shall calculate and agree on the shortfall in renewable energy generation on-site to enable the annual renewable energy generation to match the EUI in kWh. The applicant must pay into the Council's Offsetting Fund a sum of money equivalent to this shortfall.

Monitoring and assuring energy performance

10. Where an Energy Strategy is required, proposals must demonstrate and commit to the use of an assured performance method to ensure that the buildings' operational energy performance will match the design intentions.
11. Major developments must monitor and submit their total energy use and renewable energy generation in line with the GLA "be Seen" monitoring guidance. Renewable energy should be automatically monitored on a daily basis for five years. The submission of the energy data, along with the monitoring fees, will be secured by planning condition and/or legal agreement.
12. If an increased energy shortfall is identified in post-approval monitoring, the applicant must seek on-site remediation to improve energy efficiency. Where all on-site remediation is shown to have been actioned/maximised and the shortfall is still outstanding, an additional offsetting payment must be paid into the Royal Borough of Greenwich's Offsetting Fund for the shortfall not covered by the initial calculation.

Reasoned Justification

9.17. All new developments in Royal Greenwich must be designed and constructed to meet net zero carbon standards, supporting the Council's commitment to achieving its ambitious carbon neutrality goals. Reducing emissions from new buildings is a cost-effective opportunity to futureproof buildings from more costly retrofit measures. As a minimum, new developments must not use fossil fuels onsite for heat or energy to avoid emissions and air pollution.

9.18. Where emergency generators are required in a development (such as at a hospital or data centre), these should be of the highest energy efficiency and environmental standards, as routine testing of the diesel generators would result in NOx and CO_2 emissions of a magnitude comparable to those produced by a significant number of dwellings and vehicular traffic. Battery energy and lower CO2 and NOx alternatives (such as Hydrotreated Vegetable Oil (HVO)) should be used instead of fossil fuel powered generators unless robustly justified.

9.19. The fundamental principle is that buildings should be operationally net zero carbon, with low energy consumption and minimal space heating requirements. These targets align with guidance from the CCC, LETI and RIBA.. This approach is also reflected by industrial standards, such as the UK Net Zero Carbon Buildings Standard. Development proposals will not be supported when they fail to clearly demonstrate how net zero carbon performance will be achieved.

Lowering operational carbon through SHD and EUI targets

9.20. SHD and EUI targets set out in this policy are supported by detailed energy and cost modelling as part of the Delivering Net Zero study (2023), which modelled the predictive energy usage of eight building typologies, four domestic and four non-domestic, to identify best-practice targets for low energy-use. These targets have been assessed to be effective in cutting operational carbon emissions and are found to be conducive to helping boroughs in London reach net zero operational carbon targets.

9.21. Where a non-domestic development does not have an applicable category of use outlined in the policy, the applicant should discuss with the Council to identify an appropriate EUI target as early as possible. Buildings in the healthcare sector should follow the NHS Net Zero Buildings Standard. For temporary uses, the GLA Energy Assessment Guidance (2022) is clear that applicants will be expected to maximise carbon savings in line with the London Plan policies. Applicants should provide evidence relating to the lifespan of the building and an explanation of the expected use of the building once temporary planning permission has expired. This will inform how the policy will be applied to these applications and will be established on a case-by-case basis.

9.22. This approach uses absolute energy targets and predictive energy modelling. It involves developing a detailed and accurate digital representation of a proposed building, enabling reliable forecasts of its future energy performance. Unlike compliance modelling—which relies on a standardised, notional building that may not reflect the actual design—predictive modelling provides insights tailored to the specific project. This approach supports informed decisions during design and construction by offering realistic estimates of energy consumption. For residential buildings, the Passive House Planning Package (PHPP) has demonstrated greater accuracy in forecasting energy use compared to Standard Assessment Procedure (SAP), the tool currently used for Part L compliance. There are also SAP-to-EUI conversion tools available in the industry.

9.23. In the case of non-domestic buildings, the methodology outlined in Chartered Institution of Building Services Engineer's (CIBSE) Technical Memorandum 54 (TM54) facilitates comprehensive predictions of operational energy across all building systems. Tools such as Integrated Environmental Solutions Virtual Environment (IESVE), Thermal Analysis Software (TAS) and PHPP are currently available to carry out TM54-based assessments.

9.24. Development proposals are required to meet a SHD of 15 kWh/ sqm GIA/yr or less. This figure applies to all domestic and non-domestic building types. SHD is the amount of heat energy needed to heat a building over a year and is a measure of the thermal efficiency of a building. SHD is influenced by several design and specification decisions, including building form and orientation, insulation, airtightness, windows and doors, and the type of ventilation system used. Buildings with a low space heating demand are more thermally efficient and lose heat slowly. This makes it easier to maximise the contribution from renewable energy sources and will result in lower heating and energy costs for occupying residents and businesses.

9.25. EUI is the total energy needed to run a building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/ sqm/yr). The EUI of a building covers all energy uses such as space heating, domestic hot water, ventilation, lighting, cooking and appliances. This metric is also beneficial as it can be measured after a building is constructed, therefore helping to drive down the performance gap which is a significant issue in the construction industry.

9.26. The SHD and EUI targets in this policy will be kept under review and informed by the monitoring data from developments, as well as emerging research and evidence.

Renewable energy generation onsite

9.27. Renewable energy generation onsite should be prioritised when planning and designing energy supply in developments. New buildings are likely to have fewer site constraints or limitations (e.g. impacts on heritage assets or setting) and are expected to optimise roof spaces to deliver solar photovoltaic (PV) panels, Air Source Heat Pumps and/or green roofs. Roof spaces should be optimised for delivering balanced climate emergency interventions, including renewable energy and biodiversity opportunities. For example, bio-solar roofs, which combine PV panels with biodiverse green roofs, enable developments to maximise renewable energy generation while delivering wider environmental benefits. Vegetation can reduce panel operating temperatures, improving efficiency and performance stability, while also supporting biodiversity, sustainable drainage and improved urban microclimates.

9.28. The integration of renewable and low-carbon micro-generation technologies—such as solar PV systems, solar thermal collectors, and air source heat pumps—has become a practical, cost-efficient solution for meeting on-site carbon reduction targets. These technologies support the delivery of low-carbon heating and high energy performance and are essential to achieving net zero carbon goals.

9.29. To truly operate at net zero carbon during the building's use phase, all energy consumed must be sourced from renewable generation. As the UK continues to expand its renewable energy capacity, the carbon intensity of grid electricity is expected to decline. However, electricity demand across London is projected to rise due to population growth, the shift toward electric heating, increased adoption of electric vehicles and particularly data centres. To help ease the burden on the national grid, support its decarbonisation (especially when developments export energy back to it), and enhance local energy resilience, the Royal Borough of Greenwich expects developments to maximise on-site renewable energy generation. Wherever feasible, developments should aim to meet 100% of their energy needs through on-site renewables. Developers will be required to compare their projected EUI with the estimated annual renewable energy output on-site, and align these figures as closely as possible.

9.30. For proposals within conservation areas or involving heritage assets, sustainability measures must be carefully designed to avoid negative impacts on the area's character or the asset's significance, in line with our design and heritage policies in Chapter 7. These constraints should not automatically be seen as barriers to implementing sustainable solutions. We will assess whether proposed sustainability features would adversely affect the heritage asset or area, and will prioritise its conservation where appropriate in line with Policy CE5 Retrofitting and existing buildings.

9.31. Applicants are strongly encouraged to engage with us through the pre-application advice process to discuss how they will achieve the EUI and SHD targets while maximising renewable energy generation on-site.

Renewable energy generation onsite

9.32. An energy offsetting approach provides a more transparent and locally responsive mechanism than carbon offsetting, directly linking contributions to building energy performance and renewable energy delivery. By focusing on EUI and renewable generation onsite, this approach supports long-term reductions in operational emissions and avoids reliance on abstract or remote carbon accounting.

9.33. Offsetting can only be used as a last resort if the conditions in clause 9 are met. The offset funding will be allocated to projects that will generate renewable energy and/or reduce carbon emissions elsewhere in Royal Greenwich.

9.34. Developments that are unable to achieve energy balance will need to identify their energy shortfall in kWh per year and offset via a payment in lieu payable into the Council's Offsetting Fund via this formula: **Renewable Energy Shortfall (RES) = (EUI - Renewable energy generation on-site) × GIA floorspace in sqm**

9.35. There are two tiers of offset pricing and the applicable rate is dependent on the energy efficiency and performance of the development. These will be reviewed as necessary throughout the plan period and updated in additional guidance.

9.36. **Tier 1** applies when the development meets the SHD and EUI standards set out in clauses 4 and 5, and has maximised renewable energy generation on-site. The offset price is based on the indicative cost of funding PV panels elsewhere in Royal Greenwich, at a rate of **£1.32/kWh**. Therefore, Tier 1 offset payment is as follows: **RES × £1.32**

9.37. **Tier 2** applies when the development does not meet the SHD and EUI standards set out in clauses 4 and 5, but has maximised renewable energy generation on-site. This means the building could require retrofitting in the future and may have a shorter lifetime. The Tier 2 pricing also applies to the additional offsetting set out in clause 12. Tier 2 uses a 30-year period for offset pricing, at **£39.6/kWh**. Therefore, Tier 2 offset payment is as follows: **RES × £39.6**

Monitoring and assuring energy performance

9.38. To support our commitment to achieving net zero carbon emissions, it is essential that new buildings deliver their intended energy performance in practice. Evidence demonstrates that a mismatch can occur between predicted and actual energy use, commonly referred to as the 'performance gap'. To address this, clause 10 requires development proposals to adopt a recognised assured performance approach to demonstrate that this gap has been minimised.

9.39. Any approach used must be endorsed by an accredited industry body and may include, but is not limited to, the Passivhaus standard, the Building Energy Performance Improvement Toolkit (BEPIT), or standards developed by the Association for Environment Conscious Building (AECB). Alternative methodologies may be acceptable subject to agreement with the Council. For major developments, applicants will be encouraged to provide information on anticipated energy demand at the pre-application stage and required to confirm energy performance details at planning application stage.

9.40. Planning permissions will be conditioned, where appropriate, to require reporting of actual energy performance prior to occupation, enabling the Council to monitor outcomes and ensure that energy efficiency commitments are delivered.

Policy CE3: Decentralised Energy Supply

1. Major development proposals must demonstrate the ability to connect to future or proposed heat networks. All developments should prioritise connection to existing networks where capacity is available.
2. Major developments should incorporate communal low-temperature heat distribution networks powered by heat pumps. The choice of heat source for these systems must align with the heating hierarchy outlined in the London Plan. Large-scale proposals should explore the creation of low-carbon heat networks.
3. Developments that generate significant volumes of recoverable waste heat, such as data centres, must be designed to facilitate future connection to a heat network, including the provision of appropriate on-site infrastructure to enable waste heat recovery and export.
4. New development should ensure the most efficient and sustainable technologies are used to meet energy demand and deliver net zero carbon. Major developments must demonstrate in their Energy Strategy that the most effective and efficient energy supply option capable of delivering net zero carbon is used and take into account any local energy masterplans.
5. Development proposals must demonstrate that there is sufficient existing or planned capacity in utility networks to support the use proposed. Applicants should engage at an early stage with relevant infrastructure providers to confirm available capacity and timescales of any necessary upgrades.
6. Development of new standalone renewable energy infrastructure will be supported when it is demonstrated that there are no unacceptable impacts on amenity, the environment and heritage, and proposals do not prejudice housing or employment land supply.

Reasoned Justification

9.41. We are committed to delivering a low-carbon, resilient energy future in line with our Carbon Neutral Plan and the London Plan. Decentralised energy systems, particularly heat networks, play a vital role in reducing greenhouse gas emissions, improving energy efficiency, and supporting the transition away from fossil fuels.

9.42. Royal Greenwich has two district heat networks. One is at Greenwich Peninsula, the other at Royal Arsenal in Woolwich. All new major schemes in these areas will be expected to connect to one of these district schemes where practicable. Non-major schemes should also consider connection to district heating where practicable. Our Climate Resilience planning guidance contains further information.

9.43. The creation of new heat networks via masterplans and in developments spanning large site areas should be explored to provide low-carbon energy. These systems offer an efficient way to distribute heat across multiple buildings or units, often using renewable or recovered heat sources such as ambient heat, waste heat, or heat from renewable technologies. By centralising heat generation and optimising distribution, heat networks can significantly reduce carbon emissions and improve energy efficiency at scale. Crucially, in high-density areas, electrifying heat building-by-building can require significant upgrades to the local electricity grid. Heat networks reduce this pressure by centralising plant and optimising system design, avoiding costly reinforcement works that would ultimately be passed on to consumers.

9.44. Where a viable heat network connection is available, developments should avoid the installation of individual building systems that could preclude future connection. Proposals will be assessed on whether heat network connection has been adequately considered, and advancement to detailed design alone will not be accepted as justification for not connecting where there is available capacity.

9.45. Developments that generate significant levels of recoverable waste heat, such as data centres, present an important opportunity to support the decarbonisation of heat through the creation of local heat networks. Designing such developments to be heat-network ready from the outset ensures that waste heat can be captured and utilised in the future, avoiding the need for costly and disruptive retrofitting. Proportionate on-site infrastructure must be in place to enable future connection, capture and supply of heat. This includes the provision of heat exchangers, thermal stores, pipework connections at the site boundary, and heat supply agreements to heat network operators.

9.46. Future major developments need to account for the increased energy demand in the area and provide for on-site energy supply in accordance with other policies in this Chapter. The use of renewable energy for this purpose is strongly supported. The availability and capacity of infrastructure can be a constraint on the delivery and operation of industrial uses with high or continuous energy demands. Early engagement with relevant infrastructure providers is therefore essential to ensure that development is appropriately located, capable of coming forward in a timely manner, and does not place unacceptable pressure on existing networks.

9.47. Applications submitting an Energy Strategy should set out a clear and robust approach which outlines how the proposed development will meet its energy demand using the most efficient and sustainable technologies available, prioritising solutions that minimise carbon emissions and maximise energy performance. Energy Strategies submitted with major planning applications should also go further by providing a detailed assessment of the most effective energy supply options capable of delivering net zero operational carbon. This includes evaluating the potential for on-site renewable energy generation, low- carbon heating systems (such as heat pumps or connection to heat networks), and smart energy management technologies. The chosen approach should be justified through comparative analysis, showing why it represents the most suitable and efficient solution for the site.

9.48. Where relevant, applicants' Energy Strategies must also respond to any local energy masterplans, identifying opportunities to align with wider strategic energy infrastructure—such as district heat networks or decentralised energy hubs. This ensures that developments not only meet their own sustainability targets but also contribute to the borough's long-term energy resilience and decarbonisation goals.

Policy CE4: Whole Life Carbon and Circular Economy

Embodied Carbon

1. Development proposals must consider and minimise embodied carbon as early as possible in the design process. Major developments are expected to meet the LETI upfront embodied carbon limits set out in Table CE2 below.
2. Major developments must submit a Whole Life Carbon Assessment in line with GLA guidance and the Royal Institution of Chartered Surveyors (RICS) Whole Life Carbon Assessment Professional Standard to calculate whole life carbon emissions and demonstrate actions taken to reduce life cycle carbon emissions.

Circular Economy

3. Major developments must submit a Circular Economy Statement to demonstrate that Circular Economy principles have been incorporated into the design of the development, including how energy and waste will be minimised, how the development can be deconstructed, adapted or modified in the future with use of high-quality materials.
4. All other developments that consider Circular Economy principles and demonstrate the actions taken to minimise waste and energy in a proportionate manner will be supported.

Table CE2: Upfront embodied carbon limits (Modules A1-A5 in accordance with the latest RICS Whole Life Carbon Assessment Professional Standard)

	Planning applications submitted before 1st January 2030	Planning applications submitted after 1st January 2030
Residential	<500kg CO2 e /sqm GIA	<300kg CO2 e / sqm GIA
Education	<500kg CO2 e /sqm GIA	<300kg CO2 e / sqm GIA
Retail	<500kg CO2 e /sqm GIA	<300kg CO2 e / sqm GIA
Office and other non-residential	<600kg CO2 e /sqm GIA	<350kg CO2 e / sqm GIA

Reasoned Justification

Embodied Carbon

9.49. Embodied carbon refers to the greenhouse gas emissions associated with different stages in the lifetime of a building. This includes the manufacture and construction ('upfront embodied carbon'), repair and maintenance ('in-use') and deconstruction, and waste processing and disposal ('end-of-life'). The bulk of these emissions are largely front-loaded, occurring before a building is even occupied, and can represent up to half of a building's total life cycle emissions. Therefore, reducing embodied carbon must be a priority from the earliest stages of design and planning.

9.50. To respond to the climate emergency, development should be innovative in design and incorporate low carbon materials. The lowest carbon materials available are those which can be re-used from existing buildings through retrofitting or reclamation. There are also materials with low-embodied carbon that can be used for new building construction, as set out in our Climate Resilience planning guidance.

9.51. This policy encourages all types of development to consider minimising embodied carbon. Minor developments can demonstrate actions taken to achieve this in a Design and Access Statement or Sustainability Assessment with details proportionate to the proposal.

9.52. The most effective way to reduce embodied carbon from development is to maximise the re-use of existing buildings and the materials they are composed of through retrofitting. Retrofitting buildings should prolong their useful life and reduce operational carbon emissions. Policy CE5 sets out requirements for retrofitting schemes.

9.53. Where the demolition of an existing building occurs as part of a major development, the proposal should aim to meet the relevant target upfront embodied carbon limit. The most up to date RICS methodology should be followed to calculate embodied carbon. Where subsequent benchmarks are established by other bodies, for example the UK Green Building Council (UKGBC), these may be used where they have been aligned to LETI benchmarks.

9.54. At the time of writing, the limits set out in this policy are based on the Climate Emergency Design Guide (2020), the Embodied Carbon Primer (2020) and the Embodied Carbon Target Alignment (2021) published by LETI. The targets in these papers have been developed in collaboration with industry groups, including CIBSE, RIBA, and the GLA, and are being adopted by several local authorities in lieu of national and regional embodied carbon targets.

9.55. The targets for planning applications submitted before 2030 are based on the LETI band 'C' rating which reflects current best-practice performance for projects in the design phase, equivalent to 40% reduction over baseline for upfront embodied carbon and 30% of materials from re-used sources. The targets for applications after 2030 are based on the LETI band 'A' rating which is a robust stretch target and accounts for expected improvements in best practice, equivalent to 65% reduction over baseline and 50% of materials from re-used sources. Limits in this policy will be reviewed and updated as necessary as industry standards and construction practice evolves.

Circular Economy

9.56. Incorporating Circular Economy principles into design is essential for creating resilient, resource-efficient developments. A Circular Economy approach prioritises the minimisation of waste and energy use throughout a building's life, from construction to eventual deconstruction. This includes designing for disassembly, using durable and recyclable materials, and enabling future adaptability of spaces.

9.57. There are broadly six Circular Economy principles as listed in the London Plan (2021) and Circular Economy Statements LPG (2022):

- building in layers – ensuring that different parts of the building are accessible and can be maintained and replaced where necessary
- designing out waste – ensuring that waste reduction is planned in from
- designing for longevity
- designing for adaptability or flexibility
- designing for disassembly
- using systems, elements or materials that can be reused and recycled.

9.58. Major developments must demonstrate how these principles have been embedded through a Circular Economy Statement, covering project inception to completion, including consideration of standardised components, modular build, and reuse of secondary products and materials. The statement should outline how the project will reduce material consumption, facilitate reuse and recycling, and support a regenerative built environment. By embracing circularity, developments can significantly reduce their environmental impact while enhancing long-term value and flexibility.

Policy CE5: Retrofitting and Existing Buildings

1. Redevelopment of existing buildings that propose positive refurbishment and retrofit measures will be supported. Refurbishment and retrofitting should improve energy efficiency, reduce carbon emissions and extend the lifespan of a building. Any refurbishment and retrofit measures should use best practice to improve the building fabric and submit a retrofit strategy proportionate to the scale of proposals.
2. Where demolition of existing buildings is proposed, this should be fully justified and evidence provided that retrofitting or refurbishment options are impracticable.
3. Refurbishment and retrofitting of historic buildings, including Listed Buildings and those in Conservation Areas, must not harm the asset's significance. A constrained retrofit may be possible given the preservation of external appearance and internal space. Further guidance is set out in the Council's Climate Resilience planning guidance.
4. Development proposals for retrofitting existing residential buildings or conversion to residential use should aim to achieve these energy targets:
    a. Space Heating Demand: 50 kWh/sqm GIA/yr, with an additional 10 kWh/sqm GIA/yr for constrained retrofit.
    b. Energy Use Intensity: 50 kWh/sqm GIA/yr, with an additional 10 kWh/sqm GIA/yr for constrained retrofit.

Reasoned Justification

9.59. Retrofitting refers to the process of upgrading existing buildings to improve their energy performance and reduce carbon emissions. This can include measures such as enhanced insulation, draught-proofing, and the installation of low-carbon technologies like solar PV panels and heat pumps. These interventions are essential to achieving Royal Greenwich's net zero carbon targets and improving the long-term sustainability of the Royal Borough's built environment.

9.60. We recognise that a large portion of carbon emissions within Royal Greenwich are produced by existing buildings and will support proposals that seek to sensitively refurbish or retrospectively improve the performance of current buildings to reduce their energy use and improve comfort. Interventions to upgrade historic buildings will be undertaken sensitively in recognition of their heritage value. Our Climate Resilience planning guidance provides further information.

9.61. We recognise that demolition of some buildings will continue to play an important part of renewing and upgrading the Royal Greenwich's building stock; however, given the higher amounts of embodied carbon associated with demolition and rebuild schemes, development should explore all options for retrofitting first. Any proposals for demolition need to be fully justified and should demonstrate that a new building would be the most sustainable outcome.

9.62. In typical UK housing stock, a significant proportion of heat is lost through poorly insulated roofs, walls, floors, and windows. For homes with inadequate insulation, this can result in up to one-third of heating energy being wasted—equivalent to approximately £1 in every £3 spent on energy bills. Improving the thermal efficiency of buildings not only reduces emissions but also delivers long-term cost savings for residents and helps address fuel poverty.

9.63. Nationally, the LETI estimates that around 18% of the UK's annual carbon dioxide emissions originate from existing homes. As such, retrofitting the borough's existing building stock is a critical component of the wider climate response.

9.64. The energy efficiency standards in this policy are based on research and modelling by LETI in the Climate Emergency Retrofit Guide (2021). These standards use the same set of metrics, the EUI and SHD as in Policy CE2, to allow a more consistent method of assessing development proposals and reduce the need for interpreting different energy efficiency metrics.

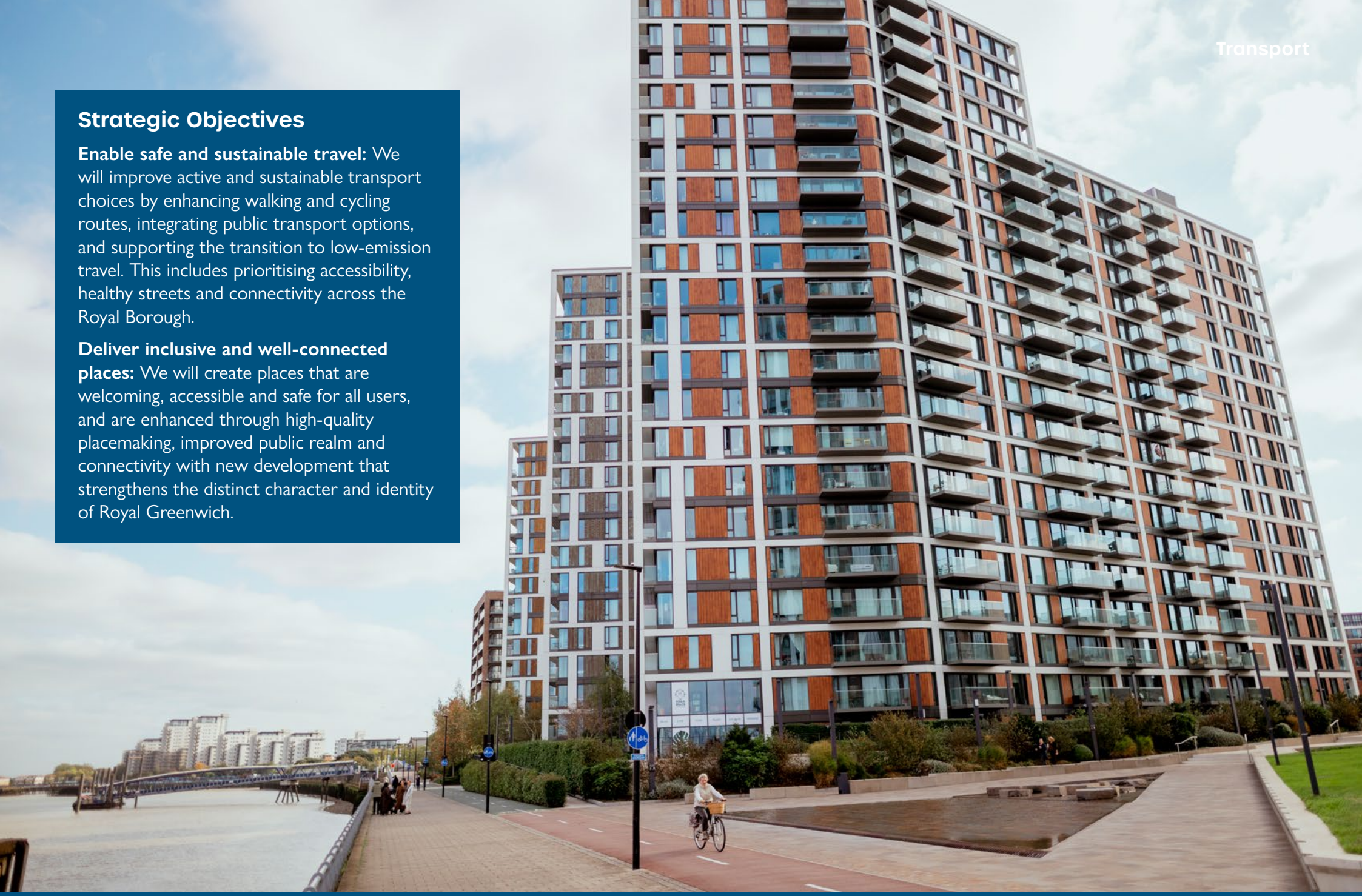
9.65. We will support sustainable retrofitting measures that are sensitive to the character and fabric of existing buildings, particularly in conservation areas and for heritage assets, while ensuring that interventions contribute meaningfully to borough-wide decarbonisation objectives. Applications for refurbishment and retrofitting should include a simple energy assessment to demonstrate measures taken to achieve the EUI and SHD targets. Our Climate Resilience planning guidance provides more advice on refurbishment and retrofitting. Any works and proposals to heritage assets must preserve the special architectural and historic interests of the asset, and must not harm their significance. Historic England has published several guidance documents and Advice Notes that would assist in planning retrofitting works.

Chapter 10
Transport

Strategic Objectives

Enable safe and sustainable travel: We will improve active and sustainable transport choices by enhancing walking and cycling routes, integrating public transport options, and supporting the transition to low-emission travel. This includes prioritising accessibility, healthy streets and connectivity across the Royal Borough.

Deliver inclusive and well-connected places: We will create places that are welcoming, accessible and safe for all users, and are enhanced through high-quality placemaking, improved public realm and connectivity with new development that strengthens the distinct character and identity of Royal Greenwich.



10.1. Transport plays a central role in shaping the future of Royal Greenwich, influencing how people move, access opportunities, and experience the Royal Borough's public spaces. The Local Plan's transport policies set out a clear framework to support a shift away from car dependency and towards a more sustainable, inclusive and resilient transport network.

10.2. The Plan promotes a modal shift to walking, cycling and public transport, recognising the critical role of active travel in improving public health, reducing carbon emissions, and enhancing the quality of the public realm. New development must support this shift by delivering safe, legible and inclusive environments that prioritise people over vehicles.

10.3. Policies in this chapter also seek to minimise car parking provision, particularly in areas with Public Transport Accessibility Levels (PTAL) 3 and above, while ensuring that essential needs such as servicing, drop-off, and disabled access are met.

10.4. A key focus is on inclusive mobility, and ensuring sufficient high quality disabled persons parking in both residential and non-residential development. This will mean that disabled people and those with mobility impairments can access homes, services and facilities safely and independently.

10.5. The chapter also addresses the design and function of streets, embedding the Mayor of London's Healthy Streets Approach and urban greening to create attractive, safe and climate-resilient public spaces. Streets are recognised not just as corridors for movement, but as places for community life, wellbeing and environmental enhancement.

10.6. Public transport is supported through policies that require development to align with existing and planned capacity and contribute to strategic infrastructure projects such as the Docklands Light Railway (DLR) extension to Thamesmead and Bus Transit scheme, and a new bus route in Charlton Riverside. These investments are vital to unlocking growth and ensuring equitable access to jobs, services and amenities.

10.7. Finally, the chapter sets out policy for freight movement, including the continued safeguarding of wharves and railheads, promoting sustainable logistics, and minimising the impact of goods movements. This supports efficient development while reducing congestion, emissions and road danger.

10.8. Together, these policies will work alongside our Transport Strategy to form a cohesive approach to delivering a transport network that is safe, sustainable, inclusive and future-ready, supporting the borough's wider goals for climate action, health, accessibility and economic growth.

Policy T1: Active Travel and Cycle Parking

1. Development should promote and facilitate mobility by increasing the proportion of trips made by walking, cycling and public transport. Development should improve local connections and facilities for these modes and seek to ensure they are more attractive than driving. New developments should integrate cycling, walking and public transport and improve the public realm to deliver safe, secure, legible and inclusive environments.
2. Applicants will be expected to provide a Travel Plan if the development will generate a significant amount of movement, including all major developments. Developments over 50 residential units, all major commercial developments and others with significant transport implications should provide a full Transport Assessment, with smaller schemes requiring a Transport Statement.

Walking

3. New development will be expected to:
   a. enhance the borough's walking networks by ensuring permeability, enabling access to adjoining areas and opening new routes;
   b. ensure routes and accesses are safe and designed to be inclusive and meet the needs of all pedestrians, with particular emphasis on disabled and mobility-impaired people;
   c. deliver high-quality, pedestrian-friendly footways and footpaths that are wide enough for the number of people expected to use them;
   d. reduce street clutter and ensure street furniture is located to allow the movement of pushchairs, wheelchairs and mobility scooters;
   e. enhance strategic networks such as the Green Chain walking route and the Thames Path where developments are in their vicinity, and support new and existing green links across Royal Greenwich and sub-regionally;
   f. ensure that disruption of walking and cycling routes during construction is minimised and any diversions are convenient and clearly signposted;
   g. provide safe and well-lit walking routes and reflect Healthy Streets indicators; and
   h. deliver high-quality crossing facilities on site, with continuous footways at side road crossings, and improve crossing facilities in the site's vicinity.

Cycling

4. New development will be expected to:
   a. ensure safe, convenient and continuous routes for cyclists that link into the strategic network;
   b. support the delivery of high-quality cycle networks across the borough meeting the requirements set out in Local Transport Note 1/20 and the London Cycling Design Standards;
   c. promote and contribute towards the introduction and expansion of cycle hire facilities and other sustainable transport initiatives, for instance by replacing parking spaces with spaces for dockless e-bikes and micromobility or bicycle hangers. Large development sites that incorporate new streets should provide spaces for dockless bike parking; and

Policy T1: Active Travel and Cycle Parking

d. provide sufficient provision of changing and shower facilities for cyclists at places of employment.

Cycle Parking

5. Developments should provide cycle parking at least in accordance with the minimum standards set out in the London Plan. Cycle parking standards for Houses in Multiple Occupation (HMOs) are set out in Policy H7.
6. Flexibility may be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site will result in a duplication of provision.
7. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
8. Where it is not possible to provide short-stay cycle parking off-street, the Council will work with developers to identify an appropriate on-street location for the required provision. Developers will be expected to contribute to secure such provision. The London Plan sets out short-stay requirements.
9. Where it is not possible to provide adequate long-stay cycle parking within developments, the Council will work with developers to propose alternative solutions to provide the required number of cycle parking spaces. These may include options such as:
    a. providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangars while being mindful of street-scape impacts;
    b. provision of space and infrastructure for public cycle hire (docked or dockless);
    c. managed on-site shared cycles, made available in perpetuity for residents;
    d. storage spaces for folding cycles; or
    e. contributions towards off-site communal cycle parking.
10. The addition of secure cycle parking such as cycle hangars to existing developments is generally supported in suitable, safe locations.

Reasoned Justification

10.9. Active travel – particularly walking and cycling – plays a fundamental role in creating a healthier, more sustainable, and inclusive Royal Greenwich. Promoting these modes of transport supports public health, improves air quality, reduces congestion, and creates vibrant public spaces. Our Health and Wellbeing Strategy aims to get residents more active, with an increased proportion of journeys made on foot or bicycle. Our Carbon Neutral Plan aims to lower carbon emissions in Royal Greenwich by reducing car use by 45% and encouraging a modal shift to public transport and active travel.

Walking

10.10. Walking is the most accessible form of transport and is integral to creating connected, healthy neighbourhoods. Prioritising walking promotes greater mobility, contributes to easing pressure on the road and public transport networks, encourages active lifestyles, and fosters safer communities through natural surveillance. Inclusive street design that considers the needs of disabled people, those with limited mobility, and families with pushchairs or children, is essential to support equitable access across the Borough.

10.11. Development proposals must enhance permeability by providing safe, direct, and attractive pedestrian routes. Such routes must connect to surrounding areas and transport hubs, reduce severance caused by infrastructure, and contribute to a high-quality public realm. The incorporation of features such as well-lit walkways, legible wayfinding (e.g. Transport for London's (TfL) Legible London signage or Green Chain Walk), and street greening also increases route attractiveness and supports walkability.

10.12. The Royal Borough of Greenwich's Streetscape Guidance and TfL's Streetscape Guidance and Streets Planning & Design - Streets Design Index should guide the design of streets and footpaths. The Mayor's Violence against Women and Girls Strategy should also guide design, as the built environment influences how women and girls move and interact within the city. Public spaces and routes must be safe for all those using them. Street lighting is also key for improving safety for street users.

10.13. Royal Greenwich is traversed by two strategic walking routes that enhance connectivity and access to green and historic spaces. The Capital Ring enters the borough at Woolwich, following the Thames Path westward before heading south through parks and residential areas towards Falconwood. This section links key open spaces and supports active travel.

10.14. The Thames Path, a National Trail, runs along the borough's northern edge, offering a high-quality, traffic-free walking and cycling route from Thamesmead to Greenwich town centre and beyond. It connects communities, provides access to the riverfront, and supports sustainable transport and recreation. Where development is proposed adjacent to the Thames Path, applicants should have regard to the Council's Thames Path and River Front Strategy when bringing forward development proposals.

10.15. These routes contribute to the borough's green and blue infrastructure and align with wider goals for health, sustainability, and public realm enhancement.

Cycling

10.16. Cycling enables people to lead healthier, more active lives and is a space-efficient, low-emission mode of travel. Strategic and local cycle networks must be enhanced to make cycling a convenient and safe alternative to car travel. Secure, accessible, and high-quality cycling infrastructure is essential to increase uptake, reduce motor vehicle reliance, and contribute to achieving local and London-wide emissions targets. See Figure T1 for a Cycling Route Network Map.

10.17. Development should support the delivery of planned cycle routes set out in the Infrastructure Delivery Plan, as well as contributing to cycling improvements in the vicinity of the site. The Greenwich and Thamesmead Cycleway, which will form part of a continuous route from Tower Bridge through Greenwich and on to Woolwich and Thamesmead, supports active travel and public realm improvements. Section 1 has already been delivered, Section 2 (Gallions Reach to Woolwich Ferry) began construction in September 2025, and Section 3 (Woolwich Ferry to Woolwich Town Centre) and Section 4 (Woolwich to Thamesmead) are currently in the early design phase.

10.18. At Charlton Riverside, the Council continues to support delivery of the Riverside Bus Route. This and other corridors are intended to improve walking, cycling and public transport access through the heart of the area, including underserved locations to the north; however, the pace of progress is currently dependent on funding from TfL and developers. As a result, while the route remains part of the strategic vision, implementation is not yet committed and no confirmed start dates are in place. In the short term, focus is likely to be placed on advancing the Riverside Route.

Cycle Parking

10.19. Encouraging cycling is vital to meeting our climate action goals, improving public health, and reducing reliance on private cars. We recognise that the availability of high-quality, convenient and secure cycle parking is an essential component of a successful and inclusive active travel network.

10.20. Provision of both long-stay and short-stay cycle parking must be made in accordance with the minimum standards set out in the London Plan. Cycle parking should be safe, accessible, and inclusive. Facilities must accommodate a variety of cycle types, including non-standard and adapted cycles used by disabled people and families. Developers must refer to the London Cycling Design Standards for layout, dimensions, and security requirements. Provision should avoid narrow accessways, steep ramps, or cramped layouts that might discourage use by those with larger or adapted bikes.

10.21. Cycle parking must be considered early in the design process to ensure it is effectively integrated into developments. It must be clearly marked, well-lit, sheltered from weather, and easily accessible from public realm and main entrances. For workplaces and educational institutions, additional facilities such as lockers and showers are encouraged to support active travel habits. For developments that include hot food takeaways, the Servicing and Delivery Plan should demonstrate how the development will accommodate food delivery workers when they wait outside premises.

10.22. Where it is not feasible to provide short-stay cycle parking off the public highway, for instance due to physical limitations of the building or site, the Council will work with applicants to identify suitable on-street provision, which should be provided as concrete-base Sheffield stands. This may include the repurposing of car parking bays for cycle use. In such cases, a financial contribution will be required to enable the delivery of high-quality cycle parking infrastructure.

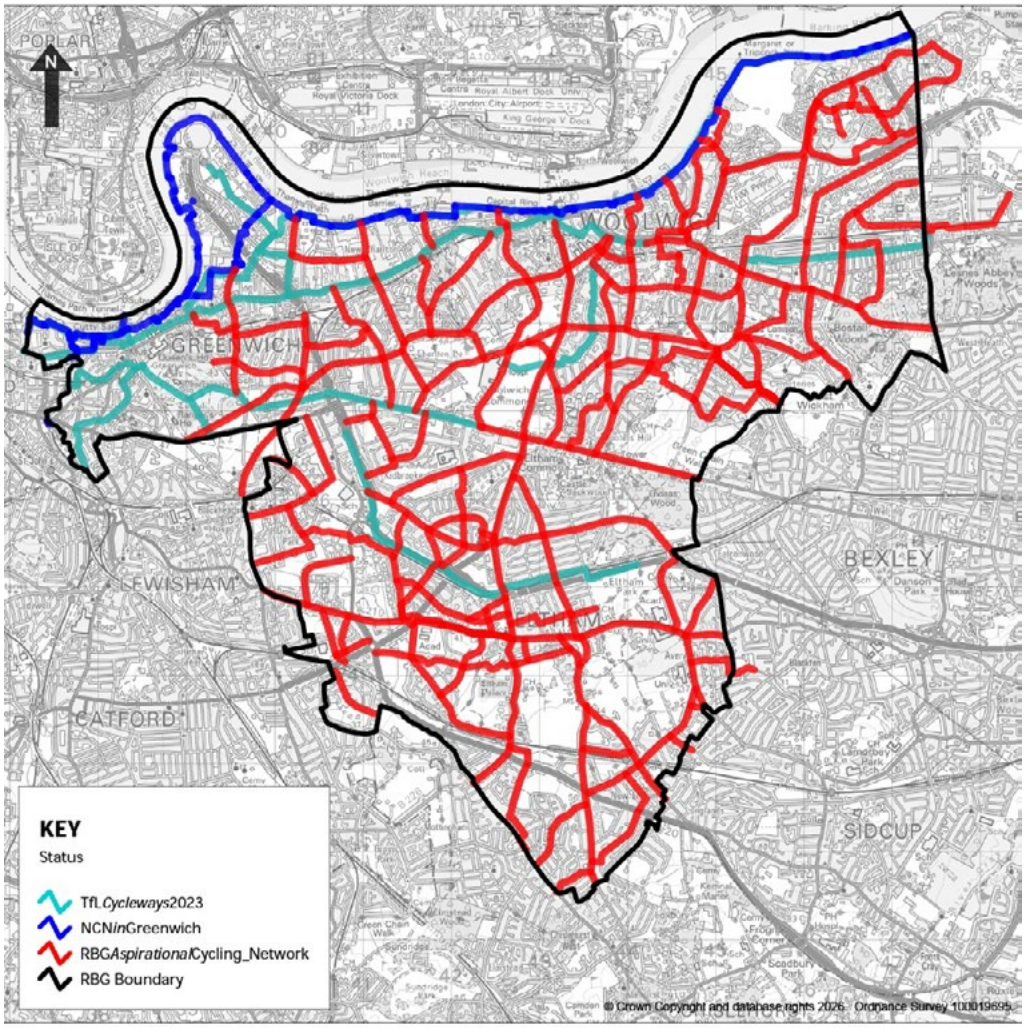
10.23. In developments where long-stay, in-building provision is not possible due to site constraints, for instance changes of use, alternative solutions such as on-street bicycle hangars will be considered. The Council will support innovative approaches, provided they meet design and security expectations and contribute positively to the street scene.

10.24. In cases where the final use class of a development is not determined at the application stage, the highest potential applicable cycle parking requirement should be used. This approach ensures that the development is future-proofed and supports the long-term aim of significantly increasing the proportion of journeys made by bicycle.

10.25. Our Transport Strategy recognises that cycle-hire can provide a flexible and convenient alternative to driving, including for people who do not own a bicycle, and plays a role in increasing active travel. However, unregulated dockless cycle hire parking can have a detrimental impact on streets, especially to wheelchair users, those with pushchairs and those with limited mobility. Therefore, within large developments that incorporate new streets development should include parking spaces for dockless bikes, with other developments providing these where possible, particularly in town centres.

10.26. The addition of secure cycle parking to existing developments, for instance through the installation of cycle hangars, is generally supported, as these can provide helpful storage spaces for existing and new residents' bicycles.

Figure T1: Royal Greenwich Cycle Route Network



Policy T2: Car Parking

1. Developments within existing or planned Controlled Parking Zones (CPZs) will not be eligible for on-street resident or business car parking permits.
2. Major development must ensure adequate provision is made for servicing, safe pick up, drop off, and waiting areas for vehicles such as taxis and coaches, where that activity is likely to be associated with the development.
3. Non-residential development should adhere to the parking standards set out in the London Plan. Requirements for operational parking should be justified separately to commuter parking.

Residential Car Parking

4. Residential developments with a PTAL of 3 and above, within Major Town Centres, or within an Opportunity Area, must be car-free. The maximum parking standards for other locations are set out in Table T1. If a site falls into more than one of the categories, then the more restrictive category should be applied.
5. Large-scale purpose-built shared living, student accommodation, HMOs, and other sui generis residential uses should be car-free.
6. Where provided, all residential car parking spaces must be equipped with active charging facilities for electric or Ultra-Low Emission vehicles.
7. Car clubs are encouraged as a replacement for private parking. These spaces must include active charging facilities. Additionally, developments with 100 or more units must contribute to the creation of new car club bays in proportion to the scale of the development.
8. Where planning permission is required for converting front gardens into parking spaces, this will generally not be permitted.

Table T1: Car parking standards

Location	Maximum parking provision
PTAL 3 and above	Car free
PTAL 2	Up to 0.25 spaces per dwelling
PTAL 0-1	Up to 0.5 spaces per dwelling

Disabled persons' parking

9. Developments must provide at least the minimum level of car parking provision necessary for people with disabilities, as set out in the London Plan. Car parking spaces designated for disabled individuals and those with physical impairments should:
   a. be located within the development and close to the nearest entrance or lift core, with preferably a level route or where this is not possible gently sloping (1:60-1:20) on a suitable firm ground surface;
   b. provide enough space to allow access to the vehicle from both sides and the rear;
   c. include vehicle entrance ramps with the correct gradient to accommodate higher vehicles, particularly for underground parking;
   d. allow for easy manoeuvrability in and out of the space; and
   e. be designated for people with disabilities or mobility impairments in perpetuity, and any unused spaces must not be returned to general parking.

Reasoned Justification

10.27. The prevalence of vehicular traffic creates a major obstacle to walking and cycling, diminishes the attractiveness of streets as public spaces, and negatively affects the reliability and travel times of bus services. Reducing parking provision can enable higher-density development and help create dynamic, mixed-use areas that prioritise people over vehicles.

10.28. Our Transport Strategy aims to expand the coverage of Controlled Parking Zones, and new developments will not be given permits for these zones.

10.29. Facilities and buildings should be safely accessible to all, and appropriate provision must be provided for servicing requirements and drop-offs, to avoid obstructions and ensure safety on the road network. Adequate space for turning, loading and unloading is necessary to serve developments properly while at the same time minimising intrusion into the street scene and potentially hazardous movements onto the public highway. This includes residential developments where there are likely to be regular delivery vehicles. Provision for emergency service access must also be made.

10.30. Recent data from the Healthy Streets Scorecard shows that Royal Greenwich is not on track to meet the Mayor of London's targets for sustainable transport. In 2025, the borough's Healthy Streets score declined from 3.71 to 3.37, and the proportion of households without a car fell from 49.6% to 45.4%, indicating increasing car ownership. These trends are at odds with the Mayor's Transport Strategy, which aims for 90% of trips in Inner London to be made by walking, cycling, or public transport by 2041.

10.31. To support modal shift, we encourage all residential development (including conversions and HMOs) to be car-free. This is specifically required on sites where the highest existing or planned PTAL is 3 or above, or where the site is within a designated town centre. This is more ambitious than the London Plan requirement for car-free developments in PTAL 4 or above, and reflects the reality that many PTAL 3 areas in the borough, such as Charlton and Woolwich Road, benefit from high-frequency services and are within walking distance of key transport links. Moreover, the PTAL metric does not fully capture future improvements, such as proposed bus transit routes and active travel infrastructure, which further strengthen the case for reduced parking provision.

10.32. This approach is supported by the high levels of transport accessibility and proximity to amenities in these areas and encourages travel behaviours in line with the Mayor's Healthy Streets Approach. This is fully in line with the London Plan, which sets maximum parking standards and explicitly supports boroughs that wish to adopt more restrictive policies.

10.33. When determining general parking provision within the applicable standards, discussions should begin with the highest existing or planned PTAL at the site; however, local circumstances, the quality of public transport, and conditions for walking and cycling should also be considered but not used to justify an increase of the maximum parking standards. Parking provision for electric or other Ultra-Low Emission vehicles should be included within the maximum parking allowance, rather than being additional to it.

10.34. Non-residential provision should be made in line with the London Plan. For industrial sites, the role of parking, both for workers and operational vehicles, varies depending on location and the type of development proposed. For commuter parking developments should be car-free unless exceptional circumstances can be justified. For instance, if there is shift work requiring travel at night or if industrial workers have equipment to bring with them to work. Operational parking should be considered and justified separately on a case-by-case basis.

10.35. The amount of parking provision, along with its design and implementation, should consider the importance of encouraging active travel and public transport use. The provision should be flexible to accommodate different users and adaptable for future repurposing. For example, to optimise sites, surface car parks may be redeveloped for other uses in future.

10.36. Where parking is provided, all residential car parking spaces must be equipped with infrastructure for electric or Ultra-Low Emission vehicles. Our Carbon Neutral Plan sets a target of 51% of all cars in the borough to be electric vehicles by 2030. Parking should be at basement or ground level within buildings rather than surface parking to ensure more efficient use of land and make space for nature.

10.37. Converting front gardens into parking spaces can harm visual appeal as well as harming biodiversity by reducing space for nature. Moreover, it leads to increased flood risk by reducing permeable surfaces. Therefore, where planning permission is required, the conversion of front gardens to parking will not be permitted.

10.38. Ensuring accessible parking in new developments is essential to creating inclusive communities that support the mobility needs of disabled residents and visitors. This policy sets out clear expectations for residential and non-residential schemes to provide designated disabled persons' parking bays in a way that is both practical and future-proof.

10.39. It is acknowledged that some disabled individuals may rely more on car travel, either as a passenger or a driver. The requirements of this policy ensure that all users, regardless of physical ability, can access facilities safely and conveniently. By embedding these standards into the design and management of parking, developments will contribute to a more equitable built environment and support the independence of disabled people.

10.40. To ensure true housing choice, parking for disabled persons should be provided in new residential developments. Any visitor parking for disabled residents should be clearly designated and reserved exclusively for these users from the beginning.

Policy T3: Roads and Streets

1. We will deliver a high-quality, inclusive and sustainable street network that prioritises people, supports active travel, and promotes environmental resilience. We will achieve this by:
   a. Designing inclusive, accessible and healthy streets:
      i. ensuring streets and public spaces are accessible and inclusive at all times of day, with these principles embedded from the earliest planning and design stages;
      ii. applying the Mayor's Healthy Streets approach to guide the design of our streets, supporting their use as places to walk, cycle, wheel, meet, and play; and
      iii. delivering high-quality, pedestrian-friendly pavements, and public spaces that function as destinations across the borough.
   b. Embedding urban greening into the streetscape:
      i. enhancing streets with trees, planting and other forms of urban greening to reduce pollution, mitigate heat, and create more attractive environments for walking and cycling; and
      ii. integrating green infrastructure into active travel schemes to support physical and mental wellbeing and encourage sustainable travel behaviours.
   c. Reducing traffic and supporting active travel:
      i. reducing through-traffic and car dependency by delivering schemes such as Controlled Parking Programmes, School Streets, Play Streets, and traffic management measures including bus gates and timed road closures;
      ii. prioritising the needs of pedestrians, cyclists, public transport users and essential servicing in line with the road user hierarchy in Royal Greenwich's Kerbside Management Policy Framework Action Plan; and
      iii. supporting and delivering schemes that promote a significant shift away from private car use, including segregated cycle lanes.
   d. Limiting impact on the strategic road network:
      i. new developments should join the road network on local roads rather than strategic or major roads wherever possible.
   e. Efficient management of the kerbside and public highway:
      i. providing for the Hierarchy of Users for kerbside space, as stated in our Kerbside Management Policy Framework Action Plan; and
      ii. ensuring adequate provision for pick-up and drop-off, loading and deliveries.
   f. Improving street safety and reducing road danger:
      i. incorporating design measures to enhance the real and perceived safety of streets and public spaces at all times of day; and
      ii. supporting the Mayor's Vision Zero ambition by reducing road danger through design, lower speeds, and safer behaviour.

Reasoned Justification

10.41. The design, function and character of our roads and streets play a vital role in shaping how people move through and experience spaces. Streets are not only conduits for travel but important public spaces in their own right, contributing to local identity, wellbeing, and environmental quality.

10.42. We will apply the principles of the Healthy Streets Approach as part of the Mayor of London's Transport Strategy to ensure that streets are safe, comfortable, and inviting for all users, particularly children, older people, and disabled residents. Delivering high-quality, pedestrian-friendly pavements and public spaces will help turn movement corridors into places where people want to linger, meet and socialise. These objectives align with wider goals to reduce health inequalities and support more active lifestyles. This is particularly important in Royal Greenwich, where high levels of childhood obesity and lower-than-average adult physical activity rates highlight the need for streets that actively support healthier lifestyles.

10.43. Embedding urban greening within the public realm and active travel infrastructure is essential to mitigating the impacts of climate change. Trees, planting and sustainable drainage not only improve the environmental resilience of the borough but also make streets more pleasant, shaded and visually appealing, thereby encouraging greater uptake of active travel. This approach is reinforced in our Climate Resilience planning guidance.

10.44. Reducing motor vehicle dominance is also central to the Local Plan. Our Transport Strategy sets a target to reduce car use by 45% by 2030 and increase the proportion of residents living within 400 metres of the strategic cycling network to 72% by 2041. Interventions such as School Streets, Play Streets, bus gates and Controlled Parking Programmes will help to manage through-traffic, improve air quality and create safer environments, particularly around schools and residential areas. Furthermore, Electric Vehicle (EV) charging facilities should be included on new streets where possible.

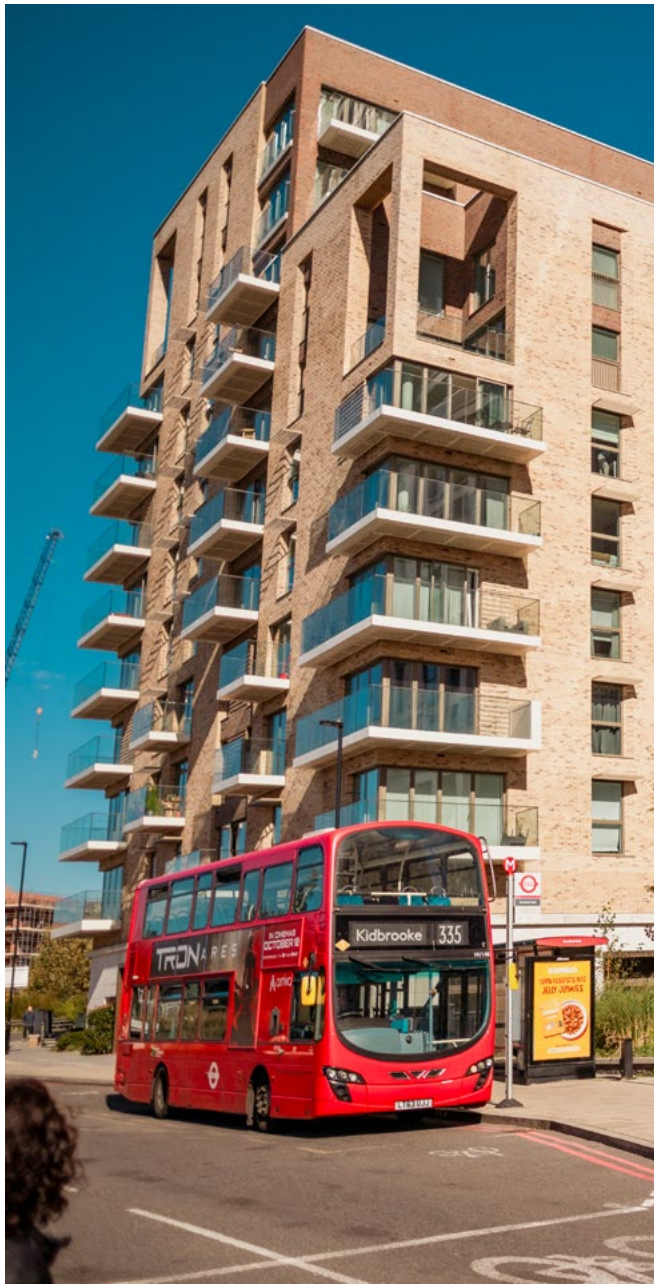
10.45. Our Kerbside Management Policy Framework Action Plan has a Hierarchy of Road Users which will be applied to all new developments, ensuring that people with mobility issues, pedestrians, cyclists, and public transport users are prioritised when allocating road and kerbside space.

10.46. Efficient and equitable kerbside management is critical to supporting a fairer distribution of road space. Our Kerbside Management Policy Framework Action Plan sets out how parking controls, servicing needs, and loading facilities will be balanced with the requirement to prioritise sustainable and space-efficient modes.

10.47. Through well-designed streets, traffic reduction, and public realm improvements in line with streetscape guidance, we will support the Mayor's Vision Zero ambition, which is embedded in our Transport Strategy, to eliminate deaths and serious injuries from road traffic collisions. Safety measures will be built into the design of new street schemes from the outset, alongside measures to reduce speeds and improve driver behaviour where vehicular access is required. This integrated approach reflects our ambition to build a healthier, more resilient, and people-focused urban environment.

Policy T4: Public Transport Improvements

1. Development proposals must, wherever possible:
   a. demonstrate that any increase in journeys resulting from the development as well as the combined impact of nearby approved developments can be accommodated either by the existing public transport network or by confirmed and scheduled improvements to the network;
   b. enhance access to public transport by providing or improving walking, cycling and wheeling routes to nearby stops or stations;
   c. support the use of the River Thames for public transport, including new river-bus stops where there is clear public benefit; and
   d. support the improvement, upkeep, and expansion of public transport services. This includes support of planned improvements including the DLR extension to Thamesmead, the Riverside Bus Route in Charlton Riverside, and the Bus Transit between Woolwich, Thamesmead and Abbey Wood, and other future strategic priorities.



Reasoned Justification

10.48. High-quality public transport is fundamental to creating sustainable, inclusive, and well-connected communities. It reduces reliance on private cars, lowers carbon emissions, supports healthier lifestyles, and ensures equitable access to employment, education, and essential services. In areas undergoing significant growth and regeneration, investment in public transport infrastructure and services is critical to ensuring that development is both viable and environmentally responsible. We will work with TfL and neighbouring boroughs to support public transport improvements.

10.49. Thamesmead and Abbey Wood is one of London's most significant regeneration areas, designated as an Opportunity Area (OA) in the London Plan. The area has the potential to deliver 15,000 new homes and 8,000 new jobs, as identified in Policy P5. A key component of future transport provision in the area is the proposed DLR extension from Gallions Reach to Thamesmead. This cross-river link will improve access to employment opportunities and help overcome the severance caused by the River Thames. The project is led by TfL and is currently scheduled to open in 2032.

10.50. Alongside this, a new Bus Transit scheme is being developed by TfL to improve connectivity between Woolwich, Thamesmead and Abbey Wood. This will provide reliable and frequent links to the Elizabeth Line and future DLR services through dedicated bus infrastructure, upgraded stops, and enhanced local environments. This project is led by TfL and is scheduled to be operational in 2029. We will work with TfL to improve other bus services wherever possible. Further public transport improvements will be identified in the Royal Borough of Greenwich Public Transport Action Plan.

10.51. We will support additional river-bus stops where there are clear public benefits including improved transport choices supporting growth. Planned stops include Greenwich Peninsula, Thamesmead, and Charlton Riverside. See Policy DH8 Thames Policy Area for more information.

10.52. Proposals must adequately demonstrate that any increase in journeys resulting from the development as well as the combined impact of nearby approved developments can be accommodated either by the existing public transport network or by confirmed and scheduled improvements to the network. This is because access to frequent and reliable transport is essential for people to reach jobs and services.

10.53. Developments should enhance connectivity to nearby stations and stops by improving wayfinding, including delivering new, or upgrading existing, walking, cycling and wheeling routes, ensuring these are safe, direct, and accessible for all users. This includes improving lighting, signage, and surfacing, as well as addressing barriers to movement such as busy roads, level differences or poor-quality public realm. Where appropriate, developments should also integrate with wider active travel networks and contribute to strategic routes, as stated in Policy T1.

10.54. Development must therefore be aligned with this evolving transport landscape. Proposals will be expected to demonstrate that they do not place unacceptable pressure on existing networks and should actively contribute to improving access to and the quality of public transport. Large developments should also contribute to new networks planned in their vicinity.

Policy T5: Freight

1. The impact and movement of goods and materials on the road network will be minimised by:
   a. ensuring developments that generate high numbers of freight movements are located close to major transport routes;
   b. the continued use of safeguarded wharves for river-based cargo handling, with alternative uses only being considered if the wharf is no longer viable or capable of being made viable for river-based cargo handling, or exceptionally, for a strategic proposal of essential benefit to London, which cannot be planned for and delivered on any other site in Greater London;
   c. ensuring that temporary uses of wharves are only allowed where they do not preclude the wharves being used for freight in future, and any co-located uses on wharves ensure that freight use is secured long-term, freight capacity of the wharf is not reduced and there are no conflicts of use;
   d. maximising the use of more efficient and sustainable ways of delivering goods, including consolidation, the use of rail, water, electric vehicles, cargo bikes and last mile deliveries by sustainable modes;
   e. safeguarding the Aggregates Zone, which includes Angerstein and Murphy's wharves;
   f. safeguarding railheads for aggregates distribution and for co-located rail served aggregates operations;
   g. securing Construction Logistics Plans and Delivery & Servicing Plans in line with the London Freight Plan, which should be coordinated with Travel Plans;
   h. ensuring that the operators of all freight vehicles operating in new developments with Delivery and Servicing Plans have attained the Silver Fleet Operator Recognition Scheme (FORS) accreditation, or any equivalent successor standard; and
   i. implementing and safeguarding for future innovative and smart technologies in relation to freight, servicing and deliveries that maximise the efficiency and interoperability of the transport network, including measures such as holding bays optimisation and demand responsive deliveries.

Reasoned Justification

10.55. The use of narrow, difficult roads for freight movements in areas of high sensitivity can be particularly intrusive and environmentally damaging. In general, only strategic routes are capable of accepting major lorry flows. Where operational lorry traffic is considered acceptable, the provision of noise insulation for properties adversely affected will be sought in line with the Agent of Change principle.

10.56. The movement of goods by water or rail rather than road can help reduce traffic congestion, and air and noise pollution. The River Thames is Royal Greenwich's main navigable waterway and plays a vital role in supporting sustainable freight movement in London and has potential for increased usage. Royal Greenwich is currently home to six safeguarded wharves—Angerstein, Brewery, Murphy's, Riverside, Tunnel, and Victoria Deep Water Terminal—which are protected by national Safeguarding Directions. Many of these wharves are essential for transporting goods and materials by river, helping to reduce road traffic, lower emissions, and support major development across the borough. Their continued operation is key to meeting local and London-wide sustainability goals.

10.57. The exception to this is Riverside Wharf in Charlton Riverside. The Council supports the de-designation of this wharf, if its capacity is replaced in an appropriate alternative location, as it lies between two sites with residential planning permissions, has no railhead access and poor access to the strategic road network. The continued protection of this wharf has the potential to undermine our vision for the regeneration of the Charlton Riverside Opportunity Area.

10.58. Development proposals for safeguarded wharves are referable to the Mayor of London, who has a duty to periodically review the safeguarding and make recommendations to the Secretary of State with regards to existing or possible Safeguarding Directions.

10.59. The main rail freight facility in Royal Greenwich is at Angerstein Wharf. This is within the Aggregates Zone and is used for the transshipment of aggregates.

10.60. The Land west of White Hart Road, known as the former Plumstead Coal Yard, is also designated as a rail freight site and there are plans to bring the railhead back into use. In addition to the sites themselves, access from the road, rail, and/or river network to wharves and rail freight sites will be protected.

10.61. Construction Logistics Plans and Delivery & Servicing Plans should also consider opportunities for waste recycling. Large scale developments should set aside land for the duration of the construction period to facilitate the sorting and storing of inert waste material.

10.62. The FORS is a voluntary accreditation scheme that promotes best practice in road freight operations. It covers key aspects such as safety, fuel efficiency, operational effectiveness, and emissions reduction. By achieving FORS accreditation, freight operators commit to improving the safety and sustainability of their operations. The scheme is widely adopted across London and supports the Council's wider goals for cleaner, safer and more efficient transport.

10.63. Proposed developments in the vicinity of a safeguarded freight site should refer to Policy EN5 in regard to the Agent of Change principle.

Chapter 11
Monitoring Framework

Monitoring the implementation and progress of policies is essential to understand how effectively our Local Plan is being delivered over the plan period. This chapter sets out the monitoring framework for the Local Plan, including Table MF1 below, which will be used to assess the implementation and performance of the Plan's policies.

A series of indicators, relating to key objectives such as housing delivery, affordable housing provision, employment growth, and environmental outcomes, will be monitored on an annual basis through the Authority Monitoring Report (AMR).

Where monitoring identifies that targets or thresholds are not being met, appropriate action will be taken. This may include targeted interventions, engagement with stakeholders or, where necessary, a partial or full review of relevant policies.

The monitoring framework will ensure that the Local Plan remains effective, responsive to changing circumstances, and aligned with national planning policy requirements and the London Plan.

Table MF1: Monitoring Framework

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy H1 'Meeting Housing Needs'	Number of approved and completed homes.	Performance against 5-year requirement as per Policy H1	Sustained under-delivery against the targets as per Housing Delivery Test.	Planning London Datahub (PLD)
Policy H2 'Affordable Housing'	Number and percentage of net new dwellings approved and completed, by tenure type: • shared ownership • intermediate rent • social rent	50% of all new homes to be affordable	Total number of new affordable homes does not meet target after three years.	PLD
Policy H3 'Housing Mix'	Percentage and total number of homes by number of bedrooms (1, 2, 3, 4+) • Approved • Completed Percentage of schemes which achieve the desired proportion Total performance against overall target mix % of 3 and 4 bedrooms broken down by tenure (market, social rent, intermediate rent, shared ownership)	3 bedrooms in 30% of affordable housing 4+bedrooms in 10% of affordable housing 3 bedrooms in 10% of market homes	Declining trend	PLD
Policy H4 'Build to Rent'	Number of Build to Rent approvals and completions	N/A		PLD / RBG Internal Data

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy H5 'Purpose-Built Student Accommodation'	Number of PBSA schemes approved and completed	N/A		PLD
Policy H6 'Housing with Shared Facilities (Houses in Multiple Occupation)	Number of HMO's approved and completed. Number of HMOs approved and completed where the original property has a gross internal area of less than 130sqm. Number of Large Scale Purpose Built Shared Living schemes approved and completed	N/A	Increase in number of HMOs that are under 130sqm, in areas below PTAL, and in areas where there was an overconcentration of HMOs	PLD / Internal RBG Data
Policy H7 'Supported and Specialist Accommodation'	Number of specialist accommodation units approved and completed	The London Plan (2021) identifies an indicative benchmark figure of 105 dwellings of specialist older persons accommodation per annum for Royal Greenwich.		PLD / Internal RBG Data
Policy H8 'Small Sites and Subdivisions'	Number of net homes being delivered on small sites (measured as below 0.25 hectares)	The London Plan sets a housing target of 3,010 net homes in the ten-year period 2019-29 from small sites for the Royal Borough of Greenwich	Failing to deliver the London Plan target of 301 dwellings per annum.	PLD

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy H10 'Gypsy and Traveller Accommodation'	The number of Gypsy and Traveller pitches approved and completed	The Royal Borough of Greenwich Gypsy and Traveller Accommodation Needs Assessment (GTAA) sets out that the borough needs to provide 72 new pitches over the Local Plan period (2025-2040)		PLD
Policy H11 'Housing Quality'	Number of units approved and completed meeting M4(2) and M4(3) requirements	90% of all new homes meet M4(2) requirement 10% of new homes to meet M4(3) requirements	Delivery falling below the required proportion of homes meeting M4(2) and M4(3) standards	PLD
Policy E2 'Protected Industrial Land'	Amount of industrial and non-industrial floorspace permitted and completed in Strategic Industrial Locations (SIL) and Locally & Locally Significant Industrial Sites (LSIS) Locations	N/A		PLD / submitted Employment and Skills Plans

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy E4 'Delivering Inclusive Growth'	Proportion of affordable workspace delivered on applicable developments Number and amount of financial contributions secured in lieu of on-site affordable workspace provision Loss and gain of B8, B2 & E(g) use floorspace within LSIS/SIL & Town/District Centres	N/A		PLD / submitted Employment and Skills Plans / S106 and CIL
Policy E5 'Local Employment, Skills and Training'	Number of people helped into work by Greenwich Local Labour and Business (GLLaB)	N/A		GLLAB Data
Policy TC1 'Supporting the Network and Hierarchy of Centres'	Vacancy rates within designated centres	N/A		Internal RBG data / GLA High Street Data Service
Policy TC2 'Managing Edge-of-Centre and Out-of-Centre Uses'	Loss and gain of main town centre uses (floorspace) in edge of centre and out of centre locations	N/A		PLD
Policy TC3 'Visitor Economy'	Number of tourists visiting RBG Number of hotel beds permitted and completed Number of hotel rooms and floorspace lost, including through changes of use	The London Plan identifies a need for 58,000 additional hotel bedrooms across London by 2041.		Visit Greenwich data / PLD

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy TC4 'Culture, Evening and Night-Time Economy Uses'	Number of applications approved for evening, and night-time economy uses in designated centres Change in the number and types of cultural venues – increases and losses	N/A		PLD / Internal RBG data
Policy TC5 'Markets, Temporary Events and Meanwhile Uses'	Loss and gain of trading pitches in existing markets Number of temporary events successfully secured	N/A		Internal RBG data
Policy TC6 'Managing Hot Food Takeaways and Gambling Uses'	Number of new planning permissions granted for hot food takeaway and gambling uses	N/A	More than 5% of hot food takeaways within designated centre and 10% within a neighbourhood parade More than 5% of gambling units in the centre	PLD / RBG Internal data
Policy TC7 'Social and Community Infrastructure'	Net gain and loss of community uses (Use Classes F1 and F2)	N/A		Infrastructure Funding Statement / Infrastructure Delivery Plan / S106 & CIL
Policy TC8 'Public Houses'	Loss and gain of public houses	N/A		PLD / RBG Internal data

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy DH2 'Tall Buildings'	Number of developments of tall buildings (exceeding the height thresholds set out in Policy DH2) delivered Tall buildings permitted within identified tall building locations -Tall Building Zones, Limited Opportunity Zones and Site Allocations Tall buildings permitted outside of identified tall building locations	N/A	Development exceeding defined height thresholds within designated Tall Building Zones and Limited Opportunity Zones.	Internal RBG Data

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy DH4 'Heritage Assets'	Change in the number of designated and non-designated heritage assets: • Conservation Areas • Statutorily Listed Buildings • Locally Listed Buildings • Archaeological remains (within Areas of High Archaeological Potential) • Scheduled Monuments • Registered Historic Parks and Gardens Number of designated heritage assets completely demolished/lost Number of buildings / conservation areas on Heritage at Risk Register and changes to risk level New heritage designations and associated appraisals/ management strategies	N/A		Historic England/ Internal RBG Data

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy DH5 'Maritime Greenwich World Heritage Site'	Number of planning permissions granted within the Maritime Greenwich World Heritage Site or its setting (as defined by the identified/ mapped WHS Buffer Zone) with an objection from the World Heritage Site Management Committee.	N/A	1% of approved schemes received an objection from Historic England or UNESCO (WHS Management Body).	PLD / Internal RBG data
Policy DH6 'Strategic and Local Views'	Number of appeals allowed where Policy DH6 was a reason for refusal.	N/A		PLD/ Internal RBG Data
Policy DH8 'Thames Policy Area'	Number of approved and completed tall buildings within Thames Policy Area (and heights). Value of financial contributions secured for improvements to visual and physical permeability to the Thames waterfront	N/A		Internal RBG Data Site Visits / S106 and CIL

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy EN1 'Green and Blue Infrastructure'	Urban Greening Factor achieved by developments	0.4 on residential schemes and 0.3 on non-residential		Submitted green infrastructure assessment / Landscaping Strategy
Policy EN2 'Open Space'	Approved and completed floorspace within Metropolitan Open Land (MOL) and Borough Open Land (BOL)	N/A		Internal RBG Data
Policy EN3 'Biodiversity'	Number of liable developments reaching 10% BNG, and number of developments delivering BNG on site versus through off-site credits	All liable developments reaching 10% BNG.		Internal RBG Data and submitted Biodiversity Gain Plans
Policy EN4 'Air Quality'	Improvements to air quality at monitoring stations Number of developments not meeting Air Quality Neutral benchmarks and so required to include additional mitigation Number of developments meeting AQ Positive status	N/A		Internal RBG Data

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy EN5 'Local Environmental Impacts'	Number of developments submitting Construction Environmental Management Plans (CEMPs) Number of noise complaints received	N/A		Internal RBG Data
Policy EN6 'Managing Flood Risk'	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	N/A	1% of applications that have been approved contrary to EA advice	Environment Agency / RBG Internal Data
Policy EN7 'Sustainable Drainage'	Proportion of (major) applications approved with SuDS which achieve greenfield surface water run off rates	N/A		Submitted SuDS pro-forma
Policy EN8 'Strategic Waste Management'	Loss and Gain of Waste Management Facilities Amount of municipal waste arising by type % of Royal Greenwich's municipal waste managed within the sub-region	N/A		Internal RBG Data Environment Agency

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy CE1 'Climate Resilient and Net Zero Design Principles'	Number of non-residential major developments achieving BREEAM 'Outstanding' standards.	N/A		Submitted BREEAM reports
Policy CE2 'Operational Carbon and Energy Balance'	Number of new developments meeting EUI and SHD targets Number of developments achieving energy balance (where on-site renewable energy generation matches the total predicted energy demand of the building) Quantity of PV panels installed and electricity generated Amount of energy shortfall and energy offset financial contribution Number of developments submitting total energy use and renewable energy generation figures to the GLA (Be Seen monitoring)	N/A		Submitted Energy Strategies / S106

Policy	Monitoring Indicator	Target (if applicable)	Triggers / Contingencies	Source of Monitoring
Policy CE3 'Decentralised Energy'	Number of major developments connecting or futureproofing connection to low-carbon heat networks	N/A		Submitted Energy Strategies
Policy CE4 'Whole Life Carbon and Circular Economy'	Number of developments meeting embodied carbon targets	N/A		Submitted Energy Strategies
Policy CE5 'Retrofitting and Existing Buildings'	Number of retrofit developments meeting EUI and SHD targets	N/A		Submitted Energy Strategies
Policy T1 'Active Travel and Cycle Parking'	Loss or gain of roads with physically protected cycleways	N/A	Loss of physically protected cycleways	Healthy Streets Scorecard
Policy T2 'Car Parking'	Number of residential planning applications granted in areas of PTAL 3 and above, within a major town centre, or within an opportunity area which are not car-free	Residential developments in areas of PTAL 3 and above, within a major town centre, or within an opportunity area to be car-free		PLD/ Internal RBG data

Chapter 12
Glossary

Term	Abbreviation	Explanation
Active Frontage		Making frontages 'active' adds interest, life and vitality to the public realm. This means: • frequent doors and windows, with few blank walls; • narrow frontage buildings, giving vertical rhythm to the street scene; • articulation of facades, with projections such as bays and porches incorporated, providing a welcoming feeling; and • on occasion, lively internal uses visible from the outside, or spilling onto the street.
Active travel		Travel involving physical activity, for example walking, cycling, scooting or utilising public transport.
Affordable Workspace		Workspace that is provided at rents maintained below the market rate, secured for a defined period to support start-ups and SMEs.
Agent of Change principle		The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance-generating uses upon proposed new development.
Aggregates Zone		A designated zone where the safe production and/or transport of aggregates can take place, in order to limit environmental impacts on other areas of the borough.
Air Quality Management Area	AQMA	In January 2001 as part of our statutory duties, the whole of the Royal Borough of Greenwich was declared an Air Quality Management Area (AQMA). This followed a review and assessment of air quality within the borough that predicted two pollutants, particulate matter (PM10) and nitrogen dioxide (NO2) were likely to exceed national objectives.

Term	Abbreviation	Explanation
Air Quality Neutral		An Air Quality Neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NOx and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.
Air Quality Positive approach		A process aimed at going beyond basic compliance with Air Quality Neutral benchmarks and the minimum standards of an air quality assessment. It involves identifying and implementing measures that enhance local air quality and reduce exposure to pollution. To support this, an AQP Statement must be submitted, outlining how air quality benefits have been maximised and detailing the strategies that will be used to minimise pollution exposure.
Arts and cultural uses		Uses whose primary purpose is the creation, production, rehearsal, performance, exhibition or presentation of artistic, creative, cultural or heritage activity, or the provision of facilities that support such activity. This includes, but is not limited to: performance venues, cinemas, museums, galleries, exhibition spaces, arts centres, cultural and community hubs, rehearsal and studio spaces, creative production and maker spaces, archives, libraries, and other venues used principally for artistic and cultural activities. Such uses may fall within Use Class F1, Class E, or be sui generis, depending on the nature of the activity. For the purposes of this Plan, the definition is based on the primary function of the use, rather than its Use Class.

Term	Abbreviation	Explanation
Authority Monitoring Report	AMR	The Authority Monitoring Report is published annually to track the implementation and the effectiveness of its policies. It presents monitoring data against the indicators set out in the Local Plan. It also tracks the Council's progress against the Local Development Scheme (LDS) in preparing planning policy documents.
Biodiversity Net Gain	BNG	An approach to measuring the environmental improvement on development sites from before a development to when it is finished, to ensure that habitats are improved in the process.
Borough Open Land	BOL	Areas of land bounded by urban development within Royal Greenwich which are considered to hold significant importance to the Royal Borough in terms of their historic, recreation, or nature conservation value.
Building Research Establishment's Environmental Assessment Methodology	BREEAM	An international methodology that provides independent third party certification of the assessment of the sustainability performance, including waster, waste, energy and travel usage, of individual buildings, communities and infrastructure projects.
Build to Rent	BtR	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
Changing Places Toilets		Accessible toilet facilities designed for people with complex disabilities and their carers
Circular Economy		A Circular Economy is where materials are used for as long as possible and are then adapted for reuse or recycled, leaving minimum waste to go to landfill. In relation to the built environment, a circular economy means prioritising the retention of existing buildings and structures and refurbishment, over demolition and rebuilding, where possible.

Term	Abbreviation	Explanation
Controlled Parking Zone	CPZ	An area where the council has introduced restrictions on parking during certain times. These restrictions only apply to public roads.
Climate emergency		A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from global warming. In 2019, Royal Greenwich declared a Climate Emergency, recognising that the impact of climate breakdown is already causing serious damage around the world.
Climate resilience		Climate resilience means making sure that Royal Greenwich's neighbourhoods, buildings, transport, and green spaces can withstand and adapt to the effects of climate change.
Community Wealth Building:		An approach to economic development that prioritises local ownership, fair employment, and reinvestment in communities.
Comparison Retail		Predominantly durable goods and services, such as clothing and electrical goods, where customers may wish to compare prices / quality / type of product sold, with other similar products sold in other shops.
Conservation Area		An area of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.
Convenience Retail		Basic goods or services, such as food and drink, which people may need on a weekly, if not daily, basis.
Designated heritage assets		A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such in the relevant legislation. This is currently defined in national government guidance.
District Centre		Service centre, providing convenience goods and services of various kinds for local communities.

Term	Abbreviation	Explanation
Embodied carbon		Embodied carbon is the quantity of carbon emitted by a product or building through its collection, manufacture, transportation, assembly, use, recycling and disposal over its lifetime.
Energy hierarchy		The Mayor's tiered approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is using renewable energy (be green). (London Plan 2021)
Energy Use Intensity	EUI	The total energy needed to run a building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/sqm/yr). The EUI of a building covers all energy uses such as space heating, domestic hot water, ventilation, lighting, cooking and appliances.
Evening and Night-time Economy	ENTE	Economic and cultural activity between 6pm and 6am.
Family Housing		A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three or more bedrooms.
Fleet Operator Recognition Scheme	FORS	A voluntary accreditation scheme that promotes best practice in road freight operations, covering key aspects such as safety, fuel efficiency, operational effectiveness, and emissions reduction.
Flexible Workspace		Premises that can be adapted to suit different business needs, including reconfiguration and shared use
Flood Zone		The Environment Agency (EA) have defined Flood Zones to show the probability of fluvial and / or tidal flooding. These Flood Zones provide indicative flood risk information and are used as part of the planning process as a tool in the Sequential and Exception Tests. The fluvial / tidal Flood Zones are defined within the PPG 'Flood Risk and Coastal Change' (Table 1). Royal Greenwich has areas that are fluvially and tidally influenced, the Flood Zones in Royal Greenwich are defined in the Strategic Flood Risk Assessment (SFRA).

Term	Abbreviation	Explanation
Green and Blue Infrastructure	GI	Systems of multi-functional green and blue spaces and features and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits.
Greenwich Local Labour and Business	GLLaB	A Council-run service providing employment support, training, and job brokerage for local residents
Habitable room		A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.
Hierarchy of Users for Kerbsides		The framework used by the council to best prioritise the allocation of Kerbside space for those who may need it most.
House in Multiple Occupation	HMO	A House in Multiple Occupation is a property occupied by three or more unrelated individuals forming more than one household who share basic facilities such as a kitchen or bathroom.
Last Mile Distribution		The final stage of delivery from a distribution centre to the end user, often requiring efficient logistics.
Large-scale purpose-built shared living	LSPBSL	A type of purpose-built, non-self-contained housing that is made up of private individual rooms as well as communal spaces and facilities, and amenities such as concierge services.
Listed building (Local)		A building or structure of architectural or historic interest, which does not qualify for including in the statutory list but in the opinion of the Local Authority makes a valuable contribution to the character of the area.

Term	Abbreviation	Explanation
Listed building (Statutory)		A building or structure (and any other fixed object within its curtilage) of special architectural or historical interest, which is on a list prepared by Historic England. These buildings are protected under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. Listed building consent is required for any proposal to alter, extend or demolish the whole or part of the interior or exterior of any structure within the curtilage of that building.
Local Centre		Small town centre which typically serves a localised catchment. Mainly providing services for people living or working nearby. Usually containing convenience goods shops, local service uses, restaurants, cafes and pubs.
Local Development Scheme	LDS	The Local Development Scheme (LDS) sets out the Council's timetable for preparing the Local Plan and other planning documents
Major Centre		Principal centre providing a range of services to a borough-wide catchment area, including significant retail, leisure, employment, service, cultural and community functions.
Meanwhile Uses		Temporary uses of land or buildings that are awaiting longer-term development or commercial use, which offer a valuable opportunity to bring life, activity, and community benefit to otherwise vacant or underutilised spaces.
Metropolitan Open Land	MOL	Large areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land use planning policies. This land is considered to hold significant importance for a region of, or the whole of London.
Micro business		A business with fewer than 10 employees

Term	Abbreviation	Explanation
National Planning Policy Framework	NPPF	The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions. This Royal Greenwich Local Plan is prepared using the NPPF version as published on 12 December 2024 and amended on 7 February 2025, under the 'legacy' plan-making system.
Neighbourhood Centre		Small parades of shops of purely neighbourhood significance.
Net Zero Carbon		Net-zero carbon refers to balancing the amount of emitted greenhouse gases with the equivalent emissions with no reliance on fossil fuels, maximising on-site renewable energy generation or offsetting elsewhere in Royal Greenwich as a last resort. A net-zero carbon building is one which does not burn fossil fuels, has ultra-high energy efficiency and is 100% powered by renewable energy.
Opportunity Area	OA	Areas defined in the London Plan with good public transport accessibility that provide London's principal opportunities for accommodating large-scale development. The areas will provide substantial numbers of new employment and housing opportunities.
Operational carbon		Operational carbon is the quantity of carbon emitted by use of a fixed building service such as heating, hot water, cooling, ventilation or lighting and the unregulated emissions used for cooking.

Term	Abbreviation	Explanation
Outstanding Universal Value	OUV	Cultural and/or natural significance which is so exceptional as to transcend national boundaries. A statement of Outstanding Universal Value is adopted by UNESCO's intergovernmental World Heritage Committee at the time of its inscription and can only be subsequently amended by the Committee. Values are what makes a place special. They are expressed by a World Heritage Site's attributes. These can be tangible or intangible. They will be embodied in, for example, the buildings, spaces, monuments, artefacts and archaeological deposits within the site, its setting and views of and from it. Statements of outstanding universal value are key references for the effective protection and management of World Heritage Sites.
Planning London Datahub	PLD	The Planning London Datahub is a platform that consolidates information on planning applications and development proposals submitted across all London boroughs.
Planning Practice Guidance	PPG	The planning practice guidance (PPG) sets out more detail on how to apply national planning policies, based on the NPPF. The PPG covers various topics in planning and is published and updated by the Government and relevant public bodies.
Primary Shopping Area	PSA	Spatial designations that contain the greatest concentration of retail within a Town Centre; are the most accessible part of the Town Centre; and are key to protecting the character and function of Town Centres, ensuring their continued vibrancy, vitality and viability.
Public Realm		All outdoor spaces in towns and cities which are accessible to the public, including roads, pavements, public squares, forecourts, and parks and open spaces.
Public Transport Access Levels	PTAL	Public Transport Access Level measures how well a location is served by public transport. It takes into account walking times from a specific point to nearby services (such as bus stops and stations), along with the frequency of those services. These factors are combined to produce an overall accessibility score, which is categorised into levels ranging from 0 to 6b.

Term	Abbreviation	Explanation
Refurbishment		The improvement of a building through décor, fixtures and cleaning as a fabric first approach that does not involve major structural changes or complete demolition; closely related to renovation and restoration.
Retrofitting		The addition of new low carbon technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.
Safeguarded waste sites		Waste transfer and management sites which are safeguarded for waste management use into the future.
Safeguarded wharves		A network of sites that have been safeguarded for cargo handling uses such as intraport or transhipment movements and freight-related purposes by national Safeguarding Directions. A site remains safeguarded unless and until the relevant Safeguarding Direction is formally removed or amended.
Site of Importance for Nature Conservation	SINC	Sites identified as being of importance for nature conservation purposes.
Site of Special Scientific Interest	SSSI	site notified to the Local Planning Authority by Natural England as being of national importance by reason of any of their flora, fauna, geology or physiographical features.
Small business		A business with 10–49 employees
Small and Medium Enterprises	SMEs	Businesses with fewer than 250 employees.
South East London Green Chain		A linked chain of over 300 open spaces and woodland between the River Thames and Crystal Palace Park which contains the 52 mile Green Chain Walk nature trail.
Space Heating Demand	SHD	The amount of heat energy needed to heat a building over a year and is a measure of the thermal efficiency of a building, it is measured in kWh/sqm/year. It is affected by the building form and orientation, insulation, airtightness, windows and doors and the type of ventilation system, etc.

Term	Abbreviation	Explanation
Start-up business		A newly formed or early-stage business, typically micro-sized, often characterised by rapid growth potential and a need for flexible or affordable workspace.
Strategic Flood Risk Assessment	SFRA	A study to assess flood risk from all sources to identify flood-prone areas and evaluate the impact of development on flood risk.
Strategic Industrial Location	SIL	A study as required by the NPPF to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the cumulative impact that land use changes and development in the area will have on flood risk. The SFRA informs the consideration of flood risk when making planning decisions. The most up-to-date SFRA for this Local Plan was completed in 2026.
Statement of Community Involvement	SCI	The Statement of Community Involvement (SCI) is a document setting out the Council's approach to community involvement in planning. It includes details of how we will consult on the Local Plan and other planning policy documents, and on individual planning applications.
Sustainable Drainage Systems	SuDS	Drainage systems which aim to align modern drainage systems with natural water processes in order to manage water quantity and quality in a sustainable way.
Sustainable Freight		Transport of goods using environmentally friendly methods, such as rail, river, or low-emission vehicles
Town Centre		A major, district, local or neighbourhood centre.
Urban Greening Factor	UGF	A land-use planning tool to help determine the amount of greening required in new developments.

Term	Abbreviation	Explanation
Workspace Provider		An organisation responsible for managing and operating business premises, including affordable workspace
Waste apportionment		The amount of London's waste that each borough is required to manage to ensure London is self-sufficient in managing its municipal, commercial and industrial waste that it produces. This requires an amount of land to be safeguarded within the borough.

Appendices

Appendix 1: Schedule of Strategic Policies

Schedule of strategic policies

The policies within the Local Plan comprise both strategic and non-strategic elements. Strategic policies are those that set out the overarching spatial strategy and address the key priorities of the area, including any relevant cross-boundary matters. Non-strategic policies provide more detailed guidance on localised issues and support the implementation of the strategic framework.

This schedule identifies which policies in the Local Plan are considered strategic and non-strategic, having regard to national planning policy and guidance, and provides clarity on the status of policies within the Local Plan.

Policy number:	Policy name:	Policy clause:
P1	Greenwich, Westcombe and Blackheath	Whole policy – strategic
P2	Greenwich Peninsula	Whole policy – strategic
P3	Charlton	Whole policy – strategic
P4	Woolwich	Whole policy – strategic
P5	Thamesmead and Abbey Wood	Whole policy – strategic
P6	Plumstead and Shooters Hill	Whole policy – strategic
P7	Eltham, Avery Hill, Cold Harbour and New Eltham	Whole policy - strategic
P8	Kidbrooke and Middle Park	Whole policy – strategic
H1	Housing Needs	Whole policy – strategic
H2	Affordable Housing	Whole policy – strategic
H3	Housing Mix	Whole policy – strategic
H4	Build to Rent	Whole policy – non-strategic
H5	Purpose-Built Student Accommodation	Whole policy – non-strategic
H6	Housing with Shared Facilities (Houses in Multiple Occupation)	Whole policy – non-strategic
H7	Supported and Specialist Accommodation	Whole policy – non-strategic
H8	Small Sites	Clause 1 – strategic Clauses 2-4 – non-strategic
H9	Extensions	Non-strategic
H10	Gypsy and Traveller Accommodation	Clauses 1,2 – strategic Clause 3 – non-strategic

Policy number:	Policy name:	Policy clause:
H11	Housing Quality	Clause 1 – strategic Clauses 2-13 – non-strategic
E1	Inclusive Economy	Whole policy – strategic
E2	Protected Industrial Land	Clauses 1,4,5,7,8 – strategic Clauses 2,3,6,9 – non-strategic
E3	Non-designated Employment Sites	Whole policy – non-strategic
E4	Delivering Inclusive Growth	Clauses 1,6,7 – strategic Clauses 2,3,4,5,8,9 – non-strategic
E5	Local Employment, Skills and Training	Whole policy – non-strategic
TC1	Supporting the Network and Hierarchy of Centres	Whole policy – strategic
TC2	Managing Edge of Centre and Out of Centre Uses	Whole policy – strategic
TC3	The Visitor Economy	Clauses 1,2,4,5,7,9 – strategic Clauses 3,6,8 - non-strategic
TC4	Culture, Evening and Night-Time Economy Uses	Clauses 1,2,3 – strategic Clauses 4,5 – non-strategic
TC5	Markets, Temporary Events and Meanwhile Uses	Whole policy - non-strategic
TC6	Managing Hot Food Takeaways and Gambling Uses	Whole policy - non-strategic
TC7	Social and Community Infrastructure	Whole policy – strategic
TC8	Public Houses	Whole policy - non-strategic
DH1	Principles for High Quality Design	Clauses 1-3 – strategic Clauses 4-17 – non-strategic

Policy number:	Policy name:	Policy clause:
DH2	Tall Buildings	Clauses 1-5 – strategic Clause 6 – non-strategic
DH3	Public Realm	Clause 1 – strategic Clauses 2-5 – non- strategic
DH4	Heritage Assets	Clause 1-14 – strategic Clause 15-16 – non-strategic
DH5	Maritime Greenwich World Heritage Site	Clauses 1,4,6,7 – strategic Clauses 2,3,5,8 – non-strategic
DH6	Strategic and Local Views	Clause 1- strategic Clause 2-8 non-strategic
DH7	Shopfronts, Advertisements and Signage	Whole policy – non-strategic
DH8	Thames Policy Area	Clause 1 – strategic Clause 2 – non-strategic
EN1	Green and Blue Infrastructure	Clauses 1-2 – strategic Clauses 3-12 - non-strategic
EN2	Open Space	Clauses 1-5 – strategic Clauses 6-9 - non-strategic
EN3	Biodiversity	Clauses 1, 10 – strategic Clauses 2-9, 11-16 – non-strategic
EN4	Air Quality	Clauses 1-3,8 – strategic Clauses 4-7,9 – non-strategic
EN5	Local Environmental Impacts	Clauses 1,2,4,5,8 – strategic Clauses 3,6,7,9 – non-strategic

Policy number:	Policy name:	Policy clause:
EN6	Managing Flood Risk	Clauses 1-4,6,7 - strategic Clauses 5,8-11 – non-strategic
EN7	Sustainable Drainage	Clauses 1-4 – strategic Clauses 5-7 – non-strategic
EN8	Strategic Waste Management	Whole policy – strategic
CE1	Climate Resilient and Net Zero Principles	Whole policy – strategic
CE2	Operational Carbon and Energy Balance	Clauses 1,2,6,7- strategic Clauses 3-5,8-14 – non-strategic
CE3	Decentralised Energy Supply	Clauses 1,3,4,6 – strategic Clauses 2, 5 – non-strategic
CE4	Whole Life Carbon and Circular Economy	Clause 1 – strategic Clauses 2-4 – non-strategic
CE5	Retrofitting and Existing Buildings	Whole policy – strategic
T1	Active Travel and Cycle Parking	Clause 1 – strategic Clauses 2-10 – non-strategic
T2	Car-parking	Clause 1,4 – strategic Clauses 2,3-9 – non-strategic
T3	Roads and Streets	Whole policy – strategic
T4	Public Transport Improvements	Whole policy – strategic
T5	Freight	Whole policy – strategic

Appendix 2: Schedule of Superseded Policies

Table 1: Royal Greenwich Local Plan: Core Strategy with detailed policies (2014)

Core Strategy (2014)	Superseded by policy (in whole or part)
H1 New Housing	Policy H1 Meeting Housing Needs
H2 Housing Mix	Policy H3 Housing Mix
H4 Gypsy and Traveller Needs	Policy H10 Gypsy and Traveller Accommodation
H5 Housing Design	Policy H11 Housing Quality
H(a) Protection of Existing Housing	Policy H1 Meeting Housing Needs + Policy H8 Small Sites and Subdivisions
H (b) Conversions	Policy H8 Small sites and Subdivisions + H6 Housing with Shared Facilities (Houses in Multiple Occupation)
H(c) Backland and Infill Development	Policy H8 Small Sites + Policy H1 Meeting Housing Needs
H(d) Supported Housing	Policy H7 Supported and Specialist Accommodation
H(e) Children's Play Space	Policy H11 Housing Quality + Policy EN2 Open Space
EA1 Economic Development	Policy E1 Inclusive Economy
EA2 Charlton Riverside	Policy P3 Spatial Area: Charlton
EA3 Greenwich Peninsula West	Policy P2 Spatial Area: Greenwich Peninsula
EA4 Strategic Industrial Locations	Policy E2 Protected Industrial Land
EA5 Tourism	Policy TC3 The Visitor Economy
EA(a) Local Employment Sites	Policy E3 Non-Designated Employment Sites
EA(b) Pubs	Policy TC4 Culture and Evening and Night-Time Economy Uses + Policy TC7 Social and Community Infrastructure

Core Strategy (2014)	Superseded by policy (in whole or part)
EA(c) Skills and Training	Policy E5 Local Employment, Skills and Training
EA(d) Home Working	Deleted
TC1 Town Centres	Policy TC1 Supporting The Network and Hierarchy of Centres + Policy TC2 Managing Edge-of-Centre and Out-of-Centre Uses
TC2 Woolwich Town Centre	Policy TC1 Supporting The Network and Hierarchy of Centres
TC3 Eltham Town Centre	Policy TC1 Supporting The Network and Hierarchy of Centres
TC4 Greenwich Town Centre	Policy TC1 Supporting The Network and Hierarchy of Centres
TC5 North Greenwich District Centre	Policy TC1 Supporting The Network and Hierarchy of Centres
TC6 Other District Centres	Policy TC1 Supporting The Network and Hierarchy of Centres
TC7 Local Centres and Neighbourhood Parades	Policy TC1 Supporting The Network and Hierarchy of Centres
TC(a) Shopping Frontages	Policy TC1 Supporting The Network and Hierarchy of Centres + Policy TC2 Managing Edge-of-Centre and Out-of-Centre Uses
TC(b) Non-retail Uses	Policy TC1 Supporting The Network and Hierarchy of Centres
DH1 Design	Policy DH1 Principles for High Quality Design
DH2 Tall Buildings	Policy DH2 Tall Buildings
DH3 Heritage Assets	Policy DH4 Heritage Assets
DH4 Maritime Greenwich World Heritage Site	Policy DH5 Maritime Greenwich World Heritage Site
DH(a) Residential Extensions	Policy H9 Extensions
DH(b) Protection of Amenity	Policy H11 Housing Quality + Policy H9 Extensions + Policy DH2 Tall Buildings
DH(c) Telecommunications Development	Deleted

Core Strategy (2014)	Superseded by policy (in whole or part)
DH(d) Satellite Antennae	Deleted
DH(e) Shopfronts and Signs	Policy DH7 Shopfronts, Advertisements and Signage
DH(f) Advertisements	Policy H7 Shopfronts, Advertisements and Signage
DH(g) Local Views	Policy DH6 Strategic and Local Views
DH(h) Conservation Areas	Policy DH4 Heritage Assets
DH(i) Statutory Listed Buildings	Policy DH4 Heritage Assets
DH(j) Locally Listed Buildings	Policy DH4 Heritage Assets
DH(k) Thames Policy Area	Policy DH8 Thames Policy Area
DH(l) Areas of Special Character	Deleted
DH(m) Archaeology	Policy DH4 Heritage Assets
DH(n) Floating Vessels	Policy DH8 Thames Policy Area
OS1 Open Space	Policy EN2 Open Space
OS2 Metropolitan Open Land	Policy EN2 Open Space
OS3 South East London Green Chain	Policy EN2 Open Space
OS4 Biodiversity	Policy EN3 Biodiversity
OS(a) Development in Metropolitan Open Land	Policy EN2 Open Space
OS(b) Community Open Space	Policy EN2 Open Space
OS(c) Public Open Space Deficiency Areas	Policy EN2 Open Space
OS(d) Sportsgrounds and Playing Fields	Policy EN2 Open Space

Core Strategy (2014)	Superseded by policy (in whole or part)
OS(e) Wildlife Deficiency Areas	Policy EN3 Biodiversity
OS(f) Ecological Factors	Policy EN3 Biodiversity
OS(g) Green and River Corridors	Policy EN1 Green and Blue Infrastructure
E1 Carbon Emissions	Policy CE1 Climate Resilient and Net Zero Design Principles + Policy CE4 Whole Life Carbon and Circular Economy + Policy CE5 Retrofitting and Existing Buildings
E2 Flood Risk	Policy EN6 Managing Flood Risk + Policy EN7 Sustainable Drainage + Policy DH1 Principles for High Quality Design
E3 Residual Flood Risk	Policy EN6 Managing Flood Risk + Policy EN7 Sustainable Drainage
E(a) Pollution	Policy EN4 Air Quality + Policy EN7 Sustainable Drainage
E(b) Pollution from Existing Uses	Policy EN5 Local Environmental Impacts
E(c) Air Pollution	Policy EN4 Air Quality
E(d) Hazardous Materials	Policy EN8 Strategic Waste Management
E(e) Contaminated Land	Policy EN5 Local Environmental Impacts
E(f) Living Roofs and Walls	Policy EN1 Green and Blue Infrastructure + Policy CE1 Climate Resilient and Net Zero Design Principles + Policy DH1 Principles for High Quality Design
CH1 Cohesive Communities	Policy TC7 Social and Community Infrastructure
CH2 Healthy Communities	Policy TC5 Markets, Temporary Events and Meanwhile Uses + Policy TC7 Social and Community Infrastructure + Policy DH1 Principles for High Quality Design + Policy EN1 Green and Blue Infrastructure + Policy EN2 Open Space + Policy T1 Active Travel and Cycle Parking
CH(a) Loss of Community Facilities	Policy TC7 Social and Community Infrastructure

Core Strategy (2014)	Superseded by policy (in whole or part)
IM1 Infrastructure	Policy TC7 Social and Community Infrastructure
IM2 Waste Apportionment	Policy EN8 Strategic Waste Management
IM3 Critical Transport Infrastructure	Policy T4 Public Transport Improvements and T5 Freight Movement
IM4 Sustainable Travel	Policy T1 Active Travel and Cycle Parking + Policy T3 Roads and Streets + Policy T4 Public Transport Improvements
IM5 Freight	Policy T5 Freight Movement
IM(a) Impact on the Road Network	Policy T3 Roads and Streets
IM(b) Walking and Cycling	Policy T1 Active Travel and Cycle Parking
IM(c) Parking Standards	Policy T2 Car Parking
IM(d) London City Airport	Deleted