

THAMESMEAD AND ABBEY WOOD SUPPLEMENTARY PLANNING DOCUMENT

Adopted December 2009





ASSEMBLAGE

architecture • urbanism



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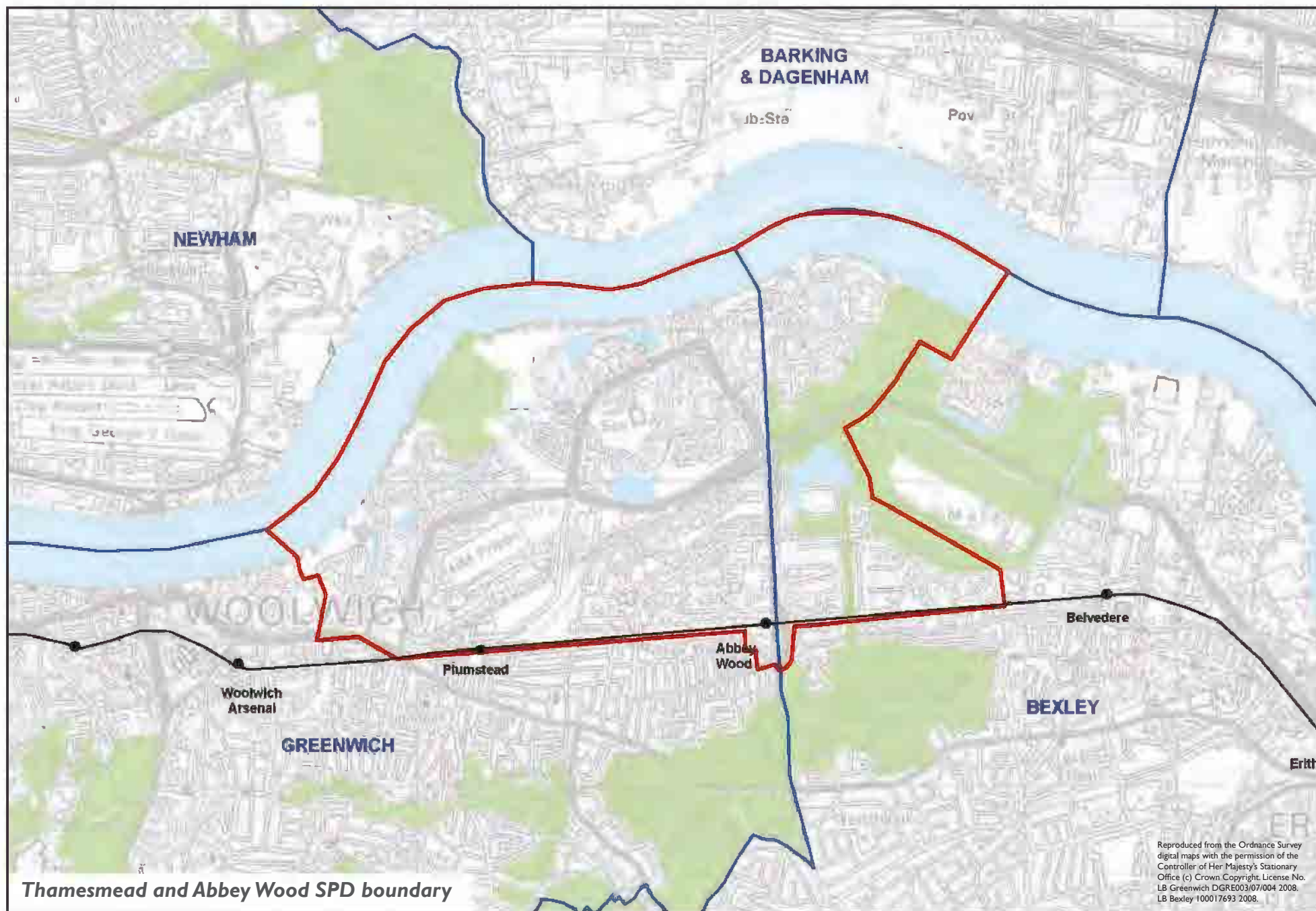
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I. Introduction

I.1 Thamesmead and Abbey Wood context

The Supplementary Planning Document (SPD) sets out a vision for Thamesmead and Abbey Wood and identifies projects and guidance that will help to shape the area in the future.

History

Thamesmead was originally conceived as a town of the 21st century by the Greater London Council in the mid-1960s. The initial plans for the area envisaged the creation of a community of 60,000 people over a 10 to 15 year period. The plans contained high aspirations for architectural innovation to overcome floodplain issues and develop high density communities. However, a combination of the form of development and a lack of connections to the wider area has resulted in a community which is somewhat isolated and which suffers disproportionately from issues of multiple deprivation.

In addition to Thamesmead's modern past, the area also has an older historical context reflecting the potential significance of Thamesmead as an area of archaeological interest

as evidenced by the discovery of various finds including Roman artefacts.

Thamesmead and Abbey Wood has subsequently undergone further phases of development, including some very recent development in West Thamesmead. Despite the issues facing the area, it is also blessed with a number of assets which continue to contribute to a strong sense of place and local identity. A number of regeneration initiatives are either underway or emerging, but there is a sense that Thamesmead and Abbey Wood require a strategic approach to co-ordinate existing projects and identify further areas of work.

Recent initiatives

A number of recent initiatives have invested in the area, aiming to improve quality of life for local people, including the SRB6 Woolwich and North Bexley Partnership and the Abbey Wood and Thamesmead SRB4 programmes. Other initiatives are already underway or have recently been completed, including:

- Gallions Reach Urban Village - new residential community in West Thamesmead;

- Tamesis Point - adopted SPG and outline planning consent for the delivery of 2,000 new homes to the west of Thamesmead town centre;
- White Hart Triangle - creation of high quality business premises in West Thamesmead;
- Tavy Bridge - phased renewal of the housing estate by Southmere which includes the provision of a new library; and
- Veridion Park - rejuvenation of East Thamesmead Business Park including the Thames Innovation Centre (TIC) and outline consent for new office, light industrial and warehouse uses in Bexley.

Governance

Thamesmead has a complex history in relation to governance and administration. The lead partners in the production of this Supplementary Planning Document are the London Borough of Bexley and Greenwich Council.

In addition, Gallions Housing Association, Tilfen Land and Trust Thamesmead play a major role in the management of the area and the future implementation of regeneration projects. It is therefore

vital that the London Borough of Bexley and Greenwich Council continue to work with these key Thamesmead stakeholders to realise the area's potential.

From its inception until the early 1980s, the development and maintenance of Thamesmead was the responsibility of the Greater London Council (GLC). Following the abolition of the GLC, a local referendum led to the establishment of a community trust known as Thamesmead Town Limited (TTL), a private, non-profit, distributing company which had landownership and management responsibilities for Thamesmead. In the late 1990s, TTL was disbanded and its responsibilities taken up by three new organisations which continue to play a key role in Thamesmead:

- Gallions Housing Association (Gallions), the Registered Social Landlord in Thamesmead, with responsibility for all social housing stock as well as management and maintenance of open lakes, parks and a range of roads, bridges, sewers and historical infrastructure from the Royal Arsenal (including tumps);
- Tilfen Land (Tilfen), a development



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Context plan

company responsible for managing and developing the land portfolio including the canals; and

- Trust Thamesmead, a community trust responsible for community development with ownership and operational responsibility for a number of community facilities in the area.

In addition to these three key stakeholders, Thamesmead spans the boundary between the London Borough of Bexley and Greenwich Council, who are the planning authorities for their respective areas of Thamesmead, and who are also delivering projects in Thamesmead. The implementation of strategic projects in Thamesmead has been constrained by the complexity of governance arrangements in the past.

It is beyond the scope of the SPD to make detailed recommendations on governance arrangements in Thamesmead. However, the clear spatial framework and commitment to joint working and leadership by the London Borough of Bexley and Greenwich Council signifies a new period focused on delivery and action for Thamesmead and Abbey Wood.

1.2 SPD Role and status

The purpose of the SPD is to define an area-wide vision for Thamesmead and Abbey Wood, outlining a series

of key themes and objectives which inform the decision-making process in the study area. The SPD will provide an area wide spatial framework and outline a number of key principles to guide development – providing a tool for planners at both Boroughs as well as providing greater certainty for the Thamesmead partners and other developers. In addition, the SPD will also set out detailed planning policies for the development and implementation of a number of spatial and non-spatial regeneration projects which are being developed in a separate Delivery Plan Summary for Thamesmead and Abbey Wood.

The SPD sits within the Bexley and Greenwich Local Development Frameworks. It has been prepared to supplement the policies and proposals of the adopted Bexley Unitary Development Plan (UDP) 2004, Greenwich Unitary Development Plan (2006) and the London Plan Consolidated with Alterations since 2004 (2008), which together form the development plan for the area. It will be a material consideration in the determination of planning applications in Thamesmead and Abbey Wood.

This document has been prepared in line with the legislative requirements of the Planning and Compulsory Purchase Act 2004 and associated regulations and guidance. It should be noted this document will only

supplement saved policies in each borough's UDP. In addition, the SPD will supplement policies in the London Plan (2008), specifically policies 5D.1 and 5D.2 which are outlined in more detail in Annex A2.2.

1.3 Sustainability appraisal

In line with the planning regulations, the process of preparing the SPD has been fully integrated with the preparation of a separate Sustainability Appraisal (SA). Consultation was completed on the SA Scoping Report in June 2008 and the final SA has been prepared concurrently with the SPD.

Sustainability Appraisal (SA) is a process used to inform the production of planning documents. It attempts to predict and highlight the anticipated significant effects of implementing the SPD. SA identifies actions that may assist in enhancing positive effects of the SPD and heightening the certainty of those effects occurring. Should any negative impacts be identified in the SA process, the SA suggests direction to reduce or mitigate expected negative effects.

1.4 Consultation

The SPD has been informed by a significant body of stakeholder engagement and consultation. The process of preparing the baseline

report for the study and the Delivery Plan Summary entailed a number of meetings with key officers and stakeholders. In addition, a consultation exercise was undertaken at the Thamesmead Festival in June 2007.

In line with the regulations, results from the following consultation has fed into the final SPD:

- Stakeholder workshop for relevant officers, stakeholders and representatives of public interest groups;
- Material to be published on Councils' websites;
- Exhibition of the draft SPD for display in a prominent public location in Thamesmead over the consultation period; and
- Consultation with the Government Office and other bodies referred to in Regulation 17(4).

1.5 Relationship with Delivery Plan Summary

London Borough of Bexley and Greenwich Council have prepared a Delivery Plan Summary for Thamesmead and Abbey Wood. This document is non-statutory and does not have formal weight within the policy framework. The purpose of the Thamesmead and Abbey Wood Delivery Plan Summary is to set

out a series of projects which will improve quality of life in Thamesmead and Abbey Wood. The projects outlined range from large scale physical interventions to smaller community-based initiatives, and are designed to deliver social, economic and environmental sustainability for the area. The projects are at different stages of development - some are already underway with partial or full funding, others are fully fledged schemes requiring public sector support, and others are at feasibility stage with more detailed studies required to progress to implementation. The Delivery Plan Summary encompasses projects from a range of strategies bringing them together in one document to maximise their strategic impact. The document will be used as a basis for the preparation of funding bids. The projects contained in the Delivery Plan Summary have been subject to public consultation through the SPD process.

The Delivery Plan Summary draws on a detailed baseline study prepared on behalf of the London Borough of Bexley and Greenwich Council. The steering group for the project also includes the London Development Agency, Design for London, Environment Agency, and Communities and Local Government: Thames Gateway Delivery Unit.

The three Thamesmead partners, Trust Thamesmead, Gallions Housing Association and Tilfen Land, have also been involved in the preparation of the Delivery Plan Summary and will continue to play a major role in managing the area and delivering regeneration.



2. Vision, objectives and themes

2.1 Vision

Thamesmead and Abbey Wood will become a destination of choice, defined by a series of attractive centres and neighbourhoods. It will be characterised by new standards of design excellence and lasting improvements in quality of life.

Thamesmead town centre will be a retail and civic heart for the community, supported by a range of smaller shops and services at neighbourhood level. Abbey Wood will be a major transport interchange, and gateway to Thamesmead and connections to Thamesmead by rail and bus will be frequent and reliable.

The area's neighbourhoods will become sustainable places, with improved housing and public space, and the best use made of natural assets including the waterways.

Thamesmead and Abbey Wood's communities will be safe, prosperous, cohesive, vibrant, enterprising and thriving.



Southmere Park

2.2 Objectives

Design and development

- To promote the highest quality design for all types of development, including housing, in order to transform the identity, experience and perception of the area.
- To encourage better connections, especially for cycling and walking.
- To support Thamesmead town centre as a vibrant heart for Thamesmead and to develop the role of Abbey Wood in the context of Crossrail.
- To celebrate the historic assets and heritage value of Thamesmead and Abbey Wood.
- To promote a sequential approach to flood risk within the area covered by this SPD, as informed by the draft Strategic flood Risk Assessment and recommended by PPS 25.

Environment, open spaces and sustainability

- To place sustainability issues, including: flood risk; climate change; housing supply; biodiversity; land contamination; sustainable waste management; air quality; water and energy efficiency; and light and noise pollution, at the heart of the decision-making process in Thamesmead and Abbey Wood.

- To make efficient use of previously developed land.
- To promote the enhancement of open spaces and the delivery of multi-functional open spaces through green infrastructure.
- To improve the governance and safety of open spaces in Thamesmead and Abbey Wood.
- To ensure that new development creates more sustainable communities and achieves a high standard of sustainable design and construction.
- To take advantage of the area's water assets in relation to the alleviation of flood risk and the promotion of surface and groundwater quality and improving biodiversity.

Sustainable Transport

- To promote improved sustainable transport connections both internally within Thamesmead and also to other areas in the sub-region and beyond.
- To reduce the need to travel – particularly by car.
- To realise the full benefits of Crossrail, North Bexley Transit, Thames Clipper service and other public transport initiatives.

Community

- To support existing community facilities and promote new

amenities which respond to the needs of the existing and future communities.

- To provide more opportunities and activities for young people in Thamesmead and Abbey Wood.
- To encourage healthy lifestyles amongst all residents.
- To transform perceptions of Thamesmead and Abbey Wood and encourage civic pride amongst all residents.
- To make Thamesmead and Abbey Wood a safer place.

Neighbourhoods and local centres

- To improve the area's neighbourhoods as places to live, work and relax.
- To promote a network of local neighbourhood centres.
- To ensure that new housing is of a high quality and responds to the needs of local people.

Employment and economy

- To attract new businesses to Thamesmead and Abbey Wood and promote the area as a business location.
- To provide opportunities for local entrepreneurs and new start-up businesses.
- To enhance education and training provision in Thamesmead

and Abbey Wood and to improve residents' choices and opportunities in the labour market.

Good governance

- To promote joint working partnership and good governance in Thamesmead and Abbey Wood
- To deliver change through a wide range of regeneration initiatives and work with a wide range of stakeholders to promote the transformation of Thamesmead and Abbey Wood.

2.3 Themes

Stage one of the Thamesmead and Abbey Wood Study comprised a detailed analysis of the area under a series of key workstreams which included urban design, socioeconomic profile, transport and movement, sustainability and community infrastructure. The baseline study was also informed by public and stakeholder consultation.

The following strategic themes are drawn directly from this first stage of work and provide further articulation to the vision and objectives. The themes incorporate the key assets which should be celebrated and enhanced by the SPD, and the structural issues which must be addressed if Thamesmead and Abbey Wood is to realise the vision and objectives outlined above.

Connecting and improving

Thamesmead and Abbey Wood suffer from a high degree of fragmentation, disconnection and poor design. Too often, neighbourhoods feel disconnected, with poor public spaces and pedestrian routes, major roads cutting off neighbourhoods from the town centre and insufficient emphasis on assets such as open space and waterways. This theme has significant overlap with others below. The key opportunities for connecting and improving Thamesmead are as follows:

- Rejuvenation of the town centre with improved connection to the Thames, and better integration with the Moorings and the potential Tamesis Point development;
- Promotion of high quality design within the Tamesis Point development to ensure integration with surrounding neighbourhoods and the town centre, and the best possible use of the waterfront;
- Assessment of the impact and opportunities afforded by the arrival of Crossrail at Abbey Wood station;
- Re-configuration of the Pettman Crescent area through the possible redevelopment of key sites and the development of a coherent movement strategy;

- Renewal of Tavy Bridge and the Moorings - re-stitching these neighbourhoods back into the urban fabric, providing high quality housing and good public spaces, services and facilities;
- Realisation of infill development

- opportunities in locations such as Yarnnton Way;
- Redevelopment of the Broadwater Dock site to strengthen the north-south connection between Plumstead and the Thames;
- Population of the Arches with a

- range of community-orientated functions and uses at the heart of Thamesmead;
- Development of Crossness as a visitor attraction;
- Enhancement of strategic routes through the area including the





Thamesmead town centre

East London Green Grid, Thames path, the Ridgeway and the Green Chain between Lesnes Abbey and Crossness;

- Rejuvenation of Thamesmead's open spaces; and
- Promoting a spatial framework which incorporates a sequential approach to flood risk within the area covered by this SPD as informed by the draft Strategic flood Risk Assessment and recommended by PPS25.

Developing a heart

The renewal of centres in Thamesmead and Abbey Wood will play a key role in delivering change - acting as hubs for the local service economy, and a focus for community and social activity.

At the top of the hierarchy, Thamesmead town centre is a priority for renewal. Consultation has demonstrated that the existing centre is popular with residents, but there are definite opportunities for improvement. In particular, the town centre lacks any meaningful civic role, turns its back on the River Thames, which is its greatest asset, and suffers from a lack of integration with surrounding neighbourhoods. The arrival of 2,000 new units at Tamesis Point and the potential renewal of the Moorings Estate create an appropriate context for considering

the potential civic, leisure and retail expansion of Thamesmead town centre to create a fully fledged 'heart' for Thamesmead.

Abbey Wood also has major potential to be enhanced as a local centre with a range of facilities and has considerable potential for enhancement in the context of Crossrail, with scope for redevelopment to provide high density mixed uses. In addition, Thamesmead has a network of smaller local centres which provide a valuable role in supporting local communities and providing local access to shops and services.

Providing better transport and movement

A number of opportunities exist to enhance the quality of the local transport network and the sustainability of local transport patterns in Thamesmead and Abbey Wood, including Crossrail and enhanced pedestrian and cycle connections. Greenwich Council with TfL is currently investigating infrastructure improvements to public transport in the waterfront corridor of the borough, previously to be served by Greenwich Waterfront Transit. The London Borough of Bexley is also considering infrastructure improvements to public transport in the north of

the borough from Abbey Wood to Dartford via Belvedere and Erith, previously promoted as the North Bexley Transit project.

There is also a need to support green connections through Thamesmead including the Ridgeway, the Thames Path and the Green Chain as well as internal / inter-neighbourhood links adjacent to canals.

Enhancing economic opportunities

Thamesmead and Abbey Wood have two strong employment zones that provide an important source of jobs. A significant amount of investment has been undertaken by Tilfen Land and partner organisations at West Thamesmead Business Park, White Hart Triangle and the rejuvenated Veridion Park. In addition to supporting existing business locations, there is a need to provide a range of smaller-scale employment floorspace to encourage local business start-ups. There is also a need to improve access to jobs for local people through a range of programmes which provide training and skills development.

Delivering sustainable neighbourhoods

Thamesmead and Abbey Wood are defined by a series of distinct

neighbourhoods, each with its own character and identity. Each neighbourhood has its own needs, opportunities and constraints - ranging from physical renewal priorities at Tavy Bridge and the Moorings, to issues such as Buy-to-Let in Gallions Urban Village and a lack of street planting in Crossways. Projects have been developed which support and enhance identity and sense of place in each neighbourhood and aim to improve quality of life. Careful consideration will be given to residential proposals in the context of the need for a sequential approach to flood risk management in relation to PPS25 and the emerging Strategic Flood Risk Assessment.

The SPD advocates a proactive approach to sustainable design and construction and enhancement of environmental infrastructure. Another priority is the promotion of design excellence and high standards of living environment.

In addition it is important that initiatives support preparation for climate change. For example, renewal and redevelopment provides an opportunity to plan the layout and design of new development with a more efficient use of resources and lower overall carbon footprint.

Whilst it is beyond the scope of the SPD to identify specific guidance in

relation to the issue of buy-to-let, the SPD recognises the need for greater transparency in the residential market.

Enabling a safe and cohesive community

Thamesmead and Abbey Wood are defined by a number of diverse communities which vary considerably in their socio-economic characteristics. Thamesmead has a relatively transient population and it is important that future projects provide for greater local stability. At a practical level, Thamesmead suffers from a lack of early years childcare provision, which acts as a barrier to employment for some parents in the area. There is also a need to plan for appropriate levels of education and other social infrastructure provision in the context of a growing community.

Parts of Thamesmead and Abbey Wood experience high levels of crime, and residents suffer from fear of crime. A major priority is to reduce criminal activity associated with gangs and groups of young people. In addition to greater provision of positive activities for young people, it is important to support the Police and their partners in the implementation of the cross-borough policing project. The SPD also promotes community safety

through good design and better use and management of public spaces.

A number of successful community initiatives are already up and running across Thamesmead and Abbey Wood. There is potential for further growth in community provision - promoting local pride and social inclusion through community involvement in a range of projects. There is also a need for additional provision of physical space for community groups.

There are also significant opportunities to foster local pride and community involvement in relation to the celebration of historic assets such as Lesnes Abbey, Crossness and the River Thames.

Diversifying the green infrastructure

Thamesmead and Abbey Wood are characterised by a large number of green spaces including some large parks or playing fields, a large number of incidental open spaces, and the many waterways which run through the area. This green infrastructure has great leisure and ecological potential which is not currently fulfilled due in part to issues of crime and fear of crime, and in part to the mono-cultural nature of the green spaces which means that their ecological value is not being maximised. The SPD presents an opportunity to



develop a green infrastructure for the area including linkages to the Thames, which could become one of the area's greatest assets.

The Green Chain Walk runs through the area and the open spaces and green routes in Thamesmead and Abbey Wood play an even greater strategic role, giving the area legibility and connecting a number of key local attractions, including Lesnes Abbey and Crossness.

The area benefits from a number of Sites of Nature Conservation Importance, Metropolitan Open Land and Community Open Space. The area includes a mix of greenspace, woodland/scrub/hedgerow and grassland and it is important that the biodiversity value of these habitats, including their protected species, is recognised. This should be undertaken with reference to national and local biodiversity action plans. To the east is the dramatic landscape of Erith Marshes which defines the gateway into Thamesmead from Bexley.

There is great potential to enhance the multi-functional use of parks and open spaces in Thamesmead and Abbey Wood ranging from the street planting to new nature reserves.

The green infrastructure also has a key role to play in relation to flood defences and SUDs.

Maximising the use of waterways

Thamesmead and Abbey Wood are located in a prime position on the River Thames and also benefits from a series of canals and lakes which are a lasting legacy of the proactive strategy to mitigate flood risk when the area was first designed and developed. There is a major opportunity for the SPD to improve the role played by Thamesmead's waterways. Despite its location, Thamesmead town centre turns its back on the Thames and on the twin lakes which form a border to the north. The canals also have potential to form the basis of a sustainable pedestrian and cycle network through the area but currently feel unsafe in parts, due to a lack of natural surveillance and activity. The SPD seeks to promote the role of waterways within the area. The biodiversity value of the waterways could also be improved.

Ensuring good governance

Thamesmead has a complex system of governance, straddling the boundary of two Local Authorities, and with additional services being delivered by the three Thamesmead partners - Trust Thamesmead, Gallions Housing Association and Tilfen Land. These bodies will continue to play a major role in the

area, and the guidance in the SPD will provide tool for facilitating high standards of joined up working and implementation.

3. Strategic guidance and principles

3.1 Overview

The purpose of Chapter 3 is to provide an overarching spatial strategy for Thamesmead and Abbey Wood (see section 3.2) and also to identify key guiding principles for the SPD area (see section 3.3). The spatial strategy and guidance respond directly to the vision, themes and objectives in Chapter 2, the evidence base review in Annex 3 and sit within the planning policy framework outlined in Annex 2.

3.2 Spatial strategy

The spatial strategy is illustrated in the following plan which summarises the key spatial characteristics and opportunities in the study area including a hierarchy of centres, key routes, transport proposals, development sites, housing renewal areas, green infrastructure and the main opportunity areas for future development.

The principles in section 3.3 and opportunity area guidance in section 4.2 provide more specific guidance as appropriate.

Spatial strategy plan

The following plan summarises the overarching spatial characteristics and strategy for Thamesmead and Abbey Wood.

It identifies the following components:

- Green infrastructure, including strategic landscape connections, pedestrian routes and desire lines, open spaces and water bodies;
- Neighbourhoods in Thamesmead and Abbey Wood;
- Hierarchy of centres in the study area;
- Key employment areas in the study area;
- Key strategic transport proposals;
- Existing and proposed community and leisure facilities; and
- Opportunity areas, which are some of the key regeneration and development opportunities in the study area;

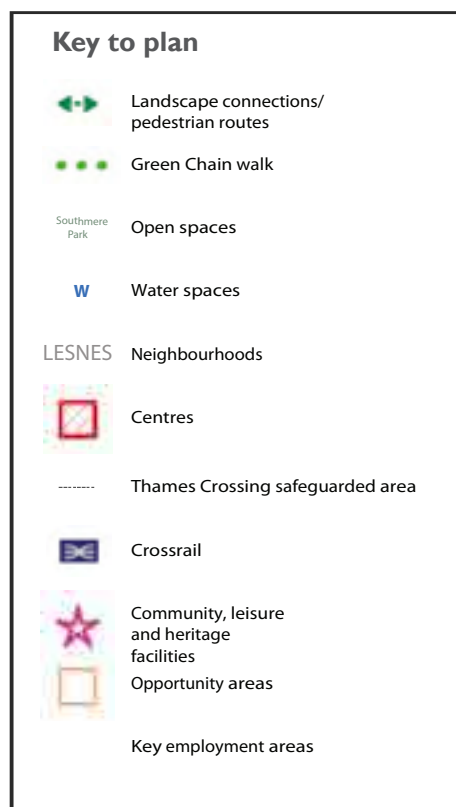


Mural at Harrow Manorway



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SPD spatial strategy plan



Green infrastructure

Strategic landscape connections and pedestrian routes / desire lines

- P1** Thames Path
 - P2** East-west from Broadwaters to Thamesmead town centre
 - P3** North-south through town centre
 - P4** Connections between Moorings, Arches, town centre & Tavy Bridge
 - P5** Ridgeway
 - P6** North-south from Lesnes Abbey to Crossness via marshes
- Green chain walk

Open spaces and green grid

Major open spaces:

Tripcock Park;
Gallions Hill;
Gallions Park;
Southmere;
Crossways; and
Birchmere.

Smaller spaces / green connections:

Broadwater Green; and
Butts Wood.

Water body and river opportunities

- W1** Southmere.
- W2** Crossway
- W3** Birchmere
- W4** Thamesmere
- W5** Broadwater Dock
- W6** Gallions

Neighbourhoods

Thamesmead West
Waterfield
Moorings
Manorway
Crossways
Southmere
Lesnes
Parkview
Greenmead
Abbey Wood

Centres

District Centres:

- C1** Thamesmead town centre
- C10** Plumstead High Street

Local Centres and Neighbourhood Centres / Parades:

- C2** Moorings
- C3** Tavy Bridge
- C4** Kale Road
- C5** Greenmead
- C6** Abbey Wood
- C7** Eynsham Drive
- C8** The Reach
- C9** Broadwaters

Key employment areas

- E1** Nathan Way /
White Hart Triangle (north)
- E2** White Hart Triangle (south)
- E3** Veridion Park

Transport and movement

Key strategic transport proposals:

- T1** Crossrail station
- T2** Riverbus
- T3** Thames Crossing safeguarded area

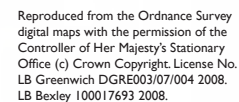
Community, leisure and heritage facilities

Attractions:

Sporting Club Thamesmead;
Crossness Engines;
Lesnes Abbey; and
Proposed Urban Farm

Opportunity areas

- OA1** Thamesmead town centre
- OA2** Abbey Wood
- OA3** The Ridgeway
- OA4** The Moorings
- OA5** The Arches
- OA6** Parkview Regeneration
- OA7** Pettman Crescent
- OA8** Urban farm (no site identified)
- OA9** Tamesis Point



Habitats, nature conservation sites and BAP priority habitats

3.3 Key principles

Overview

Section 3.3 defines a series of guidance statements, which provide a mixture of general principles and more site-specific guidance as appropriate. The guiding principles amplify and extend guidance set out in the current planning policy framework through a series of Thamesmead-specific statements. The guidance does not replicate or supersede adopted policies elsewhere within the London Plan, Greenwich or Bexley UDPs and emerging LDFs.

The key headings and principles are summarised as follows:

Sustainable design and development

- TSD1: High quality development in Thamesmead
- TSD2: Taller buildings
- TSD3: Re-use of previously developed land and residual space
- TSD4: Neighbourhood design principles
- TSD5: Heritage principles

Environment, landscape and open space

- TE1: Open spaces
- TE2: Green Grid
- TE3: Habitats and nature conservation

- TE4: Canals
- TE5: Lakes and water bodies
- TE6: Street trees

Retail, town centres and local centres

- TR1: Thamesmead town centre
- TR2: Abbey Wood
- TR3: Plumstead
- TR4: Local centres

Transport and movement

- TT1: Greenwich Waterfront Public Transport Infrastructure
- TT2: North Bexley Transit
- TT3: East London River Crossings
- TT4: DLR extension
- TT5: Crossrail
- TT6: River Piers
- TT7: Walking and cycling
- TT8: Highway improvements to assist public transport, walking and cycling
- TT9: Thames Path
- TT10: Initiatives to make better use of the waterways

Community and social provision

- TC1: Provision for young people
- TC2: Sporting and leisure facilities
- TC3: Police provision
- TC4: Social infrastructure
- TC5: Community leisure facilities and attractions

Neighbourhoods and housing

- TN1: Neighbourhoods in Thamesmead and Abbey Wood

Employment

- TEm1: Training and skills
- TEm2: Employment floorspace in Thamesmead
- TEm3: Employment at White Hart Triangle and Veridion Park

Governance and Implementation

- TG1: Governance
- TG2: Working with Thamesmead partners

Sustainable design and development

TSD1: High quality development in Thamesmead

All development in Thamesmead and Abbey Wood will be required to be of a high design quality with proactive use of sustainable construction and flood resistant / resilient techniques. Developers should demonstrate how their proposals contribute to the overall vision, themes and objectives set out in the SPD and provide evidence of the compatibility of development with wider initiatives including the overall spatial strategy in section 3.2 and Opportunity Area principles.

Design will play a major role in raising perceptions of Thamesmead and Abbey Wood and supporting the study area as a destination and location of choice for businesses, residents and visitors. Developers should be proactive in undertaking

comprehensive and holistic assessments of proposals giving due regard to impact studies and mitigation strategies in relation to transport, environment, landscape and community / social provision.

The SPD also supports consideration of current supply and future demand for energy in relation to opportunities for district heat networks and low carbon technologies. New development should be connected to a heat network if it is feasible, and investigate renewable energy technologies such as solar thermal, solar photovoltaic and heat pumps.

Guidance relating to issues relating to water supply and drainage are set out in the Greenwich UDP. For proposals on the Bexley side of the study area, developers will be required to demonstrate that there is adequate water supply, waste water capacity and surface water drainage both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure. Drainage on the site must maintain separation of foul and surface flows.

Developers will be expected to provide a clear rationale for the location of development in the context of PPS12, the emerging Strategic Flood Risk Assessment and the Thames Estuary 2100 plan. New development will be located and designed in line with evidence and recommendations from the Strategic Flood Risk Assessments and Thames Estuary 2100 Project.

Regard should be given to evidence-based studies under preparation by both Councils in relation to retail capacity, open space, social infrastructure modelling and community amenities.

London Plan: 4B.1, 4B.2, 4B.3

LBG UDP: SD1, SD4, SD5, D1/2

LBB UDP: G5, G7

See also Bexley Sustainable Design and Construction SPD

TSD2: Taller buildings

Specific opportunities for taller buildings should be investigated through masterplanning exercises in Thamesmead town centre and Abbey Wood. These locations will benefit from greater accessibility with the arrival of Crossrail in Abbey Wood and future improvements to the waterfront corridor, currently being investigated by Greenwich Council and TfL. However, the density of development and appropriateness

of tall buildings must be assessed holistically. In this context, there will be a presumption against proposals which are considered to be premature.

London Plan: 4B.9, 4B.10

LBG UDP: STC1-5, D28

LBB UDP: G7

TSD3: Re-use of previously developed land and residual space

At a strategic level, regeneration should be focused on the key opportunity areas which include Thamesmead town centre, Abbey Wood and Pettman Crescent, the Ridgeway, the Arches, the Moorings and Tamesis Point, notwithstanding the need for more detailed masterplanning and feasibility studies for some of these sites.

At a local scale, there are also opportunities to promote the re-use of redundant buildings and spaces. Careful consideration will be required in relation to existing site designations and allocations particularly sites of nature conservation importance and also those sites within Metropolitan Open Land or Community Open Space.

Both local authorities will work proactively with the Thamesmead partners to overcome issues of ownership and responsibility in

integrating un-used residual spaces within adjacent redevelopment proposals.

Given the historic existence of landfills along the River Thames frontage, development proposals should seek to investigate and identify opportunities for more sustainable, efficient and innovative remediation methods in consultation with the LPA / Environment Agency.

London Plan: 4B.1

LBG UDP: SO5, D1/2

LBB UDP: G7

TSD4: Neighbourhood design principles

The regeneration and renewal of existing neighbourhoods in the Thamesmead and Abbey Wood area will be encouraged. The phased renewal of Tavy Bridge is already underway. Other opportunities for renewal exist at Yarnton Way.

Key stakeholders will be expected to adhere to the following principles when developing new proposals for existing neighbourhoods:

- **Designing for a high quality of life** - promoting safe spaces, access to services and amenities including shops and open spaces and creating neighbourhoods of choice through the provision of generous internal space standards;

- **Removal of defunct infrastructure** - where appropriate the demolition of redundant infrastructure such as walkways and garages in order to create better functioning, more hospitable public spaces;
- **Impact on perception of the wider area** - neighbourhood renewal should contribute to a wider critical mass of change and improvement, creating a more positive image of the area;
- **Need for high quality design solutions** - neighbourhood design should exemplify the highest quality architecture and urban design;
- **Promotion of a comprehensive solution** - where funding and delivery vehicles allow, neighbourhood renewal should be joined-up and comprehensive in relation to the enhancement of stock and complement the development of adjacent non-residential sites;
- **Inclusive consultative approach** - proposals for neighbourhood renewal should be underpinned by an inclusive design process;
- **Promotion of mixed communities** - promoting social sustainability through mixed tenure communities with a range of unit sizes and typologies;

- **Innovative solutions to sustainability** - securing high standards of sustainable design;
- **Promotion of integration** with surrounding areas - realisation of opportunities to enhance linkages to surrounding destinations and contributions to the provision of new community facilities and infrastructure.
- **Access to the Thames** - new development should promote access to and activity along Thamesmead's waterfront (see principles TT6 and TT9).

London Plan: 3A.3, 3A.5, 3A.6, 4B.1, 4B.2, 4B.8,

LBG UDP: SH2-4, C3, H1-3, H7, H10, H14, D1/2

LBB UDP: G5, G7, G8, G15, H3, H6-8, H12-14

TSD5: Heritage principles

All development proposals will be expected to take a holistic view of heritage in the Thamesmead and Abbey Wood area. Whilst the study area has experienced radical change in the post-war period, important aspects of the historic environment remain such as the tumps, Crossness and, just outside the core study area, Lesnes Abbey. The historic environment has an important role to play in maintaining community connections, providing a continuing

sense of place and identity in areas of change. Historic sites, assets, features and landscapes should be respected within development proposals where appropriate.

London Plan: 4B.8, 4B.11, 4B.12

LBG UDP: D1/2, D16-18, D23, D30

LBB UDP: G26, ENV22 Environment, landscape and open space

TE1: Open spaces

Open spaces in Thamesmead and Abbey Wood will be protected and due regard should be given to the principles and policy guidance within the existing UDP and LDF policy frameworks. Open spaces are considered to be a defining aspect of the overall character and setting of Thamesmead and Abbey Wood and any proposal will be expected to respect and reinforce the hierarchy of spaces, including existing open space and nature conservation designations.

The multi-functional use of open spaces will be promoted where activities would not have a material impact on character, setting or ecology. Specific initiatives could include sustainable environmental provision, the provision of new uses and activities such as sports facilities or an urban farm, space for events, allotments and community gardens.

London Plan: 3D.8, 3D.10, 4A.9, 4A.13

LBG UDP: SO1-4, O1-4, O7, O8, O10, O11, O12, O14

LBB UDP: E26, G27, ENV15-16, ENV19, TAL5, TAL6

TE2: Green Grid

The implementation of strategic and local projects to enhance green spaces and connections will be encouraged. A number of projects are being developed under the CLG Parklands scheme and the East London Green Grid plan. Where appropriate, developers will be expected to make contributions to Green Grid projects where connections and spaces will support coherent regeneration of key sites and opportunity areas.

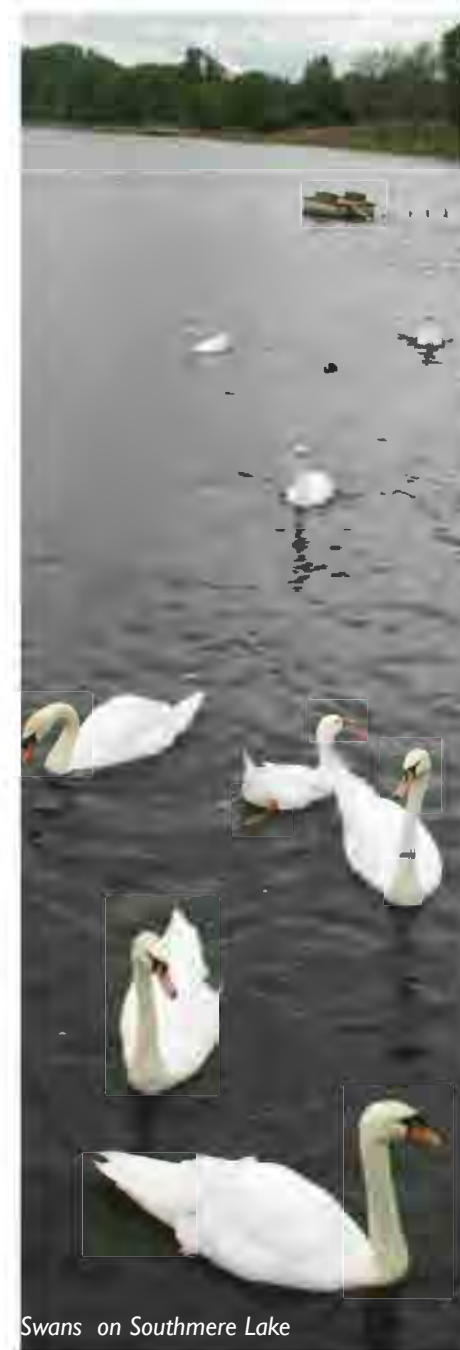
London Plan: 3D.8, 4A.9, 4A.13

LBG UDP: O5, O15-17, O20

LBB UDP: ENV17/18, ENV26

TE3: Habitats and nature conservation

Thamesmead and Abbey Wood have a rich and diverse character in terms of habitats and nature conservation. The area consists of significant swathes of grassland with pockets of woodland, scrub and hedgerows. Where appropriate, developers will be required to be proactive in mitigating against negative impacts on ecological habitats and also incorporating enhancement



Swans on Southmere Lake

measures. There are a number of opportunities to enhance habitats in Thamesmead and Abbey Wood. Green roofs are also an important way of greening urban / suburban environments and enhancing biodiversity value.

In addition to the SINC designations in the adopted UDPs, reference should also be made to the Bexley local Biodiversity Action Plan (adopted in 2002) and the Greenwich local Biodiversity Action Plan, which is currently in draft format.

London Plan: 3D.14, 3D.15, 4A.9, 4A.13

LBG UDP: O18/19, O22

LBB UDP: ENV23-28

TE4: Canals

The enhancement of the canals as a means for managing flooding, a focus for encouraging sustainable transport patterns through cycling and walking and as a leisure resource will be encouraged. There are opportunities to enhance local way-finding and legibility and also potential to improve natural surveillance of canal paths by ensuring that any redevelopment of housing stock adjacent to existing canals is appropriately designed. The creation of new canals will be encouraged where this will enhance the amenity of neighbourhoods, create landscape

connections and provide a means of managing flood risk. The biodiversity value of canals could also be enhanced.

London Plan: 4C.1, 4C.3, 4C.6, 4C.11, 4C.21

LBG UDP: SE3, E19

LBB UDP: G27

TE5: Lakes and water bodies

The protection and enhancement of the lakes and water bodies in Thamesmead and Abbey Wood will be encouraged. A key strategic objective is to enhance the Thames Path, primarily by improving north-south connections from existing neighbourhoods and the town centre to the Thames. The enhancement of key spaces and destinations on the Thames such as Broadwater Dock, Thamesmead town centre and Crossness will be encouraged. There are also opportunities to explore the creation of an enhanced circular route between the Thames Path and the Ridgeway. Where appropriate, opportunities to bring existing infrastructure back into river use will be explored.

The role of the lakes in improving legibility and creating a pleasant and attractive environment will be promoted. The lakes have a triple role - performing an important flood management role but also offering

opportunities for leisure activities and the enjoyment of waterside environments and providing an important habitat to enhance biodiversity. Interventions which enhance either of these functions will be encouraged.

London Plan: 4A.9, 4A.13, 4C.1, 4C.3, 4C.6, 4C.10, 4C.11

LBG UDP: E17

LBB UDP: G27

TE6: Street trees

The planting of street trees will be encouraged in areas of deficit. Street trees offer dual benefits in the softening of the urban environment. They also provide natural shade and evaporative cooling which will be increasingly important in mitigating the impacts of climate change, and enhance biodiversity.

London Plan: 4A.10, 4B.3

LBG UDP: SD4, D8

LBB UDP: ENV35



Retail, town centres and local centres

TR1:Thamesmead town centre

Thamesmead town centre is a District Centre and is recognised as the primary retail centre in the Thamesmead and Abbey Wood SPD area. A joint retail study has been undertaken which indicates that Thamesmead town centre is a viable retail destination and has scope for a degree of expansion. The centre comprises a large Morrison's supermarket, as its anchor, along with some unit shops and the Cannon Retail Park. The Experian Goad Category Report (February, 2006) identifies a total of 23,198 sqm gross of ground floor floorspace for retail trade and services, comprising 35 units. The convenience offer represents 11.4% of total retail units in the centre which is above the national average of 8.54%. The comparison retail offer in Thamesmead is below average.

It is important to note that the development of the town centre should be set within the context of the wider retail hierarchy. Greenwich Council will promote the expansion of retail floorspace in Thamesmead town centre, where proposals are commensurate with its function and role as a district centre as set out in the Greenwich UDP.

It will also encourage other town centre uses such as a Community Hub building to strengthen the role of the town centre as civic and community heart. Other key opportunities include integration with the Tamesis Point development and improved transport connections including a new riverbus terminus and future public transport improvements in the waterfront corridor.

Indicative guidance for the town centre is set out in more detail in Chapter 4.

London Plan: 3D.1, 3D.2, 3D.3

LBG UDP: TC16-18, TC22, TC24

TR2:Abbey Wood

The London Borough of Bexley and Greenwich Council have identified the need to undertake a study to examine the potential implications for Abbey Wood in the context of Cross Rail which will stop at Abbey Wood station from 2017. There are a number of sites which have redevelopment potential and it is anticipated that there will be significant development pressure with speculative proposals for higher densities and new uses in the vicinity of the station. The Councils will resist premature applications and will encourage developers to set their proposals in the context



Mixed use development adjacent to Abbey Wood station

Southmere Park

of the Abbey Wood development framework. Further details are provided in Chapter 4.

London Plan: 3C.1, 3C.2, 3D.1, 3D.2, 3D.3

LBG UDP: TC16-18, TC22, TC24

LBB UDP: SHO2, SHO4-6, SHO8-9, SHO12, SHO18-19

TR3: Plumstead

Plumstead town centre is beyond the SPD area but there is an opportunity to improve connections to Plumstead station. Tilfen Land has obtained planning consent for part of the Pettman Crescent site and Greenwich Council will promote the enhancement of the wider site and gyratory system as a long term aspiration. In addition to unlocking the development potential of the Pettman Crescent site, the Council will also promote the enhancement of connections between the Ridgeway and the station, and north-south links from Plumstead to the Broadwater area. More detailed principles are outlined in Chapter 4.

London Plan: 3D.1, 3D.2, 3D.3

LBG UDP: TC16-18, TC22, TC24

TR4: Local centres

Interventions which enhance the vitality and viability of smaller local retail and community centres in Thamesmead and Abbey Wood will

be encouraged. In addition to retail uses, a coordinated and cohesive approach to the provision of community facilities which meets the needs of existing communities and future residents will be taken. Where possible, the enhancement of local parades should seek to incorporate adequate space for independent shop units to cater for the local community.

London Plan: 3D.1, 3D.2, 3D.3

LBG UDP: TC16-19 TC22, TC24

LBB UDP: SHO2, SHO4-6, SHO8-9, SHO12, SHO18-19

Transport and movement

Principles TT1 to TT9 below identify a series of potential transport projects for Thamesmead and Abbey Wood. The following lists summarise the status of the projects.

Short / medium term interventions

These include major projects that are committed and funded through the TfL Business Plan as well as smaller scale measures such as walking and cycling improvements, travel demand management measures and improvements to assist buses.

TT5: Crossrail

TT6: River Piers

TT7: Walking and cycling

TT8: Key highways initiatives

TT9: Thames Path

TT10: Initiatives to make better use of the waterways

Long-term aspirations

These include projects and studies that have not yet secured full commitment or funding, but are Council aspirations, set out in each Council's UDP and/or Core Strategy. These schemes need to await the outcome of the Thames Gateway Strategic Review, as well as reviews of the Mayor's London Plan and Transport Strategy.

TT1: Greenwich Waterfront Public Transport Infrastructure

TT2: North Bexley Transit

TT3: East London River Crossings

TT4: DLR extension

TT1: Greenwich Waterfront Public Transport Infrastructure

Greenwich Council with TfL is investigating infrastructure improvements to public transport in the waterfront corridor of the borough previously to be served by Greenwich Waterfront Transit.

London Plan: 3C.3, 3C.9, 3C.11, 3C.14

LBG UDP: M1, M4, M5, M6, M10, M11, SM3, SM4

LBB UDP: T8, G17

TT2: North Bexley Transit

Options have been developed for North Bexley Transit (NBT), which include: providing links eastwards from the Crossrail terminus at Abbey Wood, an extension westwards from Dartford of the successfully implemented Kent Fasttrack, or a self-contained system running between Thamesmead and Dartford. Any of these options would provide residents of Thamesmead and Abbey Wood with access to a greater range of employment opportunities, including the Thames-side employment areas and in central London, via onward connections at Abbey Wood.

Within Thamesmead and Abbey Wood, initial studies by the London Borough of Bexley have concluded that the route could run from Abbey Wood station along Harrow Manor Way and Yarnnton Way. High quality transit stops will be required to encourage use of North Bexley Transit. These stops will need to be fully integrated into surrounding developments, through public realm improvements, including provision of pedestrian and cycle crossings. Well designed street lighting, both at the transit stops and along pedestrian routes leading to the stops will be important in ensuring safe and pleasant conditions for passengers, particularly at night.

To minimise delays to NBT services, selected highways improvements should be pursued, including on Harrow Manor Way and at the Eastern Way / Harrow Manor Way junction. Highways improvements relating to NBT will also be required outside the study area, potentially including at the following locations:

- Eastern Way / Yarnnton Way junction;
- Eastern Way / bronze Age Way / Picardy Manorway junction; and
- Bronze Age Way / Bexley Road / Queen's Road junction.

London Plan: 3C.3, 3C.9, 3C.11, 3C.12

LBB UDP: G17,T8,T9

TT3: East London River Crossings

A wider study will be undertaken by TfL working with the boroughs, the London Development Agency, Greater London Authority and other partners to assess the transport and land use needs of the Thames Gateway. This will seek to maximise the benefits of existing and funded new transport infrastructure, including Crossrail and new Docklands Light Railway and bus transit services, and assess options for a new east London river crossings.

The boroughs will respond to further

proposals relating to East London river crossings as they emerge.

Safeguarded land for Thames Gateway Bridge remains in the London Borough of Greenwich Unitary Development Plan.

Following discussions with the Mayor, TfL will no longer be pursuing the Thames Gateway Bridge project.

London Plan: 3C.15

LBB UDP: M15

TT4: DLR extension

The DLR extension to Woolwich Arsenal opened during 2009.

TfL studies have indicated that provision of a further extension of the DLR into Thamesmead and Abbey Wood would be technically viable. A direct DLR connection to Thamesmead would assist with opening up access to additional employment opportunities and provides the potential for a direct connection to London City Airport. Options for the route could include:

- Via an East London river crossing, joining the existing Beckton branch, and;
- A new branch from the Woolwich Arsenal branch.

Any new DLR routes through Thamesmead should also extend to Abbey Wood to facilitate interchange

with Crossrail.

London Plan: 3C.13

LBB UDP: M5

LBB UDP: G17,T9

TT5: Crossrail

Following Royal Assent in July 2008, it is anticipated that Crossrail will be implemented by 2017 and will include a branch terminating at Abbey Wood station. Crossrail will transform links between Thamesmead, the Isle of Dogs, Central London and destinations to the west including Heathrow.

Construction of the Crossrail station will be accompanied by the provision of a high-quality interchange with buses and the potential NBT. This will be located on the Harrow Manor Way overbridge with lift and staircases directly linking to the new station platforms. The interchange should also be provided with extensive cycle parking (in line with TfL's cycle parking guidelines) and taxi and drop-off facilities (particularly for mobility-impaired users). High quality pedestrian and cycle links are required to the surrounding area, to maximise access by non-motorised modes.

The arrival of Crossrail is likely to stimulate investment in the Abbey Wood area and existing



sites around the station are likely to be brought forward for redevelopment. It is important that regeneration opportunities are identified in advance of the implementation of Crossrail, to ensure that a co-ordinated approach to redevelopment is adopted which in turn will yield local benefits such as improved schools and shopping facilities.

As part of the Crossrail construction project, opportunities should also be taken to enhance footbridges across the North Kent Line between Plumstead and Abbey Wood, as these would improve pedestrian and cycle movement in the area, particularly to/from schools.

Provision of a Crossrail station in Woolwich will also be of benefit to residents in the western part of Thamesmead.

In addition to supporting the provision of Crossrail at Abbey Wood, the London Borough of Bexley remains committed to ensuring that Crossrail is eventually extended through the borough to terminate at Ebbsfleet or potentially Gravesend. Such an extension would further enhance access by Thamesmead and Abbey Wood residents to employment opportunities in the Thames-side regeneration areas.

London Plan: 3C.12

LBG UDP: M8

LBB UDP: G17,T9

TT6: River Piers

River services have been successfully established between Central London and Woolwich and there are proposals for them to be extended eastwards to serve Barking Reach. This proposal should include a stop in Thamesmead. Further eastwards extensions of river bus services would assist access to employment opportunities in Thames-side regeneration zones such as Dagenham and Erith.

As part of the implementation of Tamesis Point, a new river pier should be developed adjacent to Thamesmead town centre. This would provide an end-point to the proposed pedestrian boulevard between the retail core and the riverside. It should be provided with sheltered waiting facilities and cycle parking areas.

Greenwich Council is requesting the inclusion of the promotion of a pier at Tamesis as part of the strategic review of piers being undertaken by the LDA as part of the Rivers Concordat.

London Plan: 3C.13, 4C.7

LBG UDP: M7

LBB UDP: G17,T9

TT7: Walking and cycling

An extensive range of measures are required to improve access to key destinations for pedestrians and cyclists and to overcome severance caused by major roads.

Pedestrian and cycle provision should be an integral part of the process as neighbourhoods are replanned, such as the Moorings and the Arches. Measures which should be incorporated include:

- Ensuring that lower order streets are designed to give pedestrians and cyclists priority over vehicular traffic;
- Provision of level and direct pedestrian and cycle routes between the neighbourhoods and key destinations such as Thamesmead town centre, parks and recreation facilities. These must be capable of being used by people with mobility impairments and people with buggies and prams;
- Completion of footways on surrounding major traffic routes wherever practicable;
- Designated crossings of major traffic routes. The choice of facility will depend upon pedestrian/cyclist volumes and the volumes and speeds of conflicting traffic

and will range from dropped kerbs (minimum level of provision) via uncontrolled central refuges, zebra crossings, pelican crossings and toucan crossings. In some cases, crossings will be incorporated into traffic signals at major intersections.

A hierarchy of pedestrian/cycle routes is proposed to provide direct links between key points in the study area, including Thamesmead town centre, Abbey Wood, Lesnes Abbey and Plumstead.

The Ridgeway is already used as a walking route, and further use would be encouraged by upgrading the route for cycle use and making improvements to surfacing and landscaping and improved connections at the following locations:

- Plumstead gyratory system; and
- Eastern Way/Harrow Manor Way.

In addition to The Ridgeway, a number of other Green Grid projects are proposed in the study area. These are multi-functional spaces capable of being used by pedestrians and cyclists which will provide improved linkages to neighbouring open spaces and enhance the quality of the environment in Thamesmead and Abbey Wood. The routes will be integrated with other pedestrian

and cycle facilities and particular attention will be paid to overcoming the severance caused by major roads such as Eastern Way.

London Plan: 3C.21, 3C.22

LBG UDP: M32, M33, SM3, SM4

LBB UDP: G17, T13, T14, T16

TT8: Highway improvements to assist public transport, walking and cycling

Whilst seeking to discourage the use of motorised transport, interventions will be required at key locations, to improve public transport access and journey times.

Consideration should be given to the provision of continuous bus lanes, continuous bus lanes should be provided on Harrow Manor Way in each direction between Eastern Way and Abbey Wood. If necessary, this would require the widening of Harrow Manor Way. This will require the widening of Harrow Manor Way to a 4-lane cross-section, taking account of potential redevelopment opportunities. Alternatively, it might be more appropriate to introduce safeguarding measures.

Depending upon eventual traffic volumes, it may be advantageous to convert the high level junction at Eastern Way/Harrow Manor Way to signal control. This would enable

transit vehicles fitted with standard transponders to bypass any general traffic queues.

Wherever possible, opportunities should also be taken to provide continuous footways on major roads such as Carlyle Road, in response to observed patterns of pedestrian movement.

The existing Pettman Crescent gyratory system provides an unattractive western gateway to Thamesmead and restricts access to Plumstead station by pedestrians, cyclists and buses. TfL is currently studying options for the gyratory system and these should be combined with studies of the regeneration potential of the

Plumstead area to devise a series of active streets enclosing a less-intrusive traffic system. Objectives of any revised arrangement should include:

- Provision of comprehensive at-grade pedestrian and cycle crossing;
- Provision of high-quality links with The Ridgeway; and



Poor pedestrian accessibility at Pettman Crescent



Southmere Lake

- Measures which would enable bus routes to be potentially diverted to serve Plumstead station.

London Plan: 3C.14, 3C.16, 3C.17, 3C.18

LBG UDP: M4, M5, M16,

LBB UDP: T6, T14

TT9: Thames Path

The Thames Path has the potential to provide an attractive pedestrian and cycle route running along the northern edge of the study area. The emphasis should be placed upon softening its appearance and providing better integration and connections with surrounding areas and improving its biodiversity value.

In addition to meeting the Environment Agency's minimum width requirements for vehicular access, opportunities should be taken to provide additional soft landscaping and to celebrate the meeting points of key inland pedestrian routes. Key nodal points for interventions include:

- Thamesmead town centre;
- Broadwater Dock and Lock;
- Tamesis Point;
- Manor Way;
- Connections via Crossway Lake; and
- The Green Grid from Southmere to Crossness.

London Plan: 3C.21, 3C.22, 4C.16 | 4C.16

LBG UDP: M32, M33

LBB UDP: G17, TS14, T14, T16

TT10: Initiatives to make better use of waterways

Where appropriate, better use should be made of waterways, including the River Thames, as active corridors for public transport.

London Plan: 3C.25 and 4C.8

LBG UDP: M7, M37

LBB UDP: T9

Community and social provision

TC1: Provision for young people

Appropriate and sufficient provision for early years childcare in relation to number and quality of childcare places will be sought. An early years strategy for Thamesmead and Abbey Wood will be developed which will establish spatial priorities to provide for current and future provision. Developers will be expected to be proactive in responding to this strategy. After school childcare provision is also a priority for Thamesmead and Abbey Wood.

In addition, sufficient school places should be provided to meet the needs of a growing population (for LB Greenwich please refer to the School Planning Statement 2006-

2011). Greenwich and Bexley Councils will encourage the provision of high quality play space facilities for children and young people.

London Plan: 3A.17, 3A.24, 3A.25

LBG UDP: SCI, CI, C5

LBB UDP: COM1, COM2, COM3

TC2: Sporting and leisure facilities

The enhancement of existing sporting and leisure facilities in Thamesmead and Abbey Wood will be promoted together with the provision of new community based sporting and leisure facilities. A number of specific projects are already under way which include the following:

- Sporting Club Thamesmead;
- Creation of visitor centre at Lesnes Abbey Wood;
- Creation of an urban farm subject to feasibility work;
- New facilities at Tavy Bridge including a library;
- Community hub in town centre;
- Enhancements to the leisure centre; and
- The Arches

London Plan: 3A.17

LBG UDP: SCI, CI

LBB UDP: TAL4, TAL5, TAL12, TAL18, TAL19

TC3: Police provision

The London Boroughs of Greenwich and Bexley will continue to work in partnership with the Metropolitan Police and the Thamesmead stakeholders to ensure that there is sufficient provision to accommodate the needs of Safer Neighbourhoods Teams which operate in the SPD area. In particular, consideration should be given to the provision of a 'front desk' facility in Thamesmead town centre. Further facilities may also be required in Abbey Wood and Plumstead.

London Plan: 3A.17

LBG UDP: SCI, CI

LBB UDP: G7

TC4: Social infrastructure

A detailed study will be commissioned to establish area-wide social infrastructure requirements in Thamesmead including health and community centre provision. Development proposals should respond to the conclusions of this study and where appropriate make provision for the development of new facilities.

London Plan: 3A.18

LBG UDP: SCI, CI, C3, C4, C5

LBB UDP: G4, COM1-7

TCL5: Community leisure facilities and attractions

Both local authorities are actively seeking to enhance community provision in Thamesmead and Abbey Wood. Parts of the SPD area are well-provided for in terms of sports and leisure facilities but there are significant opportunities to introduce further facilities to enhance quality of life and promote healthy living. Specific opportunities exist to provide new or upgraded sports, leisure and entertainment facilities and to celebrate the area's cultural heritage. Priority projects are listed below:

- Crossness Engines – creation of improved visitor facilities at this historic industrial location;
- The Arches – delivery of a range of activities in the Arch spaces adjacent to the Harrow Manorway flyover at Eastern Way;
- Series of Green Grid interventions to enhance open spaces and green landscape connections;
- Sporting Club Thamesmead – provision of enhanced sports and leisure facilities; and
- Urban Farm – subject to detailed feasibility work, the creation of an urban farm.

London Plan: 3A.17

LBG UDP: SCI, CI

LBB UDP: TAL4, TAL5/6, TAL16

Neighbourhoods and housing

TNI: Neighbourhoods in Thamesmead and Abbey Wood

Thamesmead and Abbey Wood comprise a number of distinct neighbourhoods including Thamesmead West, Waterfield, Moorings, Manorway, Crossways, Southmere, Lesnes, Parkview, Greenmead and Abbey Wood, each of which has a clear identity. All development proposals will be required to demonstrate understanding of local character and context and respond to local issues and opportunities. The comprehensive renewal of neighbourhoods will be promoted where appropriate to meet local needs. Indicative guidance for the Moorings neighbourhood is outlined in Chapter 4. The Councils will seek to achieve a greater balance of tenures across all communities in Thamesmead.

London Plan: 3A.1, 3A.5, 3A.6, 3A.8

LBG UDP: SH1-SH4, H1-3, H7-9, H14/15

LBB UDP: COM1, COM2, COM3

Employment

TEm1: Training and skills

Both local authorities are committed to working in partnership with



Waterfront housing development in Thamesmead

local employment agencies such as GLLab, Resources Plus and Trust Thamesmead. These organisations provide a vital resource in assisting local people to access employment through improved skills. Developers will be expected to be proactive in establishing employment and training opportunities for local people in relation to major construction projects.

London Plan: 3B.1, 3B.11

LBG UDP: SJ1, SJ5, J14

LBB UDP: G4

TEm2: Employment floorspace in Thamesmead

The establishment of a thriving and sustainable economy within Thamesmead is a key strategic aim of both local authorities. Existing employment locations at White Hart Triangle, Nathan Way and Veridion Park will be protected and promoted. In addition, proposals which provide for a range of smaller scale workshops and incubator units will be welcomed, subject to viability analysis.

London Plan: 3B.1

LBG UDP: SJ2-4, J5, J7, J8, J13

LBB UDP: E1/2

TEm3: Employment at White Hart Triangle and Veridion Park

White Hart Triangle

There is significant market pressure for distribution and storage uses on this site and a concern that this will result in low employment densities. It is very important that White Hart Triangle is supported by a strong inward investment strategy to attract new businesses, and by employment and training schemes to maximise the opportunities for local people to access the new jobs which will be created.

Veridion Park

There is significant market pressure for distribution and storage uses on this site and a concern that this will result in low employment densities. It is very important that Veridion Park is supported by a strong inward investment strategy to attract new businesses, by employment and training schemes to maximise the opportunities for local people to access the new jobs which will be created and by strong environmental and biodiversity improvements.

London Plan: 3B.1, 3B.11

LBG UDP: SJ3-5, J5, J7/8, J13

LBB UDP: E1/2, E14

Governance

TG1: Governance

The London Borough of Bexley and Greenwich Council will continue their commitment to cross-borough joint working. They will also work with the Thamesmead stakeholders to take forward projects and initiatives to facilitate delivery and overcome barriers and constraints such as land ownership and diffuse responsibilities. The London Borough of Bexley and Greenwich Council have prepared a Delivery Plan Summary for Thamesmead and Abbey Wood which provides a framework for the delivery of a range of physical, social and economic projects in the context of partnership working.

London Plan: 6A.2, 6A.3

LBG UDP: IM3, IM4

TG2: Working with Thamesmead partners

The London Borough of Bexley and Greenwich Council will work in partnership with Tilfen Land, Trust Thamesmead and Gallions Housing Association to implement the vision and objectives in the SPD. Other key partners who will have a key role in supporting the delivery of projects in Thamesmead and Abbey Wood include the London Development Agency, Design for London, Environment Agency, the

Department of Communities and Local Government: Thames Gateway Delivery Unit, the Metropolitan Police, Greenwich Teaching Primary Care Trust, Bexley Care Trust, Transport for London and London Buses.

London Plan: 6A.2, 6A.3

LBG UDP: IM3, IM4



Opportunity area key plan (please note that no site has been identified for OA8 - Urban Farm)

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4. Guidance for opportunity areas

4.1 Overview

The purpose of Chapter 4 is to provide guiding principles for some of the key development sites / opportunities. More detailed masterplanning and feasibility studies are required for some of these sites.

Details and cross-references are made to the key planning designations which govern the detailed planning and design of the opportunity areas. In addition, the area-wide guidance in section 3.3 is listed to enable easy cross-referencing.

4.2 Opportunity areas

Guidance is provided for the following key sites:

- OA1** Thamesmead town centre
- OA2** Abbey Wood
- OA3** The Ridgeway
- OA4** The Moorings
- OA5** The Arches
- OA6** Parkview Regeneration
- OA7** Pettman Crescent
- OA8** Urban farm (no site identified)
- OA9** Tamesis Point

Area OA1

Thamesmead town centre

Overview

Thamesmead town centre provides a range of retail services predominantly in an out-of-town environment. It provides some leisure uses, in the form of a leisure centre and library, but these are on the periphery of the centre, which means that overall the centre lacks the fully rounded range of retail, service and civic functions which would usually constitute a town centre. In addition, the town centre's greatest asset is its close proximity to the River Thames, which it turns its back on.

There is a need to re-model the town centre to enable it to thrive as a fully fledged town centre, which is able to meet all of Thamesmead's retail and service needs.

Tilfen Land has aspirations to develop the town centre in the context of the Tamesis Point development. It is understood that the Morrisons store trades extremely well and covenants on the car park site restrict any redevelopment of the site. Phase 4/5 of Tamesis Point features 50,000 sq ft of restaurant and retail space which could be integrated with a scheme to

enhance the existing town centre and establish a better relationship with the Thames Path. The water bodies act as flood attenuation points and also represent a constraint as well as an asset.

Key considerations

Specific policy designations:

LBG UDP:

District town centre

Core shopping frontage

Fringe shopping frontage

Area-wide SPD guidance references:

TSD1, 2, 3, 5

TRI

TT1, 6, 7, 9, 10

TC1, 2, 3, 4, 6

TN2

TG2

Critical path and risks

It is important that any intervention in the town centre is set within the wider context of the retail hierarchy. Design quality is of the highest importance in the town centre. The centre has suffered from poor quality design in the past, and it is vital that there is a step change in design quality for future schemes.

Next steps

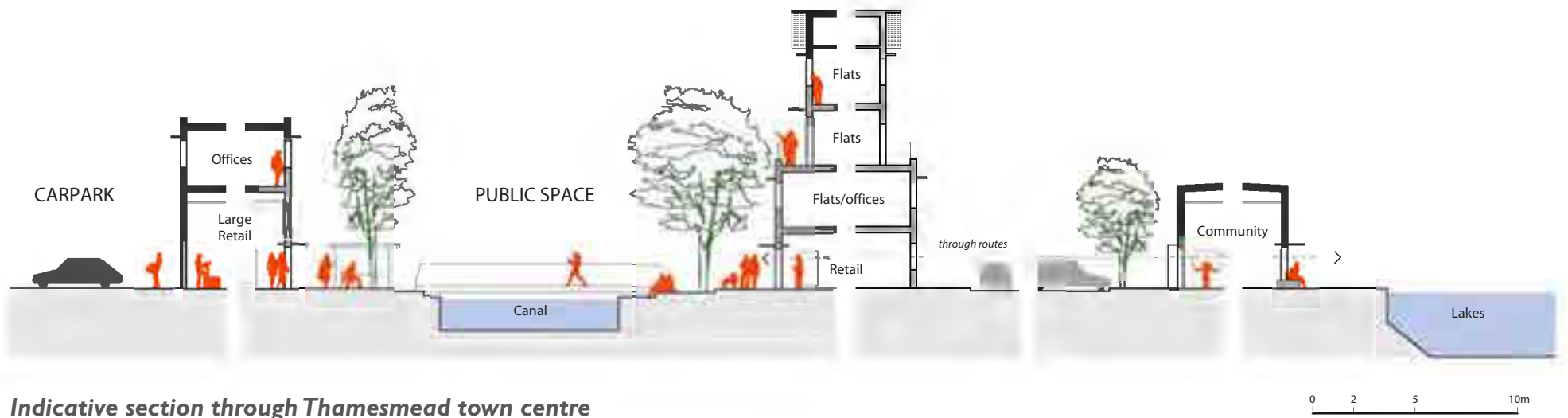
A more detailed masterplan will be required to consider opportunities principles and in detail.

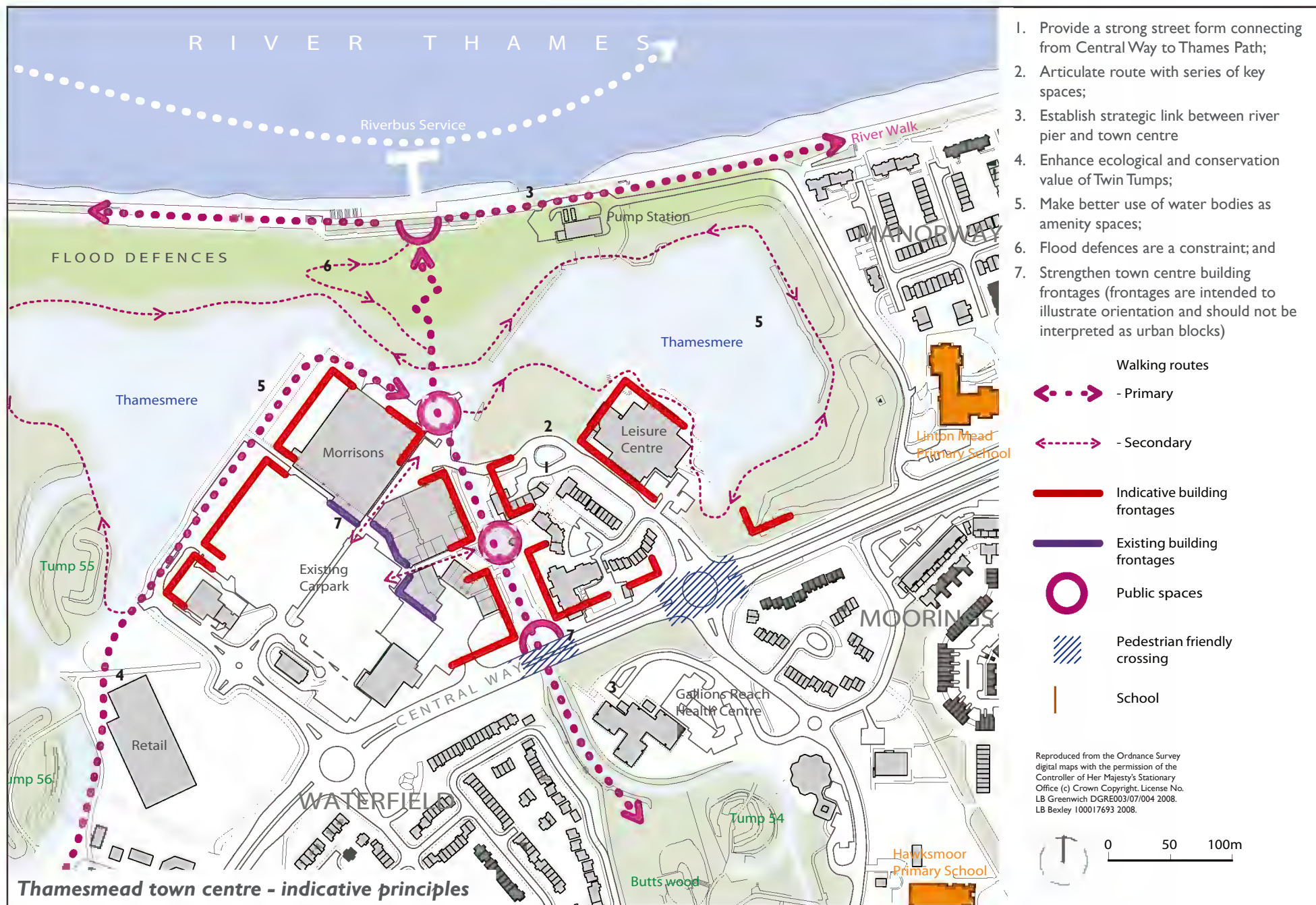
Indicative principles

The adjacent proposals plan summarises some of the main design opportunities for Thamesmead town centre - these are listed as follows:

- Provide a strong street form connecting from Central Way to Thames Path;
- Articulate this link with a series of key spaces including the existing space at the clocktower;
- Potential to provide a significant new community facility in the heart of Thamesmead. Trust Thamesmead is developing the concept of a 'Community Hub';
- Potential for new comparison retail units and food/drink uses in proximity to the Thames Path and Tamesis Point;
- Consider the integration of town centre and Tamesis Point within any proposals;
- Establish a strategic link between River Pier and Thames Clipper services in the north through the town centre;

- There is a wider opportunity to enhance the ecological and conservation value of the Twin Tumps in the context of any town centre proposals;
- Make better use of water bodies as amenity spaces;
- Flood risk and defences are a key constraint; and
- Imaginative design solutions to address flood risk.
- Where possible entrances to retail units should be to public space, not to car parks. Service access only to car parks. “Front doors” and frontages generally to be to the public space, and “back doors” and rear elevations to car parks (as shown).
- Suitable uses should be sought to occupy levels above large retail units despite their large ceiling heights and floor plans. Currently the town centre is under-developed vertically which has much to do with the single storey nature of the large retail units. Other uses above the retail units will help populate and contribute to the public space, and help provide positive activity in the town centre at times outside the opening hours of the large retail units.
- Careful treatment should be given to the public realm at the ‘front door’ to the retail units including seating, lighting and quality landscape architecture along the canal route.
- Suitable small retail, cafés, businesses should be encouraged along the proposed public space/ route, to complement and diversify the offer of the large retail units. Above these units, residential apartments should be considered, to form mixed-use buildings. Private outdoor space for upper level apartments (e.g. terraces and balconies) should address the public space. Careful massing of the buildings must be undertaken with companion solar studies to demonstrate proposed buildings
- will not have a negative effect on the sunlight and daylight qualities of the public space.
- Clear through-routes from the public space to the community leisure facilities and lakes should be developed. “Front doors” of both residential and retail units may face these routes, as they a form of public space (albeit secondary, and supporting the main route).
- Development and intensification of the community and leisure facilities adjacent to the lakes should take place, whilst at the same time protecting and improving the green edge of the lakes.





1. Provide a strong street form connecting from Central Way to Thames Path;
2. Articulate route with series of key spaces;
3. Establish strategic link between river pier and town centre
4. Enhance ecological and conservation value of Twin Tumps;
5. Make better use of water bodies as amenity spaces;
6. Flood defences are a constraint; and
7. Strengthen town centre building frontages (frontages are intended to illustrate orientation and should not be interpreted as urban blocks)

Walking routes

Primary

Secondary

Indicative building frontages

Existing building frontages

Public spaces

Pedestrian friendly crossing

School

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Area OA2 Abbey wood

Overview

Abbey Wood station is a key transport node for Thamesmead with the current interchange comprising train services to London Bridge and London Cannon Street and a number of bus routes along Harrow Manorway. Recent confirmation that Crossrail will arrive in 2017 respectively creates a context for considering the future development of potential of the Abbey Wood area. The step change in the level of public transport accessibility could potentially support a higher density of uses at Abbey Wood, and it is important that development is managed strategically in the context of a comprehensive masterplanning exercise, to avoid piecemeal development.

Harrow Manorway rises to flyover the North Kent railway line at Abbey Wood Station, resulting in a significant difference in levels between Wilton Road and Abbey Road (for access to the rail station). This arrangement presents a barrier for pedestrian movement, compounded by the number of people interchanging from bus to train in this location. Addressing access will be an important issue, especially with the introduction

of Crossrail. The development of designs for Crossrail will include a Transport Assessment for Abbey Wood station, which should present options for improving access. To assist the operation of buses, there are aspirations to widen Harrow Manorway. However, this should not be implemented at the expense of pedestrian accessibility.

Key considerations

Specific policy designations:

LBG UDP:

Neighbourhood centre
Crossrail safeguarding
Housing proposal site h1

LBB UDP:

Wilton Road Neighbourhood centre

Area-wide SPD guidance references:

TSD1, 2, 3
TE2
TR2
TT1, 2, 5, 7, 8
TC1, 2, 3, 4, 5, 6
TN2
TG2

Critical path and risks

Crossrail is a confirmed project, and as such the main risk is that proposals and development come forward in a piecemeal fashion in the absence of a comprehensive framework. Gallions Housing Association (GHA) is considering

options for the future of its headquarters, which occupies a major site on Harrow Manorway, and it will therefore be important that GHA is involved in the project. The local authority will resist premature applications in the context of the masterplanning exercise.

Next steps

Greenwich Council and the London Borough of Bexley are part of a project group for a study to explore the potential impact of Crossrail on Abbey Wood and are keen to examine the broader regeneration impacts of Crossrail coming to Abbey Wood.

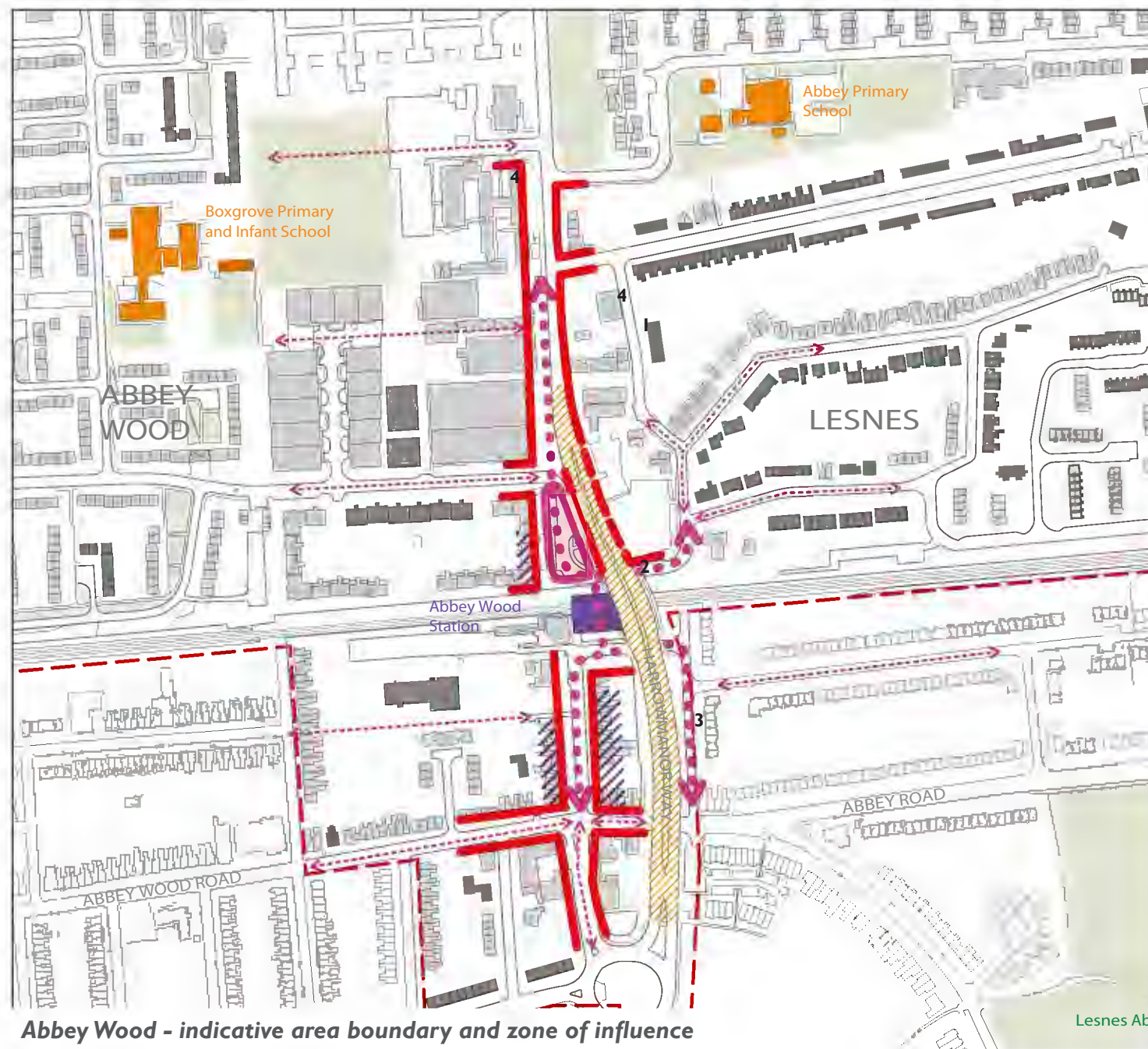
Indicative principles

A development framework will be prepared, which it is proposed will cover the following areas:

- An assessment of the development capacity which can be supported by Crossrail, the local highway network and other forms of public transport;
- An integrated public realm and movement strategy to ensure that the interchange is well designed and fully accessible;
- Consideration of the Abbey Wood hinterland including the need for improved walking routes, public transport, potential for renewal of the surrounding areas and signage

to areas such as Lesnes Abbey;

- A land use strategy which identifies an appropriate mix of uses and distribution of activity in the study area;
- An urban design and development strategy which defines routes, blocks and uses with an indication of massing and development capacity;
- A phased delivery programme which responds to the anticipated phasing of Crossrail; and
- Imaginative design solutions to flood risk.



1. Reinforcement of street frontage along Harrow Manor Way, north of station;
2. Improved public space north of station;
3. Enhancement of Abbey Wood as a retail centre; and
4. Greater permeability and improved pedestrian routes. This should relate to the north-south route through the station as well as routes east-west connecting to surrounding neighbourhoods.

- Walking routes
- ◀...▶ - Primary
 - ◀---▶ - Secondary routes focus on station
 - Indicative building frontages
 - Public spaces
 - ▨ Raised roadway
 - ▨ Existing retail
 - School

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Lesnes Abbey

Area OA3

The Ridgeway

Overview

The Ridgeway is the landscape feature and barrier formed by the southern outfall sewer, which runs above ground from Pettman Crescent to Crossness. The Ridgeway forms a physical and psychological barrier between Thamesmead and Abbey Wood. It is open as a walking route, but is currently underused.

Detailed work has already been undertaken by officers at Greenwich Council in relation to a signage and wayfinding strategy for the 'Ridgeway Walk'. The walk would in effect create a loop starting in Thamesmead West on the Thames Path, heading south alongside Broadwater Dock, through the underpass at Pettman Crescent and then onto the Ridgeway. It would then connect back to the Thames Path via the Green Chain walk between Southmere and Crossness.

The Ridgeway Walk has potential to be promoted as a significant recreational resource for Thamesmead. It has good links with the Green Grid and Green Chain routes, connects many Thamesmead attractions (including Thames Path, Crossness and Sporting Club Thamesmead) and is characterised by fine views across the area.

Improvements to the route would also have wider health and well-being benefits for people using the Ridgeway for local journeys and exercise. In addition, it provides a direct cycle route to Plumstead station.

A significant barrier to the successful realisation of the Ridgeway Walk is a lack of natural surveillance and activity along the route. An innovative solution to this is the realisation of development opportunities alongside the Ridgeway at key locations. Development could take a cue from the existing garages on Sewell Road to the south of the Ridgeway which have sufficient plot depth for residential or small workshop units along the Ridgeway without any load-bearing on the outfall sewer itself.

It is not envisaged that there would be comprehensive development along the length of the Ridgeway. Development would take place at carefully selected locations where it would integrate well with the existing urban fabric - for example, utilising the southern side of the Ridgeway to complete the undeveloped side of Sewell Road. Other possible locations include Belvedere Road and the area adjacent to Nathan Way, where small workshop units might be appropriate.

In addition, a detailed landscape

strategy for the enhancement of the Ridgeway should be prepared, including surface improvements and a planting strategy to support a rich biodiversity. There is also potential for the Ridgeway to be upgraded as a cycle route.

Key considerations

Specific policy designations:

LBG UDP:

Site of nature conservation importance (nc27)

Community Open space designation

LBB UDP:

ENV26, TAL8-10, TAL13

Area-wide SPD guidance references:

TSD1, 5

TE2

TT7

TEml, 2

TG2

Critical path and risks

The Ridgeway development proposals require further testing in relation to nature conservation and greenspace designations.

Thames Water has responsibility for the Ridgeway and should be a key partner in this project.

Next steps

A signage strategy has been costed for the Ridgeway. A detailed landscape strategy and masterplan

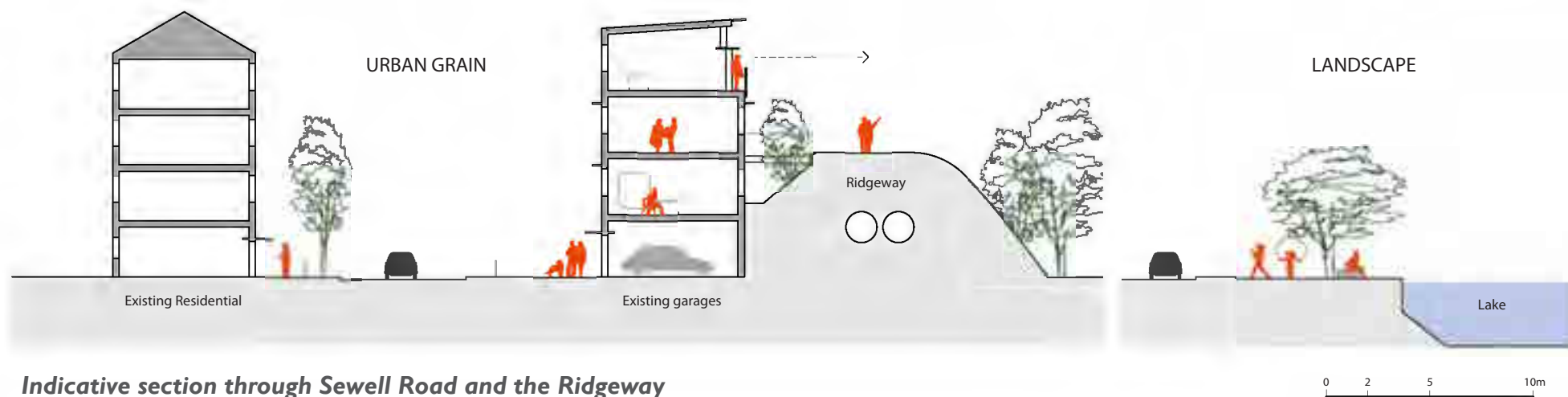
is being prepared by Design for London, Greenwich Council, the London Borough of Bexley and Thames Water.

Indicative principles

- Enhance the Ridgeway as a major landscape element of Thamesmead.
- Transform the Ridgeway as a major new sustainable transport route through Thamesmead.
- Potentially provide new residential units.
- Complete the streetscape of Sewell Road (see indicative section).
- Ensure that designs improve day and night time security along the Ridgeway.
- Indicative lightwells are shown to the Ridgeway elevation at upper ground level demonstrating light and ventilation requirements can be met at this floor in an interesting way.
- Improve access and increasingly varied use of Ridgeway will improve the area.
- Imaginative design solutions to address flood risk.



The Ridgeway - indicative plan illustrating the concept of populating sites adjacent to the Ridgeway. Development could take place at carefully selected locations where it would integrate with the existing urban fabric.



Indicative section through Sewell Road and the Ridgeway

Area OA4 The Moorings

Overview

The Moorings Estate comprises 1,259 homes and was built in the 1970s. The estate comprises medium-rise linear blocks with interconnecting walkways. The Moorings was purportedly built to provide accommodation for the construction workers who were building Thamesmead and therefore has a very high proportion of single person units, which are not suitable for local housing needs. In addition, there are issues of crime and antisocial behaviour associated with the estate's illegible layout and lack of positive street frontage.

The estate is managed by Gallions Housing Association. Based on a stock condition survey, it is estimated that 85% of the homes in the Moorings area will meet the Decent Homes standard in 2010. The Moorings neighbourhood was selected by GHA as a priority for regeneration on the basis of socio-economic analysis set out in a report by Professor Scase in June 2007 and further specialist research on the case for the renewal of three neighbourhoods in Thamesmead.

The Scase report indicated high incidence of crime, and poor satisfaction ratings in relation to

management, maintenance and the public realm. Gallions is currently initiating a planning, consultation and masterplanning process to review the approach to the Moorings. From a masterplanning perspective there are a number of possible approaches ranging from comprehensive redevelopment to partial redevelopment. The direction which is taken will partly depend on the viability of the different options, which are currently being assessed by GHA.

Key considerations

Specific policy designations:

LBG UDP:

Community Open Space

Area-wide SPD guidance references:

TSD1, 2, 3, 4

TE4, 6

TR4

TT7

TC1, 2, 3, 4, 5, 6

TN1, 2, 3

TG1, 2

Critical path and risks

The Moorings area presents a significant opportunity for regeneration. It is important that the process of evaluating options takes full consideration of the following factors:

- The needs and aspirations of

existing residents;

- The relative merits of a comprehensive or partial development approach from a wider regeneration perspective;
- Criteria of funding streams in relation to re-provision of existing housing and delivery of new housing; and
- An approach to place making which aims to maximise the role of the Moorings at the heart of Thamesmead.

It is important that the Moorings project adopts a strategic masterplanning approach considering connections with Thamesmead town centre, the Arches and Birchmere as well as the potential role of immediately adjacent sites in delivering sustainable social infrastructure.

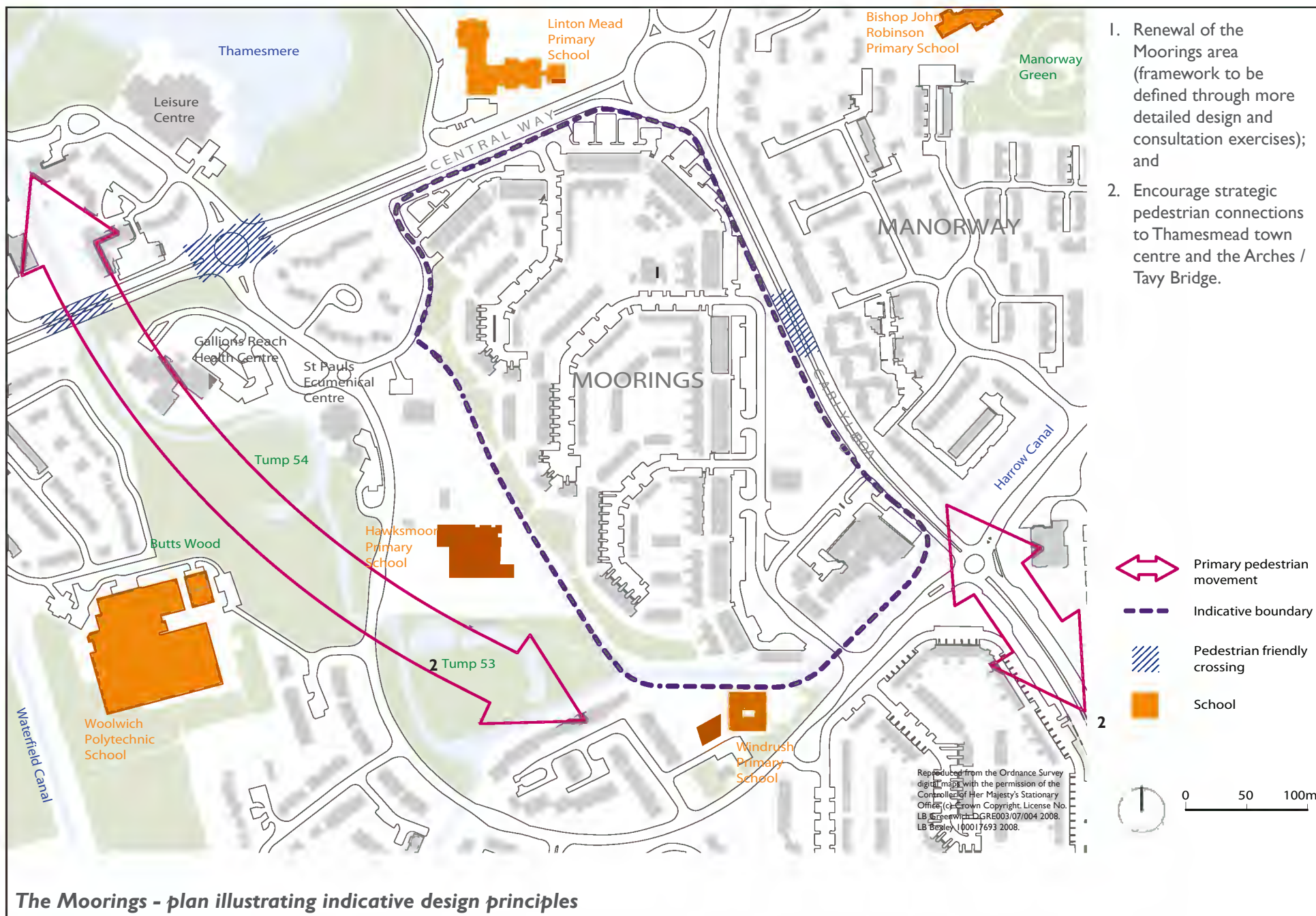
Next steps

Initial masterplanning and options appraisal is underway and is being led by Gallions Housing Association.

Indicative principles

The key design criteria which should be considered within any scheme for the Moorings estate are listed below:

- Provision of good pedestrian links to the town centre and the Arches;
- High quality internal pedestrian connections;
- Legible urban design with a coherent hierarchy of routes and blocks enabling residents and visitors to navigate easily through the area;
- A comprehensive approach to masterplanning with consideration for the role of surrounding sites including the primary schools in the vicinity as well as the activities and regeneration priorities in Thamesmead town centre, Tavy Bridge and the Arches;
- A strong sustainability strategy which ensures that dwellings on the Moorings estate will remain comfortable in the context of a changing climate;
- A reasoned justification for the location of any tall buildings within a comprehensive redevelopment scheme;
- High quality design to improve perception of the Moorings and contribute to a general enhancement in design quality across Thamesmead;
- Imaginative design solutions to address flood risk; and
- Promote a more mixed and balanced community.
- Pedestrian through-routes across the block from street to open space should be formed to facilitate orientation and permeability of the built form.



These through-routes should double as daylight and sunlight openings in the building massing to allow good quality light to enter the mid-block area and permit landscaping to thrive.

- Outdoor private space for upper floor apartments should be orientated to optimise solar aspect, and also provide adequate passive surveillance of the development.
- Integrate flood risk adaptation and resilience within the scheme.
- Scale of built form and landscaping in canal and school area should be reduced and not over-bearing.



Area OA5

The Arches

Overview

The Arches is a flagship for Trust Thamesmead - seeking to transform the hard character of the unwelcoming spaces under Harrow Manorway flyover into a multi-faceted hub of community activity at the heart of Thamesmead.

Trust Thamesmead is liaising with a number of partners on detailed plans for the occupation of the Arches and the current approach comprises a Youth and Physical Activity Zone at the Southern Arches, and Training and Education hub at the Northern Arches.

The Arches project occupies a central location in Thamesmead, and in the context of surrounding initiatives at the Moorings and Tavy Bridge, it is essential that the youth / education activity focused project is supported by a clear design strategy to ensure that the Arches are connected and integrated with surrounding urban fabric.

A number of public realm and landscaping improvements are therefore proposed as part of the project.

Key considerations

Specific policy designations:

LBG UDP: C1, J14, J15

LBB UDP: G4, BTC7

Area-wide SPD guidance references:

TSD1, 3

TT7

TC2, 4, 6

TEml

TG2

Critical path and risks

The occupation of units at the Arches by the cAve and the Archway project has demonstrated the viability of using the Arches for community uses. However, each unit needs to be based on a carefully devised business plan which ensures that sufficient revenue funding streams (from income or grants) are in place to guarantee the financial sustainability of the projects. In addition, more detailed consideration is required of the feasibility of the proposed activities at the Northern Arches. There is also a risk associated with the need to coordinate the delivery of the Arches projects with projects in the surrounding area.

It is vital that the Arches scheme complements the Tavy Bridge Regeneration scheme and Moorings Regeneration project in terms of youth, education and retail offer. In

addition, consideration should be given to relationships with future uses and activities at Birchmere Park and Southmere Lake.

Next steps

Detailed design and feasibility of Southern Arches and planning and initial design of Northern Arches are underway.

Indicative principles

The following plan illustrates the opportunities to connect the Arches with surrounding areas, and possible extensions to the main activities at the Northern and Southern Arches. Each area of the project is outlined in greater detail below:

Southern Arches

The Southern Arches already provide a home to the cAve, Archway Project and

YMCA and there is a major opportunity to populate the Arches further with a Youth Activity Zone. Potential uses could include a skate park, a gym and a reception building with a range of facilities including offices, cafe, changing rooms, toilets and crèche. These facilities will complement the regeneration of Tavy Bridge and will provide invaluable activities and services to build skills and confidence amongst young people in Thamesmead. It is

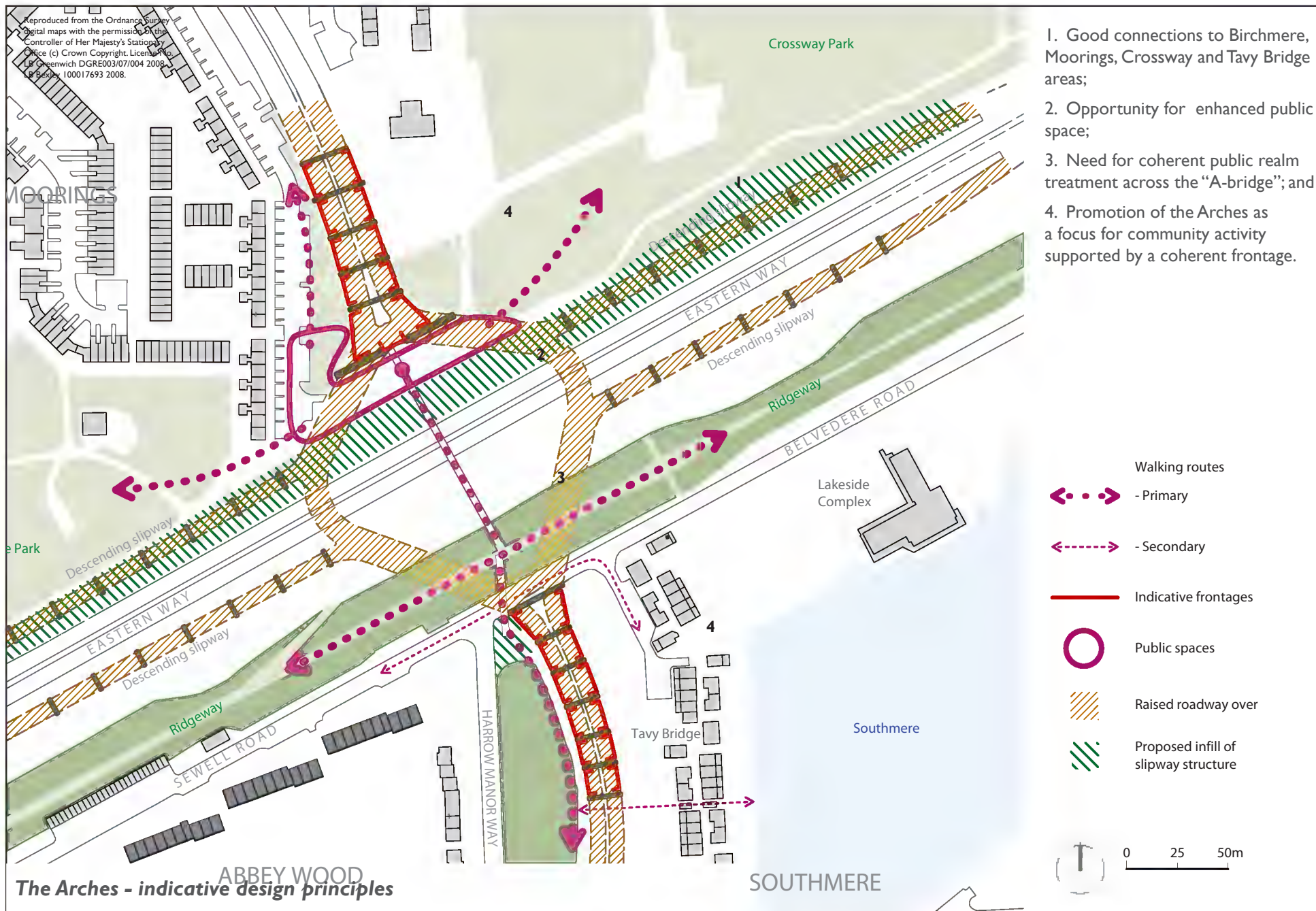
anticipated that the ten arch units will be used as follows:

Arch A: Reception and Community Hub

This is the main entrance and provides a service core that supports the Youth Leisure Zone. The main entrance will be positioned to provide direct access from the road, with strong graphics, welcoming lighting and signage to announce the entrance to visitors. A drop-off point and staff car parking area are located in close proximity. The ground floor will feature a reception overlooking the foyer (providing a key information point and ideal location for the control and security of the building), a cafe and kitchen, exhibition space, changing and toilet facilities. The first floor will provide a suite of community offices, a large meeting room and equipment room. The possibility of the Cafe being a training programme for young people is under exploration.

Arch B: The Archway Project

Relocated from an existing arch, Archway project will benefit from a ground floor with a garage, workshop, laundry, toilets and shower facilities, and a first floor with an office, ICT suite, kitchen, social area, class room and chill-out room. A dual entrance enables motorcycles to enter from the service road.



Arch C: The cAve

Currently home to the area's leading indoor climbing facility, this arch will feature extended climbing facilities and refurbished office space.

Arch D: Thamesmead Youth Awareness Project

Proposed new home for long-established TYAP, the ground floor of this arch will offer an informal meeting area, office and counselling rooms. The first floor will feature two recording studios and control rooms, three practice rooms and storage.

Arch E: Water sports base

Currently home to Thamesmead YMCA this arch will be refurbished to include boat and equipment stores, classroom and office provision.

Arch F: Performance Studio

A flexible performance space with sprung flooring, professional sound and lighting

equipment, retractable bleacher seating and modular staging will be provided.

Arches G and H: Thamesmead Gym

These arches will be refurbished in order to cater for the proposed expansion of the Gym's existing,



The cAve climbing facility at the Southern Arches

popular range of activities. Changing rooms and reception/office provision will support enhanced space for aerobic exercise.

Arch I: Storage for Archway and Thamesmead YMCA

With very limited headroom this arch will be made into a secure equipment store. As noted above, access to the Youth Leisure Zone will be critical given the nature of the

Arches' location. It will be imperative to ensure that access to and from Abbey Wood station and adjacent bus stops is clearly way-marked and that adequate car parking is provided

for staff and users of the facility.

Northern Arches

The Northern Arches are home to Crossways Gym Club and Thamesmead School of Dance. It is intended that the further population of the Northern Arches would focus on training and education.

Gallions Housing Association and Trust Thamesmead would play a key role in developing partnerships with local colleges, FE/HE institutions, Connexions and other training groups.

The Northern Arches comprise 6 units, and further detailed work is

required to determine the exact composition of activities.

Public realm and landscaping

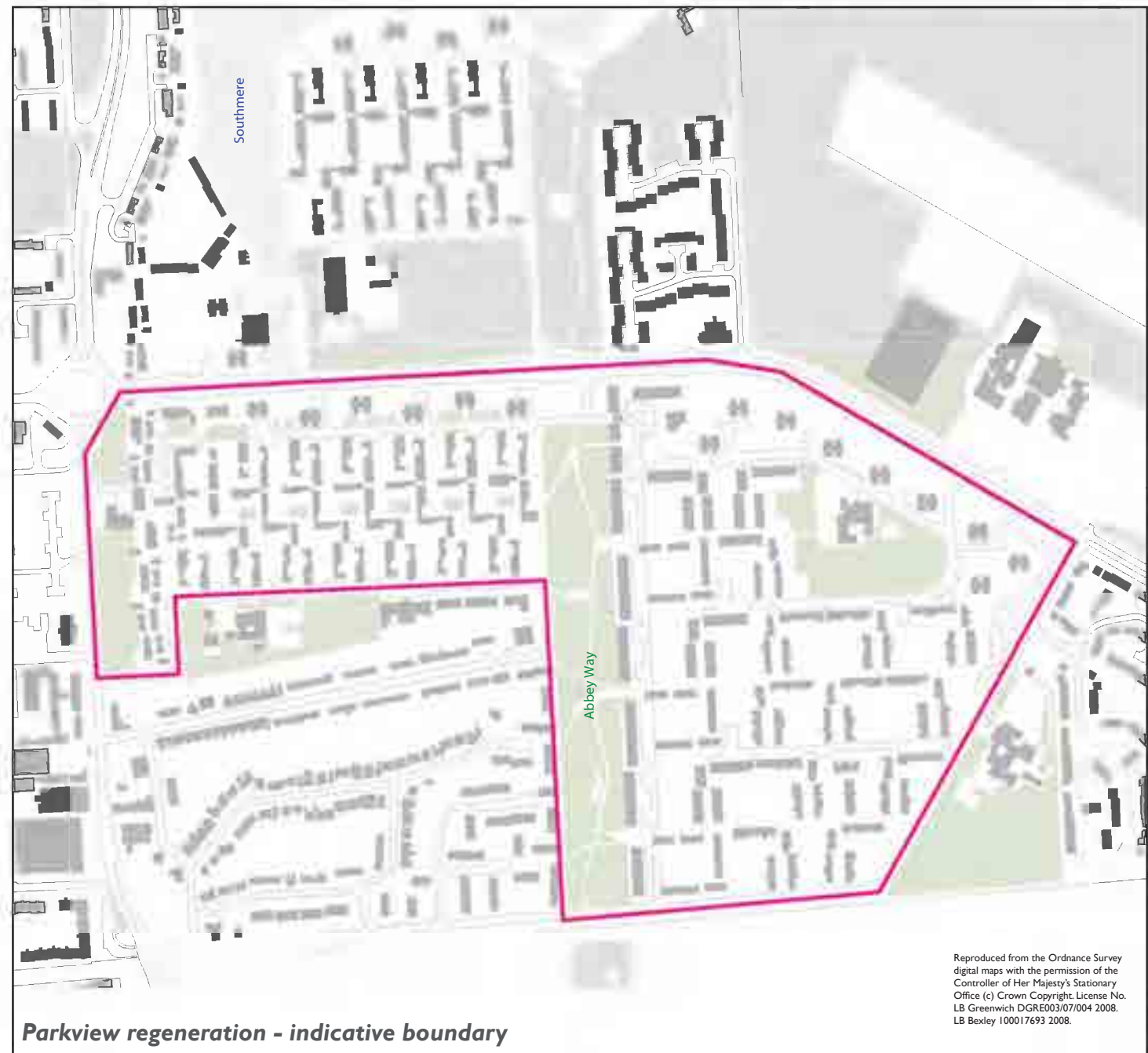
The Arches represent an extremely innovative use of residual urban space. If the potential of the project is to be fully realised, it is important that the refurbishment of the Arches is complemented by a programme of public realm and landscaping works which improve connections for pedestrians and cyclists, and integrate the project into the surrounding area.

In particular, the following opportunities have been identified:

- The A Junction - there is scope

to provide a radical approach to the landscaping of the spaces under the flyover, the connections between street level, the Ridgeway and the Arches, and the footpath over Eastern Way. This could comprise public art and lighting interventions, potentially engaging local people in the design process. The grade separated junction with Eastern Way is dominant and not particularly pedestrian friendly with only a footbridge providing access over Eastern Way for pedestrians and cyclists. Consolidation of this junction may help to improve the street scene in this area and allow for better pedestrian movement.

- Tavy Bridge - discussions are underway with Gallions Housing Association and their developer partners to ensure that the Arches are integrated with Tavy Bridge Regeneration Phase 2.
- The Moorings - this project envisages housing renewal and regeneration of surrounding sites including the Moorings Social Club, Arnott Community centre, Jubilee Community Hall and Birchmere One O'Clock Club.
- Development proposals should provide incorporate solutions to flood risk.



Area OA6

Parkview Regeneration - Yarnton Way and Kale Road

Overview

The scheme comprises two elements - the renewal of housing on Yarnton Way area, and the upgrade and refurbishment of the Kale Road workshops.

Key considerations

Specific policy designations:

LBB UDP:

Primarily residential use

Non-core shopping frontage

London Distributor Road

Neighbourhood centre

South East London Green Chain

Area-wide SPD guidance references:

TSD1, 5

TT7

TC2, 4, 6

TEml

TG2

Critical path and risks

The Parkview Regeneration Scheme is subject to risks associated with market demand, given other developments already underway in the area.

The proposals for Yarnton Way and Kale Road were initially treated as separate projects. However, it has been recognised that there are clear

merits in treating the regeneration of the Thamesmead South as a single project.

Next steps

Gallions Housing Association and Trust Thamesmead are working with the London Borough of Bexley on a joined up regeneration project focusing on both housing renewal and the creation of a new mixed use scheme.

Indicative principles

Yarnton Way

This aspect of the project will see the creation of active frontage along Yarnton Way with a defined hierarchy of open spaces and views into the housing estate. This will be achieved through the demolition of elevated walkways and possibly garages and the development of new housing, car parking, and landscaping. The boundaries of the area are yet to be defined and are dependent on the economics of the project.

Kale Road

Kale Road Workshops are situated adjacent to a small estate neighbourhood centre comprising a newsagent, social club, small green space with several mature trees and a bus stop in close proximity. The quality of the public spaces surrounding the Kale Road Estate is

poor.

Kale Road Workshops turn their back towards the social club and green space. The units are accessed from the rear via an access road leading to residential parking garages. The façade towards the neighbourhood centre is made up of a paving stone clad embankment possibly containing remnants of the now obsolete district heating system (to be confirmed).

In addition to the workshops the building contains a hairdressing salon, accessed from the mini square opposite the newsagent.

The roof of Kale Road Workshops is part of a system of elevated walkways, which characterises the whole of Thamesmead estate. Six bridges connect the roof of Kale Road Workshops with surrounding buildings and walkways.

Trust Thamesmead has examined options for the alteration and refurbishment of the area. It is envisaged that a reversal of the building's orientation would open up the workshops towards the neighbourhood centre and green space. Benefits include the creation of an active frontage, more attractive access and improved lighting.

Development proposals should incorporate design solutions to

address flood risk.

Area OA7

Pettman Crescent

Overview

Pettman Crescent is a highway gyratory system close to Plumstead Rail Station. The gyratory configuration creates a large island site, and a network of pedestrian subways and varying level differences combine to create an unwelcoming environment, especially for pedestrians and cyclists. Pettman Crescent is a key location, as it is effectively the gateway both to Plumstead and to Thamesmead from the west, as well as a key access point to the Ridgeway.

Key considerations

Specific policy designations:

LBG UDP:

London Distributor Road

Site to east of Plumstead bus garage (j16)

Area-wide SPD guidance references:

TSD1, 2, 3; TR3; TT7&8; TC3 and TG2

Critical path and risks

Pettman Crescent is a complex site, with a large number of key stakeholders. The retention of sites for bus garages is supported by policies in both the Greenwich UDP and the London Plan. It will be important that proposals

are developed with the close involvement of key stakeholders to ensure that the preferred option has buy-in and is therefore able to be delivered. Funding for this project has not yet been sought or secured.

Next steps

Pettman Crescent has been identified as an opportunity site in a number of reports. A comprehensive study exploring design, development and movement options for the site is required.

Indicative principles

Pettman Crescent forms an important Western gateway to Thamesmead and benefits from axial views east down Plumstead Road and south down Western Way. There is an opportunity to enhance the gateway quality of the site.

The street frontages around Pettman Crescent and Plumstead Road are broken and in many cases non-existent. Buildings stop and start, turn sides and even backs to the street. This creates a poor pedestrian environment which is dominated by highway infrastructure. To improve this situation, new buildings should front the street, and build to the street line.

As future public transport and Ridgeway projects advance, clear and safe pedestrian routes must

be made to Plumstead Station to ensure linkages between all transport forms is well supported. These pedestrian routes cross busy roads, and adequate crossings, signage, and traffic control measures are required if they are to achieve regular pedestrian use, particularly by children. Plumstead Station is also currently somewhat hidden and hard to find at street level. Station entrances and pedestrian routes between transport forms should receive dedicated public realm improvements to improve their legibility.

Approval has already been granted for the redevelopment of the site to the east of the bus garage to provide mixed use development of trade units (B1, B2 and B8, car sales showroom, car wash, hotel, drive through restaurant (A3)).

In the context of the considerable changes which are planned for both Plumstead and Thamesmead, it is recommended that a comprehensive study of the gyratory and surrounding transport network should be undertaken which weighs the benefits of continued localised improvements against a more radical intervention that takes into account the wider transport initiatives for the Thamesmead area.

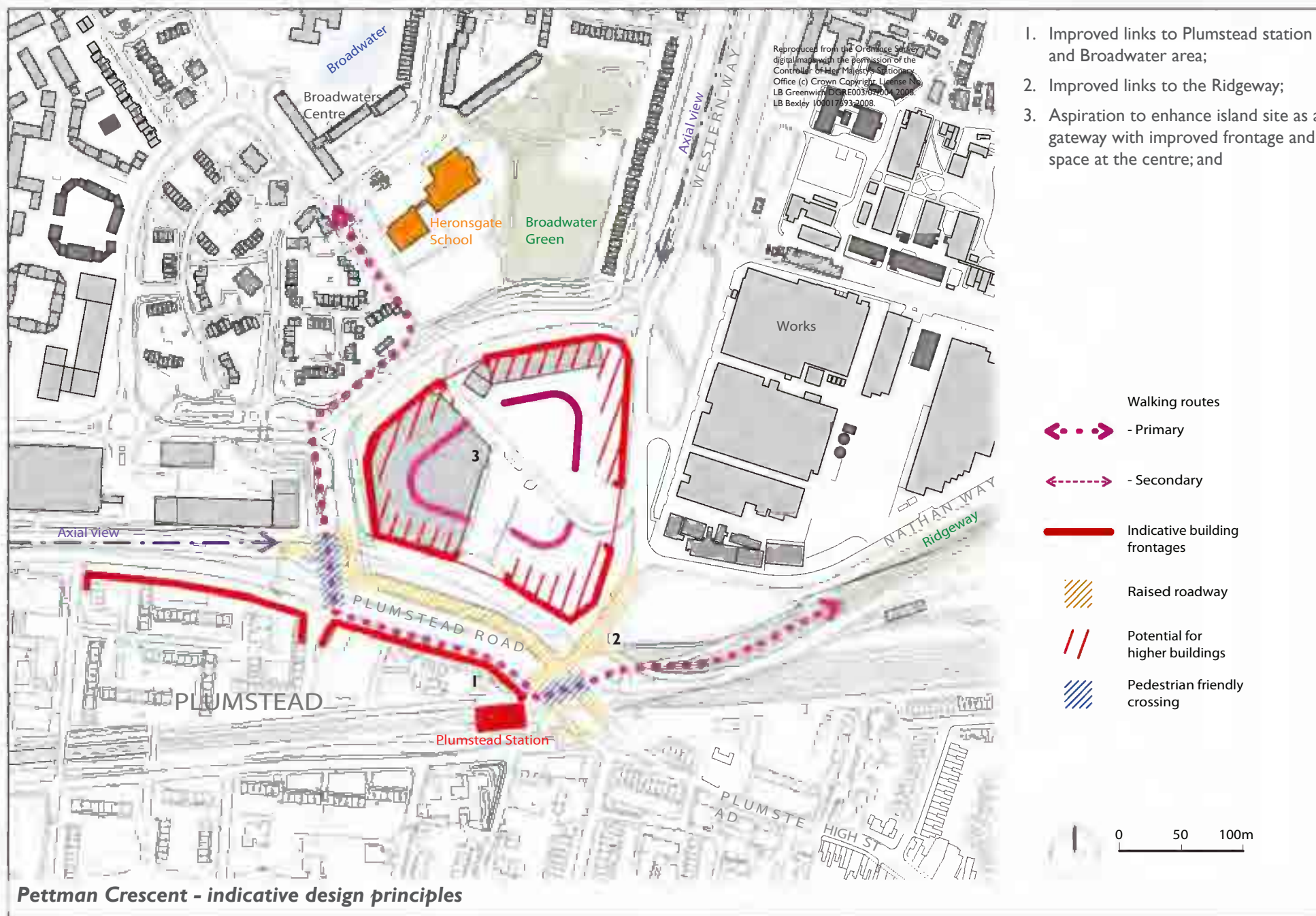
Work is underway to produce

detailed designs for improvements around Pettman Crescent which would create a safer and more pleasant environment for pedestrians and cyclists. Options will be developed for the filling in of underpasses and the provision of surface level crossings. Work is underway to make improvements to the Plumstead station forecourt area which will produce new surfacing and facilities for cyclists making a more user-friendly and pleasant environment for people using the station.

It is very important that this project is developed with the close involvement of a range of key stakeholders, including Transport for London and Tilfen Land.

The plan opposite illustrates an aspirational approach to the redevelopment of the Pettman Crescent “island” site. A comprehensive approach could facilitate the creation of a mid-block space. However, the presence of a strategically important bus garage and the implementation of the existing consent would constrain a more comprehensive approach.

Development proposals should also include imaginative design solutions to address flood risk.



Area OA8 Urban Farm

Overview

This project is a response to Thamesmead's abundance of open space, and some of the issues around quality, biodiversity, maintenance and governance of that space. In addition, it responds to the need to provide opportunities to foster greater community cohesion in Thamesmead, and to provide opportunities to build skills and confidence amongst young people in particular.

This project promotes the creation of an Urban Farm in Thamesmead, possibly in a location such as Southmere Park, or as part of the proposed Cross River Park. The project draws on a number of precedent examples including Greenmeadow Community Farm (Cwmbran, Wales), Woodlands Farm Trust (Greenwich/Bexley), Crystal Palace Farm run by Capel Manor, London Food Link and Hackney City Farm.

Key considerations

Specific policy designations:

LBG UDP: C1, O14

LBB UDP: G4, ENV21

Area-wide SPD guidance references:

TSD1, 3

TEI, 3

TT7
TC6
TEml
TG2

Critical path and risks

Detailed feasibility research is required for this project both in terms of the functions of the urban farm and its location. Detailed capital and revenue costs would need to be established, and funding sought through the development of a business plan.

Next steps

It is proposed that a detailed feasibility study is commissioned, which includes an assessment of the suitability of potential sites for agricultural use, the identification of capital and revenue costs and the identification of key partners for delivery.

Indicative principles

An urban farm would potentially provide a wide range of different benefits and attractions for Thamesmead:

- Visitor attraction for local residents and the wider south east London area showcasing animals and organic produce;
- The production of locally grown herbs, fruit and vegetables for a café and potentially to supply local

primary schools;

- Education and training opportunities in animal care and horticulture for adults and children;
- Potential medium scale production of produce for sale within local neighbourhood centres or at a regular 'farmers' market' in Thamesmead town centre; and
- A range of biodiversity benefits which would make better use of part of Thamesmead's green assets.

Area OA9 Tamesis Point

Tamesis Point is also considered to be a major opportunity site and detailed guidance for this area is included in the Tripcock Point SPG prepared and adopted by Greenwich Council.

The Tamesis Point scheme has outline planning consent for 2,000 houses. It should also be noted a site for a new school was identified in the outline planning framework for the development of Tamesis Point.

Following the adoption of Supplementary Planning Guidance for Tripcock Point by Greenwich Council, Tilfen Land submitted a detailed planning application for phase one of the scheme. This was refused and upheld at appeal.

It is recognised that the development will need to be carefully integrated with Thamesmead town centre (a latter phase of the Tamesis Point scheme). The full potential of Tamesis Point cannot be realised without public transport improvements in the waterfront corridor of the borough previously to be served by Greenwich Waterfront Transport. Greenwich Council with TfL is currently investigating possible infrastructure improvements.



