

MAYOR OF LONDON



Thamesmead and Abbey Wood

OPPORTUNITY AREA PLANNING FRAMEWORK

DECEMBER 2020

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thank individually have contributed to
the production of this framework.

They include officers at Royal Borough
of Greenwich, London Borough of
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(GLA), Transport for London (TfL),
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businesses.

This framework and the progress that
has been made so far has been made
possible through their continuing
contribution and commitment.

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Glossary

Mayor's Foreword



Sadiq Khan Mayor of London

Once hailed as 'the town of the 21st century', Thamesmead aimed to house over 60,000 Londoners in a new neighbourhood to address London's post-war housing crisis. Over time however, Thamesmead has remained isolated from neighbouring areas and London as a whole due to a lack of connections. This has restricted access to jobs and amenities that support people's daily lives.

Thamesmead and Abbey Wood is now home to over 50,000 people. It has become a place with communities that are incredibly diverse. We are seeing the first fruits of investment that Peabody is putting in place at Abbey Wood and Southmere. There are also ambitious future plans for Thamesmead Town Centre and Waterfront where Peabody have formed a development partnership with Lendlease.

The opening of the Elizabeth line will bring significant stimulus to the OA with quicker journey times into central London. However, the north and west of the area remains poorly connected with the absence of a river crossing. I have made a commitment to investigate the potential of extending the DLR from Gallions Reach station to Thamesmead. This framework shows that if the DLR is extended, over 15,000 new homes and 8,000 new jobs could be delivered, bringing significant economic impetus to revitalise existing centres in the OA, including Thamesmead Town Centre.

Importantly, this OAPF promotes Good Growth. This means growth that is inclusive and benefits all Londoners. Managing growth requires a plan to guide its impact and establish a framework for future delivery. The prospect of rapid change also means we must ensure local people have a meaningful say in the future of their area. I am pleased that this OAPF has been the result of close working with RB Greenwich, LB Bexley, stakeholders and local communities. I also look forward to working with Peabody as they work up their plans for the area.

Sadiq Khan
Mayor of London

RB Greenwich Leader's Foreword



Councillor Danny Thorpe

Leader of Royal Borough of Greenwich

A Strategic Development Location in the Royal Greenwich Core Strategy, Thamesmead and Abbey Wood has long been identified as a key area for significant housing growth over the long term. I am delighted to introduce this new planning framework for the area which sets out a co-ordinated approach to realising Thamesmead's huge potential over the next twenty years.

The publication of this Opportunity Area Planning Framework represents the key first stage in delivering the public transport infrastructure necessary for this level of development to occur. The extension of the Docklands Light Railway (DLR) from Beckton to Thamesmead, together with a supporting Bus Rapid Transit link from Woolwich, via Thamesmead to Abbey

Wood, will be essential to improve connectivity and to open up the vast area of vacant brownfield land at Thamesmead Waterfront for development.

Together with Crossrail at Abbey Wood, the DLR and the supporting Bus Rapid Transit will open up access to a wider job market for both new and existing residents. The remodelling of Thamesmead Town Centre, and the safeguarding and intensification of Strategic Industrial Land will support business growth and create job opportunities.

The revitalised town centre will capitalise on its unique natural setting and proximity to the river to deliver cultural and leisure uses for new and existing residents, with enhanced local centres and parades supporting people's day to day needs. New and improved open space including a District Park, additional schools, refurbished leisure centre and other social infrastructure improvements will support this level of growth, benefitting existing and new residents alike.

This area represents London's next principal growth area for regeneration, with that growth underpinned by the essential provision of the DLR.

Councillor Danny Thorpe

Leader of Royal Borough of Greenwich

LB Bexley Leader's Foreword



Councillor Teresa O'Neill OBE

Leader of London Borough of Bexley

Thamesmead and Abbey Wood are truly like nowhere else in the borough. Built on former marshland that had been variously used for agriculture by the Augustinian monks at Lesnes Abbey and later as a testing ground for the guns and ammunition of the nearby Royal Arsenal, Thamesmead was one of a series of New Towns built after the war to house those in desperate need of accommodation. Work began in 1967 on the iconic tower blocks and townhouses, while across the area, vast green spaces were retained and the familiar network of canals established, lending Thamesmead a distinct character. It was a bold attempt to create a modern, 20th century place.

We should be similarly bold as we work to make Thamesmead and Abbey Wood

modern places for the 21st century. With the coming of the Elizabeth Line and Peabody's plans for renewal, the area has huge potential to grow in exciting ways, attracting new residents and businesses whilst providing better accommodation and infrastructure for existing residents and ensuring the best of that spacious, natural character is retained. This OAPF forms part of a larger jigsaw that helps deliver the Council's growth strategy. In particular it provides the foundation for further connectivity improvements eastwards, opening up the potential for additional growth within the opportunity area in Bexley and throughout Bexley Riverside.

The Council will continue to work with partners to press the case for these essential connectivity improvements which are essential to deliver high quality places where people can live safe, healthy, fulfilling lives close to high quality facilities and services and with access to a range of good job opportunities. In doing so we will help ensure that this unique town built out of the marshes will thrive for decades to come.

Councillor Teresa O'Neill OBE

Leader of London Borough of Bexley

Executive summary

This is the adopted Opportunity Area Planning Framework (OAPF) for the Thamesmead and Abbey Wood Opportunity Area (OA). This framework provides a long-term plan for future development in the area over the next 20 years until 2041.

Project Team

A project team was set up to prepare the OAPF and consisted of officers from the **Mayor of London's** office (Greater London Authority, GLA), **Transport for London (TfL)**, **Royal Borough of Greenwich (RBG)** and **London Borough of Bexley (LBB)**.

What is an Opportunity Area?

Opportunity Areas (OAs) are identified in the Mayor of London's [London Plan](#) as the city's most significant locations to deliver new homes, jobs and infrastructure. There are 47 OAs in London.

Engagement and Public Consultation

Engagement with local communities, businesses, strategic stakeholders and delivery partners has informed the preparation of this OAPF. Details on the process, feedback received, and action taken can be found in **Appendix B: Engagement and Consultation Summary**.

In summer 2019, the project team held a series of early **engagement events** to understand the opportunities and challenges in the OA. This informed the draft OAPF which was published for public consultation on December 2019.

Formal public consultation on the draft OAPF was held from 17 December 2019 to 10 March 2020. Consultation events took place in the OA between Jan - Feb 2020. An online consultation platform was also made available throughout the consultation period.

The OAPF was amended following a detailed review of the consultation feedback and the final OAPF was adopted by the Mayor of London in December 2020.

OAPF Content

Part 1 Introduction describes the vision and objectives of the OAPF, and the opportunities and challenges in the OA.

Part 2 Unlocking Good Growth with Transport describes the transport and growth options that have been considered as part of this OAPF.

Part 3 considers the role of town centres, local economy, culture, heritage and environment. It also describes the social infrastructure needed to support growth.

Part 4 Places illustrates how each of the five 'places' in the OA could change with new development and better transport.

Part 5 Delivery and Coordination sets out how the vision for the OA can be delivered.

Thamesmead and Abbey Wood Opportunity Area Boundary

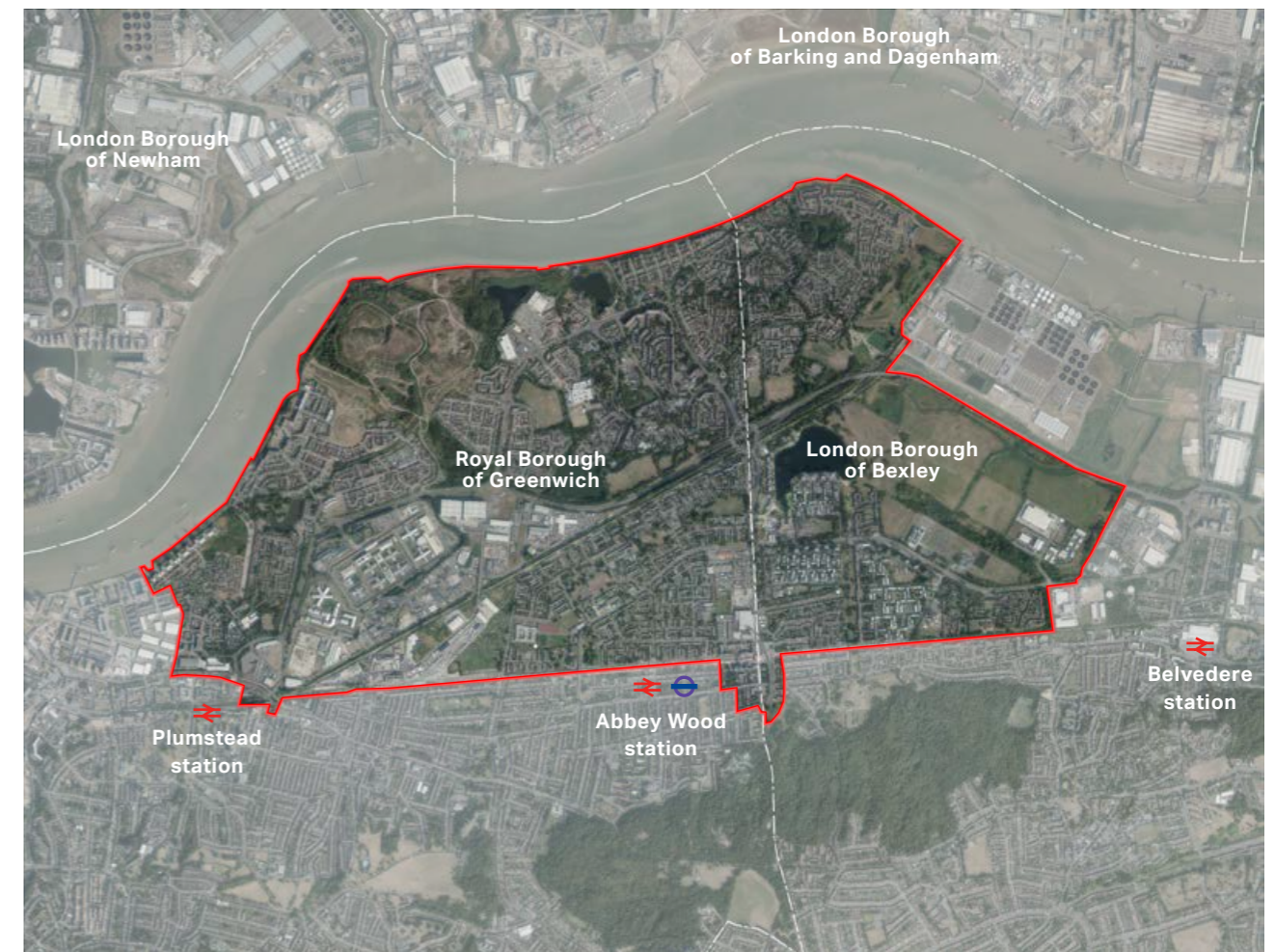


FIG 1.1 The Thamesmead and Abbey Wood Opportunity Area extends across the London Borough of Bexley and Royal Borough of Greenwich.

Executive summary

Purpose of this OAPF

This OAPF seeks to ensure that future investment and growth in the OA strengthens **local identity**, delivers **wider regeneration benefits**, and is planned for on the basis of its potential to improve the **quality of life** for both **existing and new residents**.

Improved transport is fundamental to achieving **Good Growth** in the area. Providing high quality **public transport**, along with safe and attractive **walking and cycling** routes, allows people to choose sustainable, active ways to travel and supports the delivery of **more jobs and homes** for Londoners.

This OAPF supports and plans for the London Plan's proposal to extend the **Docklands Light Railway (DLR)** from Gallions Reach station via Beckton Riverside to Thamesmead and beyond. As a complementary and intermediate stage, it proposes a **bus transit** linking with the Elizabeth line at Woolwich and Abbey Wood. With these transport improvements, the OA has potential to provide **15,500 new homes**, and **8,000 new jobs**.

What is Good Growth?

The emerging London Plan sets out a vision for Good Growth across all Opportunity Areas. This means planning for growth in a way that reduces inequalities and improves the health and quality of life for all Londoners.

Thamesmead and Abbey Wood OA

Thamesmead and Abbey Wood OA is one of the largest regeneration areas in London. It stretches across the Royal Borough of Greenwich and the London Borough of Bexley, and is home to over 50,000 people, with a high proportion of families.

Over the years, the area has faced considerable challenges as a consequence of physical obstacles, geographical isolation, a lack of local conveniences, flood risk, extended periods of underinvestment and the absence of a consistent and shared strategic vision. These have negatively affected the quality of life of local people and the perception of the area as a place to live, work and invest in.

Today, with public transport improvements, the OA has potential for new development and infrastructure that could change perceptions of the area, and tackle the inequalities and environmental, economic and social barriers that affect the lives of people in the area.

For further information on the opportunities and challenges identified in the OA please refer to **Part 1.2 Opportunities and Challenges in the OA**.

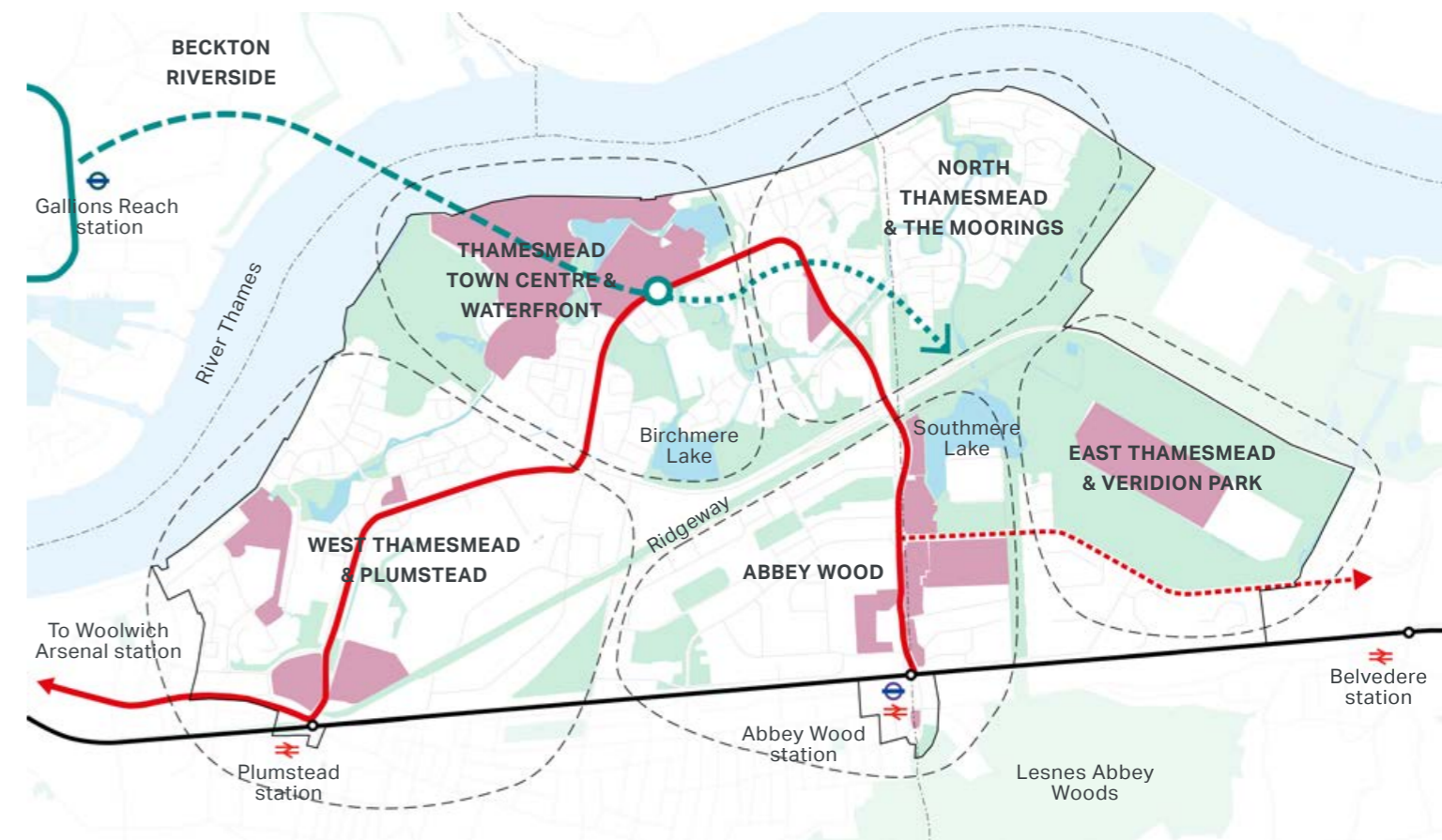


FIG 1.2 Location of the five 'places' in Thamesmead and Abbey Wood OA

- | | |
|---|---|
| Potential areas of change | Proposed DLR extension |
| OAPF boundary | Potential DLR extension to Belvedere |
| Borough boundary | Proposed bus transit pilot |
| | Potential bus transit extension to Belvedere |

Vision and objectives

Vision for the Thamesmead & Abbey Wood Opportunity Area

By 2041, Thamesmead and Abbey Wood will have realised its potential as a place for mixed and inclusive communities to thrive. Green spaces and waterways will be celebrated and there will be an abundance of green space on every doorstep.

It will offer the best of both city and nature, with quick and easy access to a new town centre at Thamesmead, neighbouring centres, and the rest of London. This will be supported by good quality public transport, including DLR, bus transit, and new and improved local connections.

OAPF Objectives

- Supports a **DLR extension to Thamesmead** and **bus transit** linking with the Elizabeth line at Woolwich and Abbey Wood to enable access to opportunities within the OA and to areas of significant employment growth.
- Plans for **15,500 new and affordable homes and 8,000 jobs** unlocked by a new DLR and bus transit, while ensuring the area remains mixed and inclusive.
- Overcome obstacles and promote safe, accessible **walking and cycling routes**.
- Support strong and inclusive communities by **planning for good quality social infrastructure** people can easily access to support their day-to-day needs.
- Make best use of land and plan for **efficient use of industrial land** so that the OA continues to play a strong economic and industrial role in London.
- Ensure a holistic approach to **manage the impacts of climate change**, make **efficient use of energy and water** and **reduce waste**
- Create **vibrant, well-connected town centres** that encourage local employment and support local businesses and commercial activity
- **Celebrate and protect existing cultural and heritage** destinations while encouraging new assets.
- Build strong and lasting partnerships to ensure a coordinated approach to development and delivery.

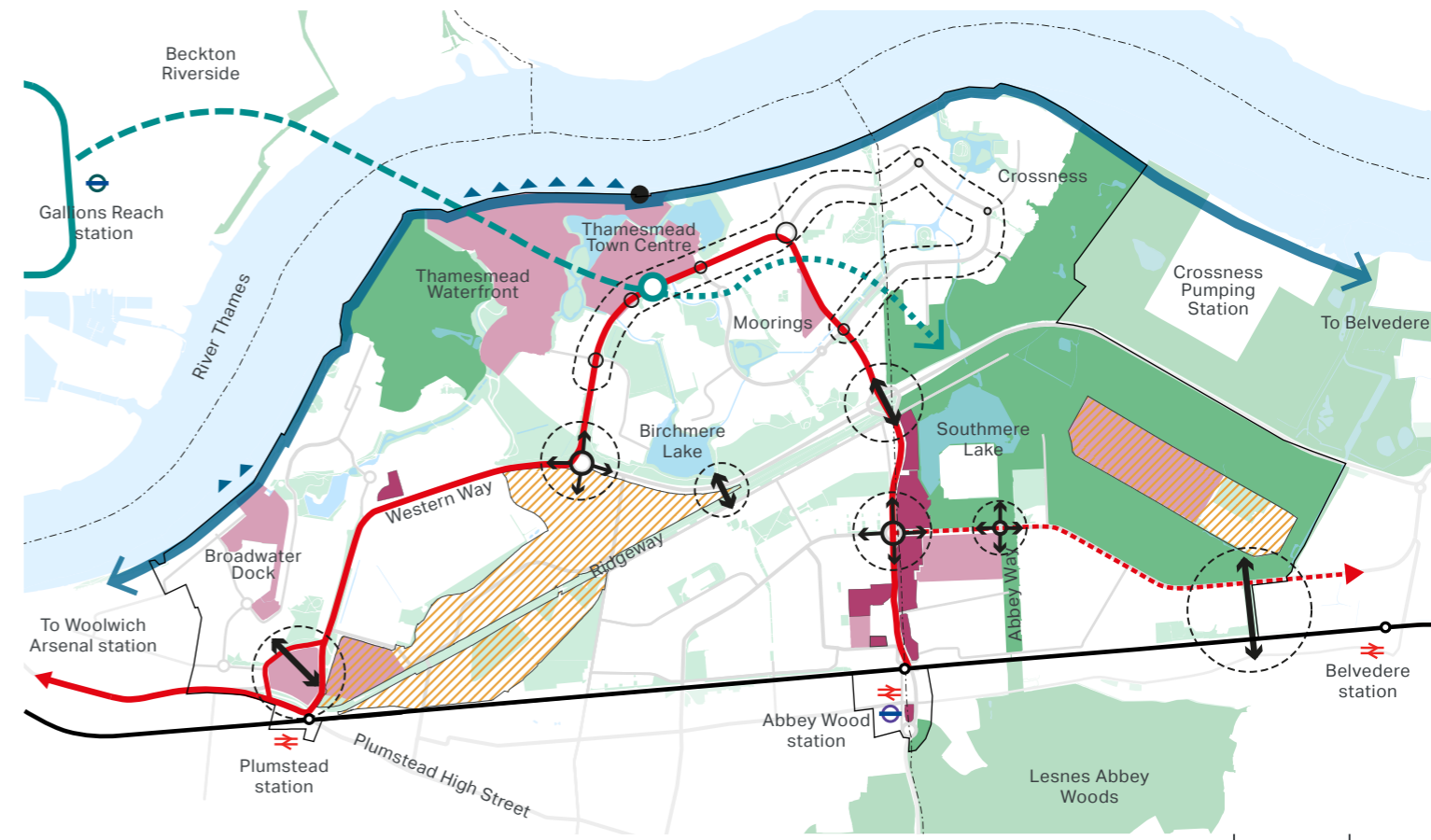


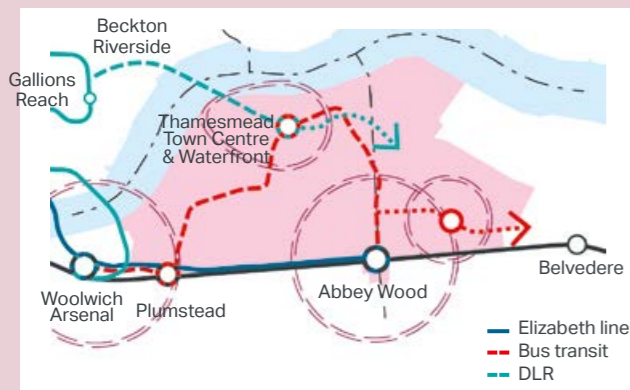
FIG 1.3 Key proposals in the Thamesmead and Abbey Wood OA



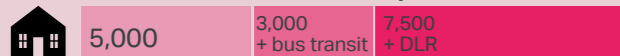
Transport and Good Growth

Having considered a number of transport and growth scenarios in the OA over the next 25 years, this OAPF supports and plans for the extension of the **Docklands Light Railway (DLR)** from Gallions Reach station via Beckton Riverside to Thamesmead and beyond. As a complementary and intermediate stage, a **bus transit** is proposed to provide reliable, sustainable connections from the outset with potential to kick-start investment and development in the OA.

A new cross-river DLR from Gallions Reach station via Beckton Riverside and proposed new bus transit



15,500 new homes



8,000 new jobs



*with bus transit

- Direct links to the Royal Docks and easier access to Isle of Dogs.
- New interchange opportunities at Canning Town (Jubilee line) and Custom House (Elizabeth line)
- Frequent service (current assumption 7.5 trains per hour (tph) at peak, with capacity for 15 tph as demand increases)
- Secure, accessible stations and trains

Improved public transport is fundamental to addressing the challenges in the OA. An **extension of the DLR** would:

- unlock the Thamesmead Waterfront site and deliver more homes
- enable a wholesale revitalisation of Thamesmead Town Centre and provide new homes and local jobs
- open opportunities for access and improvements to Thames riverfront
- Increase activity, generating footfall and demand to support local businesses and contribute to the liveliness and safety of the area

As a complementary and intermediate stage, a **new bus transit** would:

- provide reliable and sustainable connections from the outset, with potential to kick-start some development ahead of investment in rail as it can be delivered at relatively low risk and requires simpler infrastructure
- provide fast and efficient service, comparable to a tram service
- improve connections to local services, town centres and employment areas, especially for those on lower income and for those far from a train station
- increase public transport capacity

Funding of Transport Infrastructure

The transport schemes identified in this OAPF are currently unfunded. Delivering major new public transport schemes in the area will depend on the scale of new growth to make a strong case for investment and on the availability of funding for construction.

Growth in Thamesmead and Abbey Wood OA is intrinsically linked to the delivery of strategic public transport connections. New public transport infrastructure is needed to support housing and employment growth, and vice-versa.

As has been the case for other major infrastructure projects (such as the Elizabeth line and the Northern line extension), any funding package for new public transport connections is likely to include contributions from the new residential and commercial developments that the routes would serve.

Developer contributions would also be expected to help fund local transport improvements, such as new or improved walking and cycling routes and public spaces.

For further information on the other transport options that have been considered, please refer to **Part 2 Unlocking Good Growth with Transport** and TfL's **Transport Strategy** for Thamesmead and Abbey Wood OA, which is available at www.london.gov.uk/thamesmead

How does this OAPF shape development?

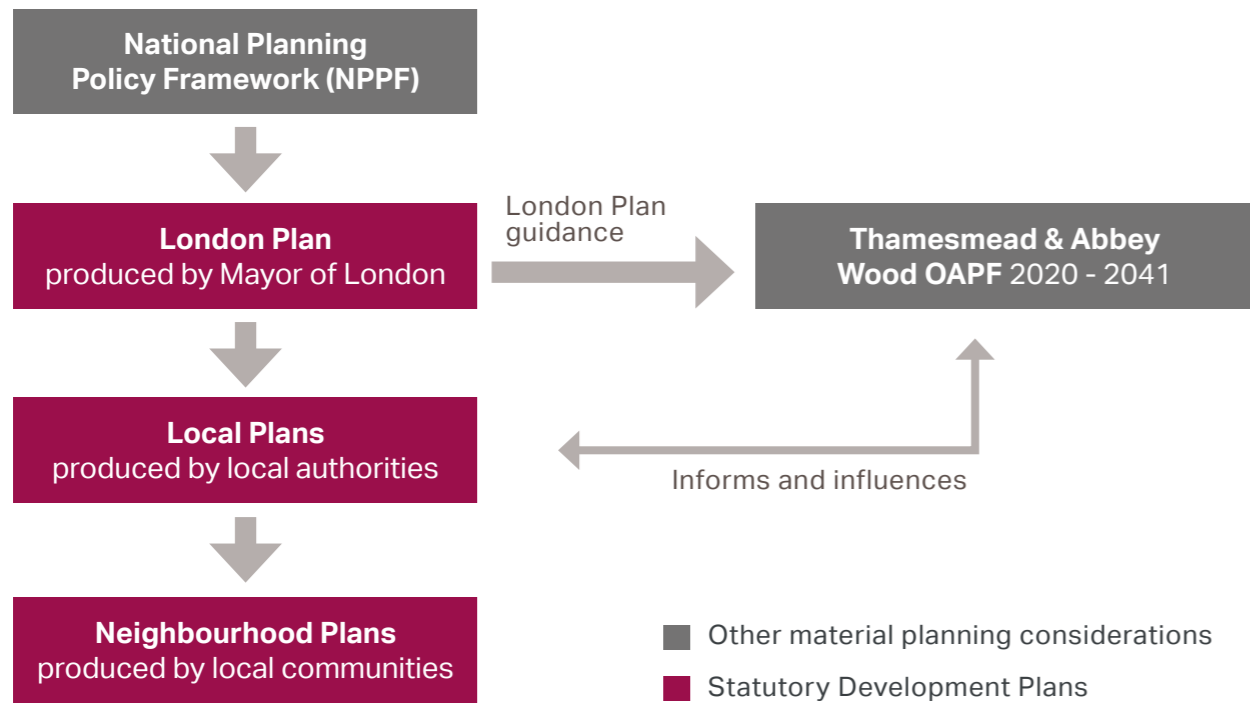


FIG 1.4 How does the OAPF relate to other planning documents?

What is an Opportunity Area Planning Framework (OAPF)?

OAPFs represent the first stage in planning for significant numbers of new homes and jobs, improved infrastructure and access to local services. It sets out long-term planning, regeneration and design guidance that helps to guide development in an OA.

OAPFs consider how London Plan policies can be implemented to address the strategic challenges and opportunities in an area. They influence and are informed by policy from national to local level (Fig 1.4).

Collaboration with local communities, stakeholders and delivery partners is key to the successful delivery of ambitions of the framework.

Through the OAPF process, the GLA and TfL offer strategic planning and design expertise to London boroughs to support and deliver Good Growth in OAs - that is growth that improves quality of life for all Londoners.

Material Weight of the OAPF

OAPFs provide guidance to the London Plan. They provide further detail on policies contained in the London Plan and are adopted by the Mayor of London. OAPFs can be adopted by a local planning authority as a Supplementary Planning Document (SPD).

OAPFs are a material consideration in planning decisions. While an OAPF does not establish new policies, the framework provides a direction of travel for forthcoming Local Plan and policy reviews at both regional and local level.

Relation to the London Plan and Local Plans

OAPFs sit alongside the London Plan's strategic policies and the more detailed policies of boroughs' Local Plans and as such, it must be read in the context of the relevant statutory planning policies that apply to the OA (Fig 1.4).

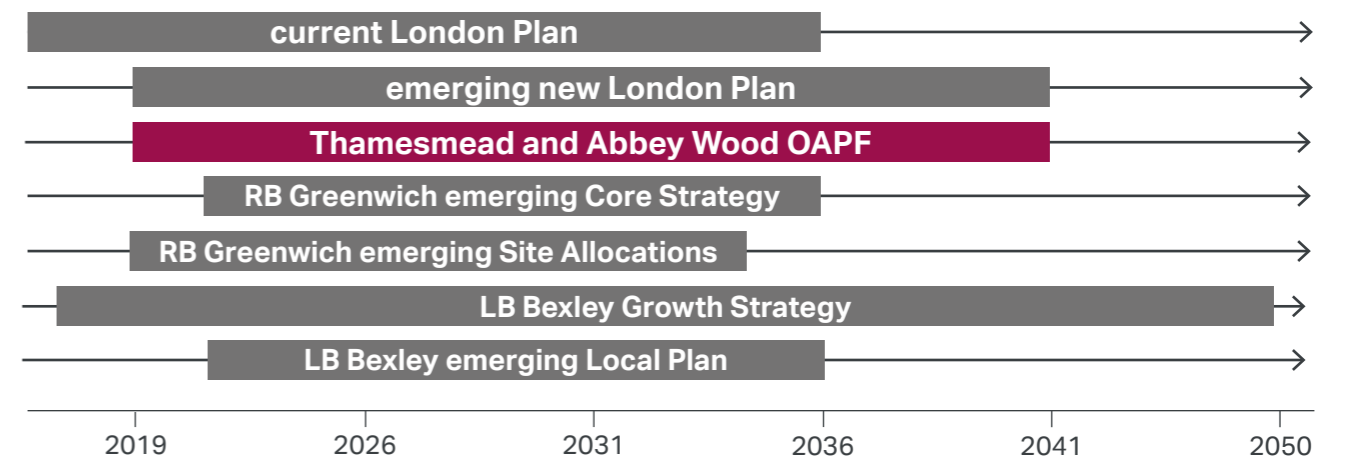


FIG 1.5 Timeline for Thamesmead and Abbey Wood OAPF in relation to RB Greenwich and LB Bexley Local Plans



1 Introduction

Chapter contents

- 1.1 Context
- 1.2 Opportunities and Challenges in the OA
- 1.3 Vision and Objectives

London context

Planning for growth in London

London's population is growing and at a faster rate than previously predicted. The population of London is projected to increase by 70,000 every year, reaching 10.8 million in 2041. This means that just to meet demand, we need to build tens of thousands of new homes - along with space for new jobs - every single year.

As more people choose to live and work in London, there will be increased pressure on land, infrastructure and services. These pressures must be managed if London is to maintain its attractiveness for current and future residents, businesses and visitors.

Most of this growth in jobs and homes will need to be accommodated within existing urban areas in London - particularly in areas with transport capacity or potential for upgrades, such as **Opportunity Areas**.

Delivering intensified development around stations and well-connected town centres allows more people to live and work in convenient locations and reduces pressure on the transport system. This also allows land for employment, green open spaces and industrial floorspace capacity in the OA to be protected.

Any growth in housing and jobs must ensure the city works for all Londoners and continues to provide

for all of its people's needs. These needs include access to decent and affordable housing, a range of job opportunities, culture, social and transport infrastructure, well-designed and accessible places and a healthy environment. Planning and delivering development which meets these needs ensures that growth in London results in **Good Growth**.

Delivering Good Growth

The emerging **London Plan** sets out a vision for Good Growth across all Opportunity Areas. This means planning for growth on the basis of its potential to improve the health and quality of life for all Londoners, reduce inequalities and make the city a better place to live, work and visit.

Thamesmead and Abbey Wood Opportunity Area

Thamesmead and Abbey Wood OA is one of 47 Opportunity Areas identified in the emerging London Plan. It is identified that - with transport and other infrastructure investment - this OA has the capacity to accommodate **15,500 new and affordable homes**, many of which will be for families, and **8,000 new jobs**. The Thamesmead and Abbey Wood OA is already home to over 50,000 people and it is important that they are able to share the benefits of this growth.

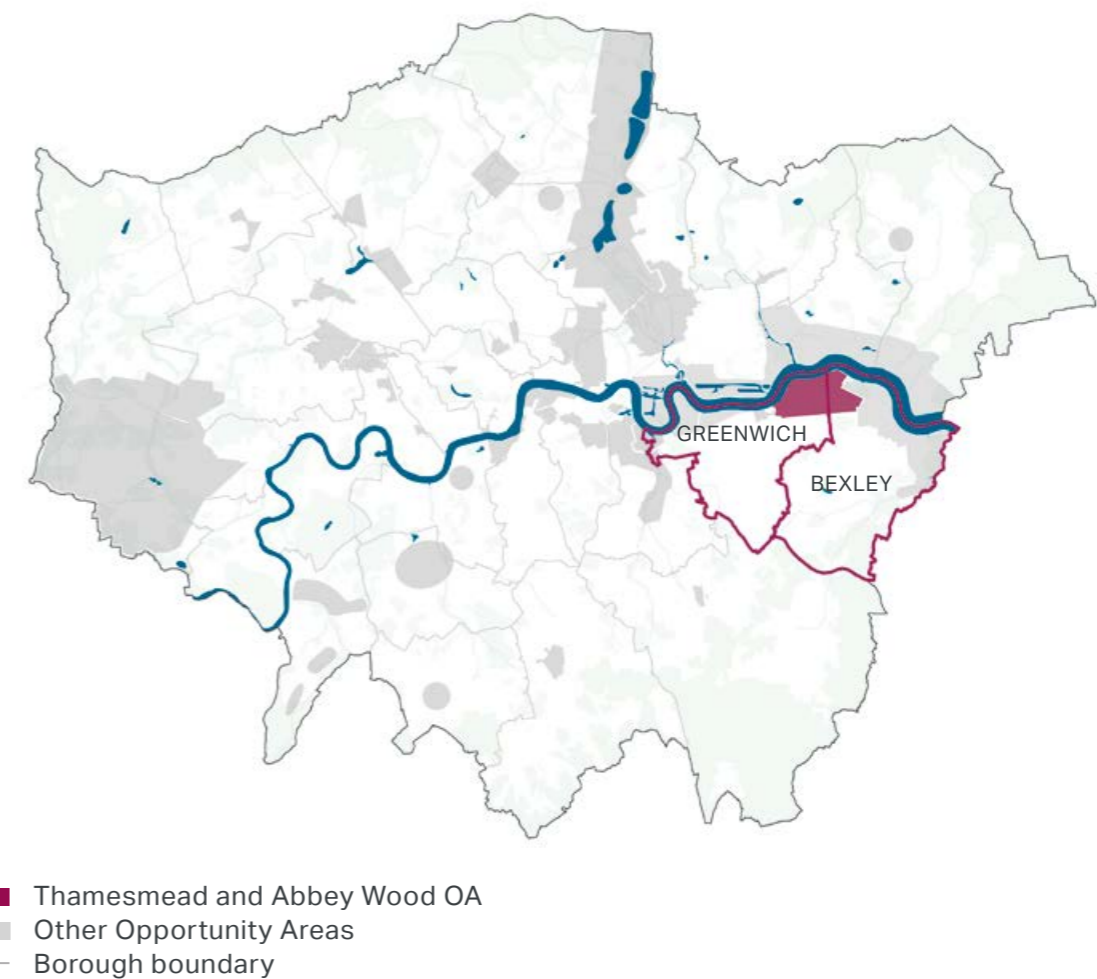


FIG 1.6 Location of Thamesmead and Abbey Wood OA

Thames Estuary

Eight interlinked OAs

The OA forms one of eight interlinked OAs in the Thames Estuary corridor. The corridor either side of the Thames Estuary represents the largest concentration of Opportunity Areas in London. The estuary is a priority for regeneration and economic development in London, with potential for over 250,000 new homes and 200,000 new jobs.

Development in several OAs along this corridor is already coming forward at a fast pace, with significant development in the Isle of Dogs, Greenwich Peninsula and Woolwich. Others including the Thamesmead and Abbey Wood, will soon benefit from the arrival of new transport infrastructure (Elizabeth line).

The Mayor has an ambitious vision to transform the estuary into a hub for large-scale industrial, creative and cultural production facilities - bringing more jobs and economic impetus into the area. This nationally recognised corridor has links beyond London's boundaries into the wider South East.

Connecting OAs

The London Plan identifies the lack of river crossings in the Thames Estuary as holding back the full potential of the area. As such, the Mayor has prioritised and is exploring a number of transport schemes that will help unlock growth and connect OAs along the Thames Estuary.

This OAPF supports and plans for an extension of the DLR across the river from Gallions Reach station via Beckton Riverside to Thamesmead and beyond. As a complementary and intermediate stage, a bus transit including a pilot section with direct links from Thamesmead to Woolwich and Abbey Wood is considered, creating new interchange opportunities between bus transit and Elizabeth line at Woolwich and Abbey Wood. (Fig 1.7).

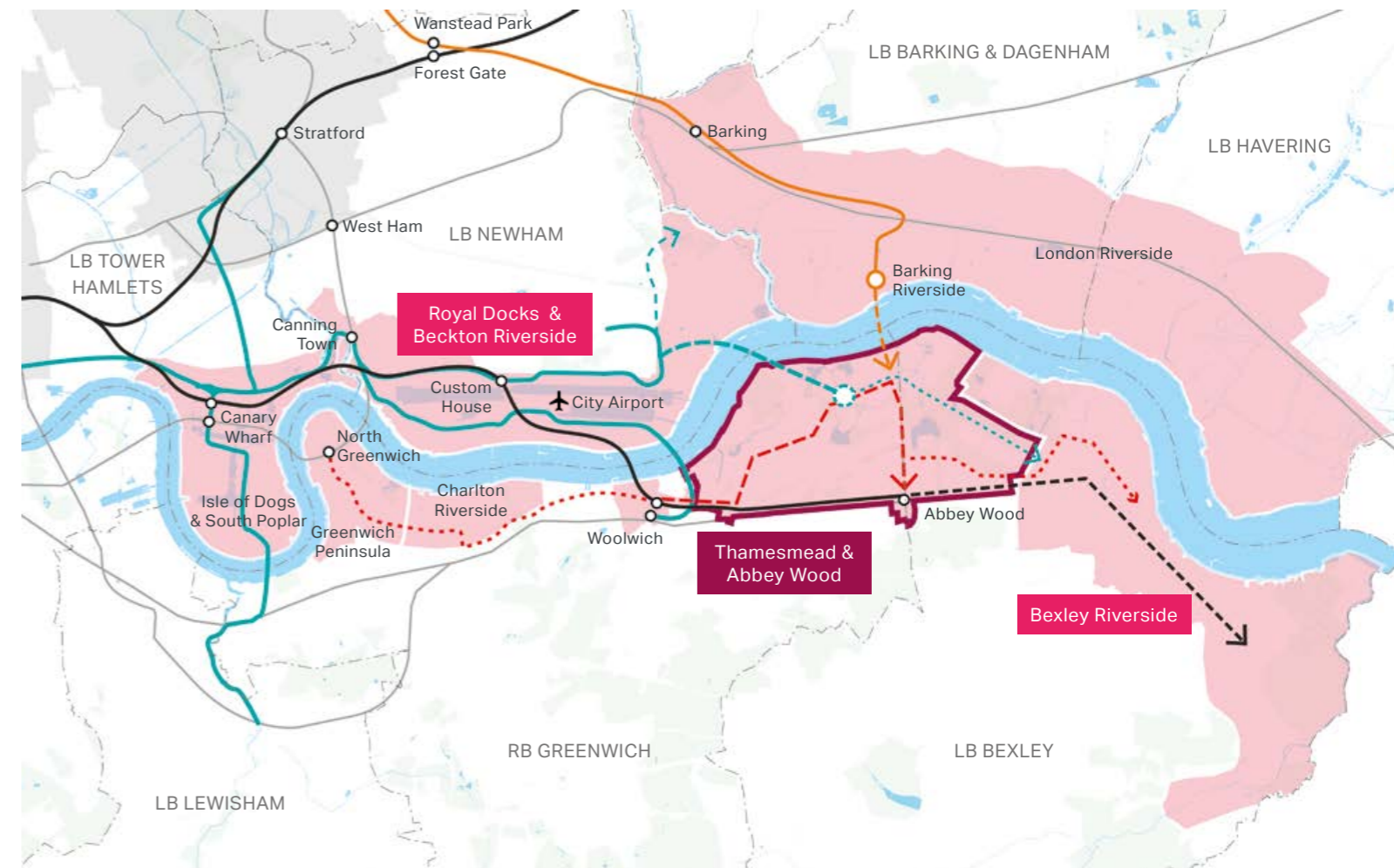


FIG 1.7 Existing and potential transport connections in the Thames Estuary

- Thamesmead and Abbey Wood OA
- Thames Estuary Opportunity Areas
- Other Opportunity Areas
- Green space
- Borough boundary
- Potential Elizabeth line extension
- Docklands Light Railway (DLR)
- Proposed DLR extension
- Potential DLR onward extension
- Proposed bus transit pilot
- Potential bus transit corridor
- London Overground extension
- Potential London Overground extension

A potential onward extension of the DLR to Belvedere could help to unlock growth in Bexley Riverside OA. Further work will have to be undertaken to demonstrate how improved public transport connectivity would support the delivery of substantial housing growth in the area.

**THAMESMEAD
AND ABBEY
WOOD**

THIS DOCUMENT

**ROYAL DOCKS
& BECKTON
RIVERSIDE**

UNDERWAY

**BEXLEY
RIVERSIDE**

UNDERWAY

Opportunities and Challenges in the OA

Key challenges

- **Geographical isolation** from central London and neighbouring centres. PTALs are low throughout much of the OA, indicating very poor access to public transport, particularly north of the OA.
- **Physical obstacles** created by over-engineered highways, railway lines and the elevated Ridgeway further restricts access to public transport and amenities.
- **Lack of access to local amenities**, good quality **shops and restaurants**, **places for communities to meet** and **cultural and night-time uses** that create a lively neighbourhood.
- **Safety** in the evening and at night.
- **Flood risk and land contamination**.
- Inefficient use of industrial land.

Key opportunities

- **Potential major investment in transport infrastructure** to connect the OA to a future potential major town centre at Beckton Riverside and areas of significant employment growth (e.g. Royal Docks Enterprise Zone).
- Potential for transport investments to **catalyse town centre improvements**
- **New homes and jobs** supported by transport improvements.
- **Better walking and cycling** provisions to improve access to local services.
- **Better use of industrial land.**
- Improved access to and quality of **green and blue spaces**.
- **Regeneration** delivered by TfL, Peabody, RB Greenwich, LB Bexley, with support from the Mayor of London.

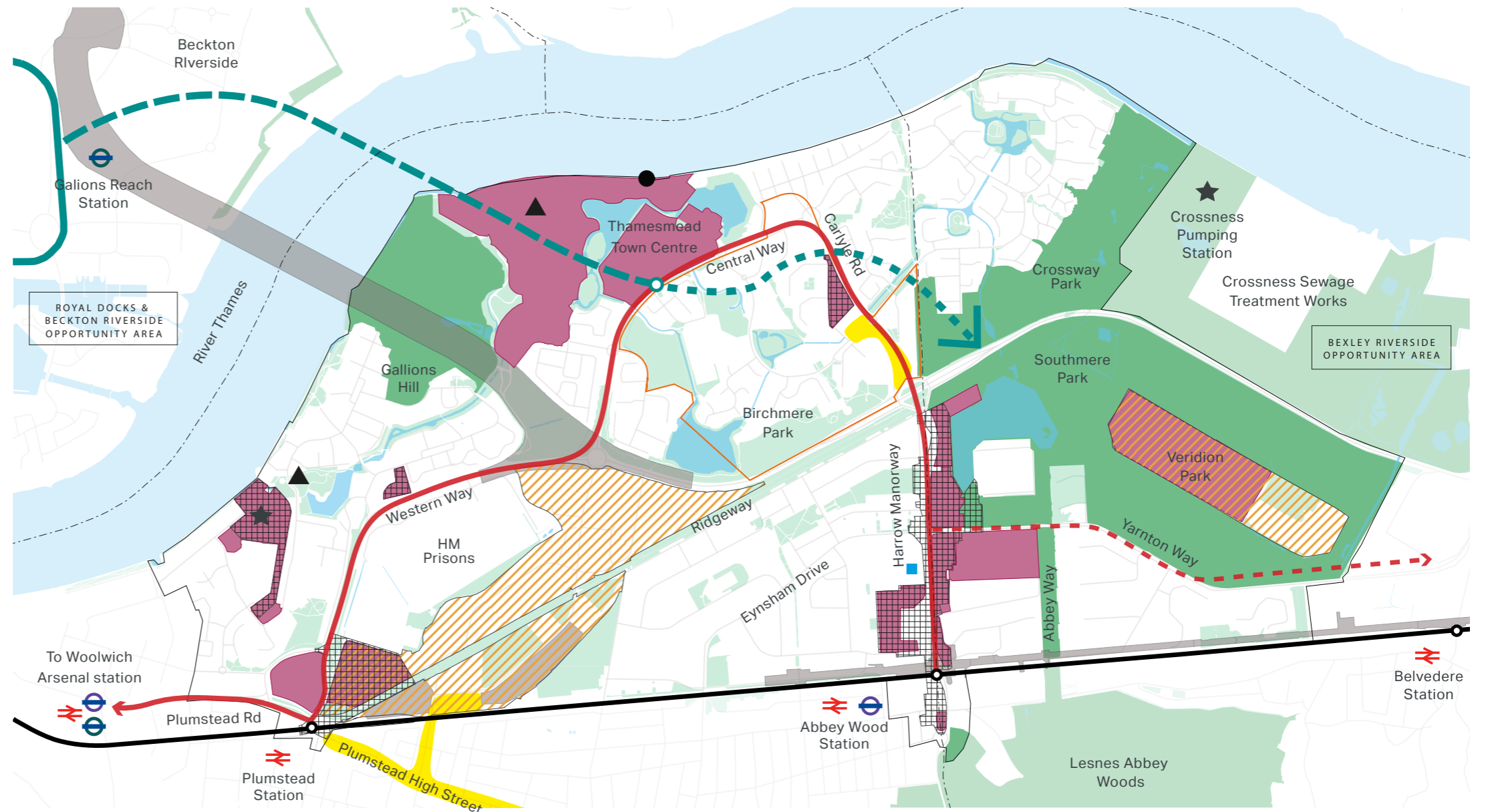


FIG 1.8 Opportunities and challenges in Thamesmead and Abbey Wood OA

0 500m

- Potential areas of change
- Mayor's Good Growth Fund projects
- ▨ Mayor's Housing Zone site
- ▨ Moorings Neighbourhood Forum
- Protected Gypsy and Traveller site
- OA boundary
- - - Borough boundary

- Metropolitan Open Land (MOL)
- Green spaces
- Water
- Safeguarded land (Crossrail and river crossing)
- ▨ Strategic Industrial Locations (SIL)
- ★ Listed building or structure
- ▲ Potential contaminated land

POTENTIAL TRANSPORT OPTIONS

- Proposed bus transit
- - - Potential bus transit extension to Belvedere
- - - Proposed DLR extension
- - - Potential DLR onward extension to Belvedere
- Potential new pier

A 20 year vision for Thamesmead and Abbey Wood

Vision for the Thamesmead & Abbey Wood Opportunity Area

By 2041, Thamesmead and Abbey Wood will have realised its potential as a place for mixed and inclusive communities to thrive. Green spaces and waterways will be celebrated and there will be an abundance of green space on every doorstep.

It will offer the best of both city and nature, with quick and easy access to a new town centre at Thamesmead, neighbouring centres, and the rest of London. This will be supported by good quality public transport, including DLR, bus transit, and new and improved local connections.

Fifty years since the conception of Thamesmead as an ambitious 'New Town' by the Greater London Council, this OAPF seeks to revitalise the area's original ambition to address today's housing crisis by building a case for the delivery of the final pieces of the puzzle: transport links, and a planned approach to social and community uses.

The vision and objectives for Thamesmead and Abbey Wood OA have been guided by the **Good Growth objectives** in the emerging London Plan, and have been informed by engagement with stakeholders and feedback from local communities.

Deliver the homes Londoners need

Thamesmead and Abbey Wood is home to **over 50,000 people** and it is important that the benefits of future growth are shared with existing residents and businesses.

With a **new DLR extension and bus transit**, this OAPF identifies the potential to deliver **15,000 new and affordable homes** in Thamesmead and Abbey Wood OA. The area's green setting and proximity to central London is an opportunity for **well-designed, accessible homes and family housing**.

These homes will be concentrated around transport nodes in mixed-use neighbourhoods. The area's **unique green setting** will be preserved, and the identity and character of the **five places** identified in the OA will be strengthened.

In Part 4 Places, the OAPF proposes a comprehensive **walking and cycling** network that is easy to follow and safe, with links to stations and other local destinations.

See [Part 2 Unlocking Growth with Transport and Part 4 Places](#)

Build strong and inclusive communities

The OA has a diverse and growing community spirit with proactive residents and businesses who want to improve the area they live and work in. The OA is also home to a permanent Gypsy and Traveller site. There are opportunities for **early and inclusive engagement** with local people to improve their neighbourhood.

With new development underway, issues relating to poor community cohesion and lack of opportunity for cultural expression could become more problematic. **Social infrastructure and public spaces** that support inclusive communities must therefore be planned for. See Part 3.

In particular, **north of the OA** is identified as having pockets of deprivation that are underserved by amenities and public transport. Public transport improvements would help improve access to amenities and jobs, and could act as a catalyst for revitalisation.

Culture and heritage should be cherished and integrated into the OA. Cultural spaces, including **meanwhile / temporary uses**, add to the identity of the OA and should support existing and new grassroots creativity. **Heritage assets** are a reminder of the area's history and also form part of the OA's identity. There is potential for nationally important archaeology to help shape the OA's heritage offer.

See [Part 3.4 Social and Community Infrastructure](#)

Make best use of land

Encouraging **high-density development around new and existing transport nodes** will enable vibrant and mixed-use centres, while ensuring the OA's **open spaces are protected and enhanced**, including aiming to secure **net biodiversity gains** where possible.

Hubs of social infrastructure, including health services, sports and community centres, are encouraged in locations that are **well-connected, easy to reach** and make best use of its proximity to open spaces and lake.

The OA has a substantial reserve of **protected industrial land**. These areas are important as they provide opportunities for **local employment**, contribute to the economic vitality and sustain London's economic growth.

As new development emerges, it is important to support and sustain protected Strategic Industrial Locations (SIL). Opportunities to increase industrial floorspace across the OA is encouraged by making **better use of underused or vacant sites**.

See [Part 3 Supporting Growth with Infrastructure and Part 4 Places](#)

A 20 year vision for Thamesmead and Abbey Wood

Create a healthy city

The **abundance of open space, lakes and green corridors** are a defining feature of the area. This distinctive feature has benefits for the **mental and physical health of communities** which is, to a large extent, determined by the environment in which they live.

Improvements should be made to improve **accessibility, amenity value, biodiversity and management of open spaces and natural assets**, such as the River Thames, Ridgeway and parks. New developments should seek to improve **air quality** and reduce exposure to air pollution.

TfL's Healthy Streets approach is adopted by this OAPF to promote walking and cycling in the area. This approach puts human health and experience at the heart of city planning and encourages **walking and cycling** as a way to incorporate daily amounts of exercise people require to stay healthy.

Physical obstacles that hinder active travel are identified in Part 4 Places and new and improved local connections that link key destinations are proposed. There are opportunities to turn major roads that currently divide communities into more balanced places that are better integrated.

See [Part 3.5 Environment, Energy and Utilities](#) and [Part 4 Places](#)

Grow a good economy

With Elizabeth line services soon to commence from **Abbey Wood**, journeys into central London will be faster. New developments have already started coming forward in the south of the OA bringing additional economic impetus.

As further development and transport improvements come forward, there will be opportunities to attract **a range of retail, civic, leisure and commercial uses** to meet the demands of existing and new residents.

It is important that new developments provide **high-quality and varied spaces** that can accommodate a range of independent local shops and long-established businesses.

Thamesmead Town Centre is well-situated to become a heart for the OA with **retail, civic, leisure, cultural and family-oriented uses** that celebrate its waterside location. Smaller local centres, such as the Moorings, provide local conveniences and should be enhanced as a centre for communities.

Protected industrial spaces support London's strategic reservoir of employment land and provide opportunities for local jobs. There are also opportunities for **further education facilities and skills training, particularly** in creative and construction industries that support the strategic vision for the Thames Estuary.

See [Part 3 Supporting Growth with Infrastructure](#) and [Part 4 Places](#)

Increase efficiency and resilience

The Mayor of London has set out aspirations for London to become a **zero carbon city by 2050**, with energy efficient buildings, clean transport and energy - RB Greenwich have pledged to be carbon neutral by 2030.

A holistic approach to manage the impacts of **climate change, make efficient use of energy and water, reduce waste** and put environmental considerations at the very heart of regeneration in the OA is encouraged.

This includes moving towards a low carbon **circular economy**¹ and an integrated approach to the **design and management of green space and waterways** that contributes to adaptation to climate change, **flood resilience** and biodiversity.

Riverside developments should incorporate flood defence measures that **improve the waterfront environment** for residents and visitors to appreciate spaces along the river.

Enhancements along strategic routes will help create and improve existing active **leisure circuits for running and cycling** through the area, linking the Thames Path and the Ridgeway via a series of safe and attractive off-road connections.

See [Part 3.5 Environment, Energy and Utilities](#) and [Part 4 Places](#)

¹An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste.

Vision for Thamesmead and Abbey Wood's Places



West Thamesmead and Plumstead

A place where the town centre, high street and growing industrial and residential populations meet. **Intensified employment areas will bring economic growth** and strategic functions (e.g. the safeguarded waste site) will be protected. Highway works will overcome complex level changes and reduce the dominance of roads to improve the **public realm** at Plumstead. A **new green link** will improve connections between the Ridgeway and the Thames Path via Broadwater Dock. Development around Plumstead station will be welcoming and will carefully manage the transitions between uses and integrate with Woolwich to become **a melting pot of creative, industrial and residential uses**.



Thamesmead Town Centre and Waterfront

Combining the best of city and natural landscape, this uniquely positioned **waterfront town centre** will be transformed into a destination with sweeping views of the Thames. A **new DLR interchange and bus transit**, complemented by improved walking and cycling connections will allow the area to better serve the **social and convenience needs** of its existing and emerging community. Careful phasing, flexibility and meanwhile uses will ensure the **retail and civic functions** continue throughout construction. **Family-friendly leisure and cultural uses** will celebrate the waterside location, creating a reinvigorated mixed-use district centre with attractive **evening uses** along the waterfront promenade.



North Thamesmead and The Moorings

New public transport infrastructure and improved **walking and cycling links** will connect the existing residential areas to employment opportunities and services in the OA and beyond. An enhanced **neighbourhood parade** will create a **focal point for communities** in the area. Improvements to **wayfinding** and **existing community assets**, such as Crossway Park, will ensure existing positive aspects of the area are retained and enhanced.



Abbey Wood

The arrival of the Elizabeth line and the **proposed bus transit** will enhance the areas's role as a **gateway** into the OA. **Leisure, cultural and amenity uses** in this local centre will be centered around the station with a new, improved route that links to the emerging **community hub at Southmere Lake**. Harrow Manorway will be more comfortable to **walk and cycle** along when travelling to the surrounding neighbourhoods, green spaces and Thames waterfront. The street will be lined by **attractive, activity generating uses**, such as community facilities, shops, and food and drink businesses. The area will offer a range of **job opportunities and town centre uses** - giving local businesses space to grow, and civic and cultural uses to take a foothold. East of the OA has potential for a world-class built environment education facility.



East Thamesmead and Veridion Park

New industrial facilities and potential for a construction-related, further education and skills training facility in East Thamesmead will boost **employment and industry** in the area. **Training opportunities** and **flexible workspaces** for SMEs and start-ups will encourage links with the wider industrial area. The abundance of **high-quality natural space** will be celebrated by improving the quality and management of the marshland and by activating green spaces through a **sports and recreation hub** between the former Sporting Club Thamesmead and educational uses to the south. These assets will be linked by improved **walking and cycling** provisions across Eastern Way and Yarnton Way. Estate regeneration opportunities will create high-quality new homes. The area east of the OA has potential for a **Place and Making Initiative**, a world-class facility to provide education across all aspects of the built environment - bringing together educators, researchers, and practitioners to facilitate enterprise and innovation for the built environment.

2 Unlocking Good Growth with Transport

Objectives

- Support a DLR extension to Thamesmead and bus transit linking with the Elizabeth line at Woolwich and Abbey Wood to enable access to opportunities within the OA and to areas of significant employment growth.
- Plan for 15,500 new and affordable homes and 8,000 jobs unlocked by a new DLR and bus transit, while ensuring the area remains mixed and inclusive.
- Overcome obstacles and promote safe, accessible walking and cycling routes.

Chapter contents

- 2.1 Transport and Good Growth
- 2.2 New Homes and Jobs
- 2.3 A Good Public Transport Experience
- 2.4 Healthy Streets for Healthy People

Please visit www.london.gov.uk/thamesmead to view the full version of TfL's Transport Strategy for the OA

Transport and Good Growth

This chapter is a summary of a **Transport Strategy** prepared by TfL to support the OAPF. The strategy sets out a package of proposed transport improvements to support new homes and jobs in the OA and ensure that the proposed growth is focused on quality of place and delivering benefits for both existing and new communities.

A package of potential **local connection interventions** is proposed to make new public infrastructure accessible, tackle severance at a local scale and improve the extent and quality of **local walking and cycling connections**. These proposals can be found in Part 4 Places.

In line with the emerging London Plan's Good Growth objectives, it is important that investment in transport creates better places by improving local connections and reducing car dependency - giving people the opportunity to lead healthy lives. Only in this way can we achieve the target of **80% of all trips to be made by walking, cycling and public transport by 2041**.

Please refer to TfL's Transport Strategy for Thamesmead and Abbey Wood OA, which is available at www.london.gov.uk/thamesmead



FIG 2.1 TfL's Transport Strategy available at www.london.gov.uk/thamesmead

Design-led approach to development capacity and Good Growth

This OAPF uses a design-led approach to determine the optimum capacity of potential development sites. This is advocated in Policy D1, D2 and D6 of the emerging London Plan. Further guidance can be found in the [Mayor's Good Quality Homes for all Londoners Guidance](#).

Urban design principles are considered to determine an appropriate form of development that responds to a site's context. This means taking into account building form, height, typology and proximity to public transport and local amenities. It also tests the spatial implications for social infrastructure provisions (e.g. open space, schools).

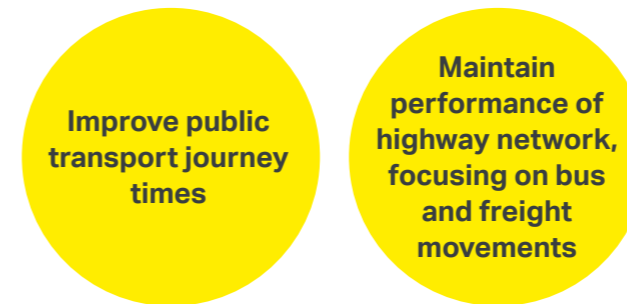
See Part 4 Places for the urban design analysis and potential walking and cycling improvements in the OA.

New homes and jobs pg. 36 - 47



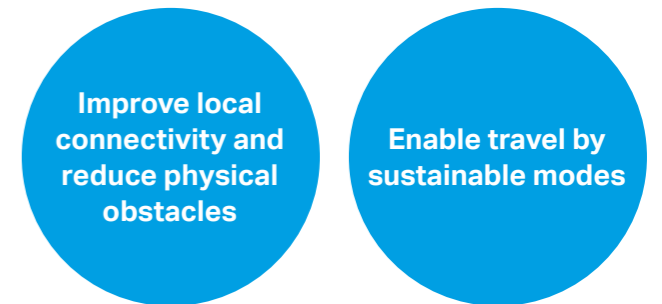
This OAPF sets out strategic public transport options that would make travel within and beyond the OA quicker, easier and more convenient, unlocking development sites in the area, and providing new homes and jobs.

A good public transport experience pg. 48



Improvements to existing services and proposed new transport options complement the strategic public transport proposal. These improvements would increase access to employment and other opportunities for residents of the OA.

Healthy streets and healthy people pg. 49



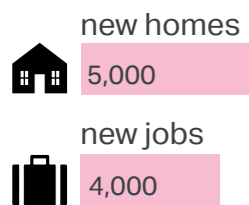
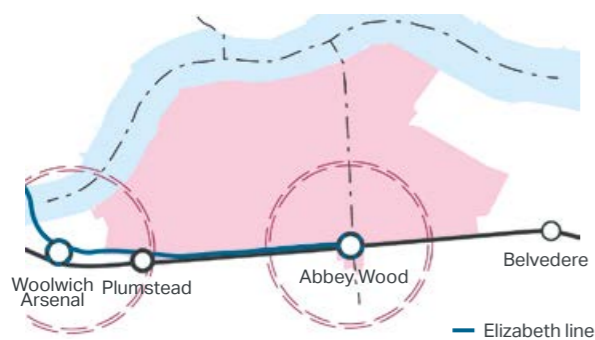
A package of interventions is proposed to make new public infrastructure accessible, tackle severance at a local scale and improve the extent and quality of local walking and cycling connections.

FIG 2.2 TfL's package of transport measures recommended for the OA are based on three key themes that are at the heart of the Mayor's Transport Strategy, as shown above.

New Homes and Jobs

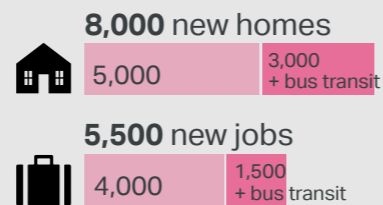
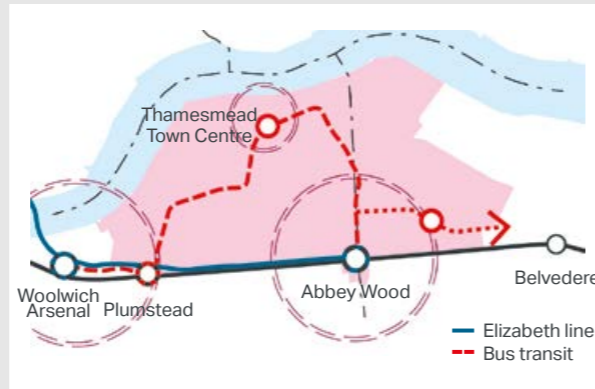
Having considered a number of transport and growth scenarios in the OA over the next 25 years, this OAPF supports and plans for the extension of the **Docklands Light Railway (DLR)** from Gallions Reach station via Beckton Riverside to Thamesmead and beyond. As a complementary and intermediate stage, a **bus transit** is proposed to provide reliable, sustainable connections from the outset with potential to kick-start investment and development in the OA.

The current situation with growth in the OA currently supported by Elizabeth line to Abbey Wood



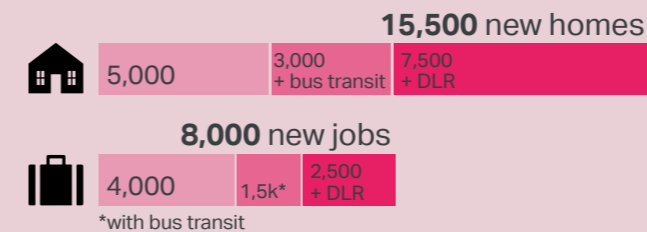
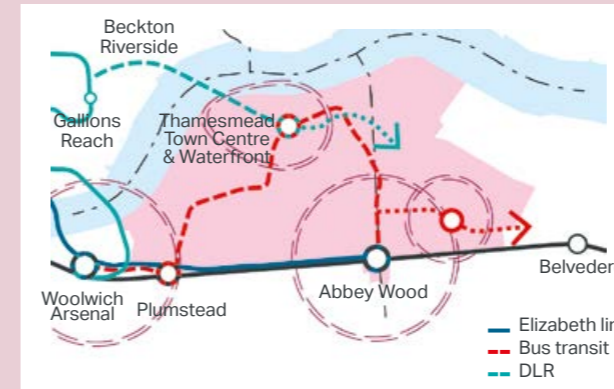
- This is based on current committed transport infrastructure (i.e. Elizabeth Line/Crossrail to Plumstead) and forms the reference case scenario for the transport modelling which underpins this OAPF.

Potential intermediate stage to improve connections and kick-start development



- Reliable, high-frequency service (e.g. 12 buses per hour) with direct links from Thamesmead to Woolwich and Abbey Wood.
- New interchange opportunities between bus transit and Elizabeth line at Woolwich and Abbey Wood.
- Secure, accessible bus transit stops and buses.
- Opportunities for high-quality walking and cycling route along the proposed transit corridor.

A new cross-river DLR from Gallions Reach station via Beckton Riverside and proposed new bus transit



- Direct links to the Royal Docks and easier access to Isle of Dogs.
- New interchange opportunities at Canning Town (Jubilee line) and Custom House (Elizabeth line)
- Frequent service (current assumption 7.5 trains per hour (tph) at peak, with capacity for 15 tph as demand increases)
- Secure, accessible stations and trains

Improved public transport is fundamental to addressing the challenges in the OA. An **extension of the DLR** would:

- unlock the Thamesmead Waterfront site and deliver more homes
- enable a wholesale revitalisation of Thamesmead Town Centre and provide new homes and local jobs
- open opportunities for access and improvements to Thames riverfront
- Increase activity, generating footfall and demand to support local businesses and contribute to the liveliness and safety of the area

As a complementary and intermediate stage, a **new bus transit** would:

- provide reliable and sustainable connections from the outset, with potential to kick-start some development ahead of investment in rail as it can be delivered at relatively low risk and requires simpler infrastructure
- provide fast and efficient service, comparable to a tram service
- improve connections to local services, town centres and employment areas, especially for those on lower income and for those far from a train station
- increase public transport capacity

Funding of Transport Infrastructure

The transport schemes identified in this OAPF are currently unfunded. Delivering major new public transport schemes in the area will depend on the scale of new growth to make a strong case for investment and on the availability of funding for construction.

Growth in Thamesmead and Abbey Wood OA is intrinsically linked to the delivery of strategic public transport connections. New public transport infrastructure is needed to support housing and employment growth, and vice-versa.

As has been the case for other major infrastructure projects (such as the Elizabeth line and the Northern line extension), any funding package for new public transport connections is likely to include contributions from the new residential and commercial developments that the routes would serve.

Developer contributions would also be expected to help fund local transport improvements, such as new or improved walking and cycling routes and public spaces.

Please refer to TfL's Transport Strategy for Thamesmead and Abbey Wood OA, which is available at www.london.gov.uk/thamesmead

Safeguarded Road Crossing

A Safeguarding Direction is in place for road crossing of the river Thames, and covers an area of land within the boundary of the Thamesmead and Abbey Wood Opportunity Area.

The land was safeguarded in 2001 by the Secretary of State for the Environment, Transport and the Regions, under articles 10 and 27 of the Town and Country Planning Act 1990, relating to the proposal for the Thames Gateway Bridge. This replaced a prior direction given by the Secretary of State in 1997. As such, the Safeguarding Direction remains in place until it is cancelled or varied by the Secretary of State.

The Safeguarding Direction requires RB Greenwich to refer planning applications for sites within the Safeguarding Zone to the Mayor of London. The Direction does not prevent development within the Safeguarding Zone, and should development plans demonstrate to the Mayor of London and TfL that the delivery of a road crossing would not be precluded, both parties can choose not to object.

Other transport options that have been considered

A number of other transport interventions have been considered to reach the preferred options presented in this document. After detailed feasibility studies, the following alternatives have been discounted for the reasons set out below:

1. Lower Growth (b) Enhanced bus services

This option would involve either increasing the frequency of existing bus services or introducing new services to cater for the growth in the OA associated with the Elizabeth line. Although faster and more frequent bus services would improve links from Thamesmead to Woolwich and Abbey Wood, this option would have a limited role in transforming the street network of the OA, and would not provide sufficient capacity or a level of infrastructure to act as a catalyst for additional growth.



2. Higher growth (b) Bus transit and Overground

A London Overground extension from Barking Riverside to Thamesmead, supported by bus transit would improve orbital connectivity between north and south-east London by providing a new public transport crossing over the Thames.

This would connect OAs and town centres across outer east London, and would provide onward connections to a range of public transport services at locations such as Barking. However, unlike a DLR extension, this option would not serve nearby employment centres such as the Isle of Dogs and the Royal Docks. This option would also operate at relatively low frequency (approximately 4 trains per hour) due to existing constraints on the Overground network.

It is also estimated to cost around twice as much as the DLR extension. Given its lower capacity and connectivity benefits, the Overground extension to the OA is estimated to support 9,000 new homes and 6,000 new jobs in the OA (compared to 15,500 new homes and 8,000 new jobs from the bus transit and DLR extension). It is therefore not the preferred high growth option.

High growth DLR and Bus Transit

	5,000 + Elizabeth line	3,000 + bus transit	7,500 + DLR
15,500 new homes			
	4,000 + Elizabeth line	1,5k* + bus transit	2,500 + DLR
8,000 new jobs			

- **DLR extension** from Gallions Reach station via Beckton Riverside to Thamesmead
- **Bus transit** linking with the Elizabeth line at Woolwich and Abbey Wood
- **Elizabeth line** to Plumstead

A cross-river DLR extension from Gallions Reach station via Beckton Riverside to Thamesmead Town Centre, complemented by a new bus transit, would enable higher growth in the OA and increase accessibility to isolated parts of the Waterfront site.

This option would reduce severance caused by the Thames by providing a new links to the Royal Docks and easier access to destinations such as the Isle of Dogs and Stratford. Once open it would connect with the Elizabeth line at Custom House and Jubilee line at Canning Town. A DLR extension would help people in the OA to access jobs, education and other opportunities across London.

A DLR extension would considerably improve public transport access for development sites around Thamesmead Town Centre. It would enable higher development density around the new DLR station, supporting the viability of a new town centre and new housing. Work to date shows that extending the DLR to Thamesmead, with a supporting bus transit service, would support 15,500 homes and 8,000 jobs in the OA.

As part of the DLR extension, a new station could be incorporated at Beckton Riverside to support growth in the Royal Docks and Beckton Riverside OA. Beckton Riverside has the potential to become a new mixed-use neighbourhood with new homes and a future potential major town centre.

A potential onward DLR extension to Belvedere could unlock additional homes and jobs in the eastern part of the OA and Bexley Riverside OA. Further work is needed to demonstrate how improved public transport would support substantial growth in Bexley Riverside. This includes assessing a range of options and evaluating the additional development opportunities each option offers.

In the long term, a further DLR connection between Belvedere and Barking could be created, utilising the potential DLR crossing via Thamesmead to deliver a new orbital rail link through outer east London. This would improve public transport connectivity to support development across the Thames Estuary Growth Corridor.

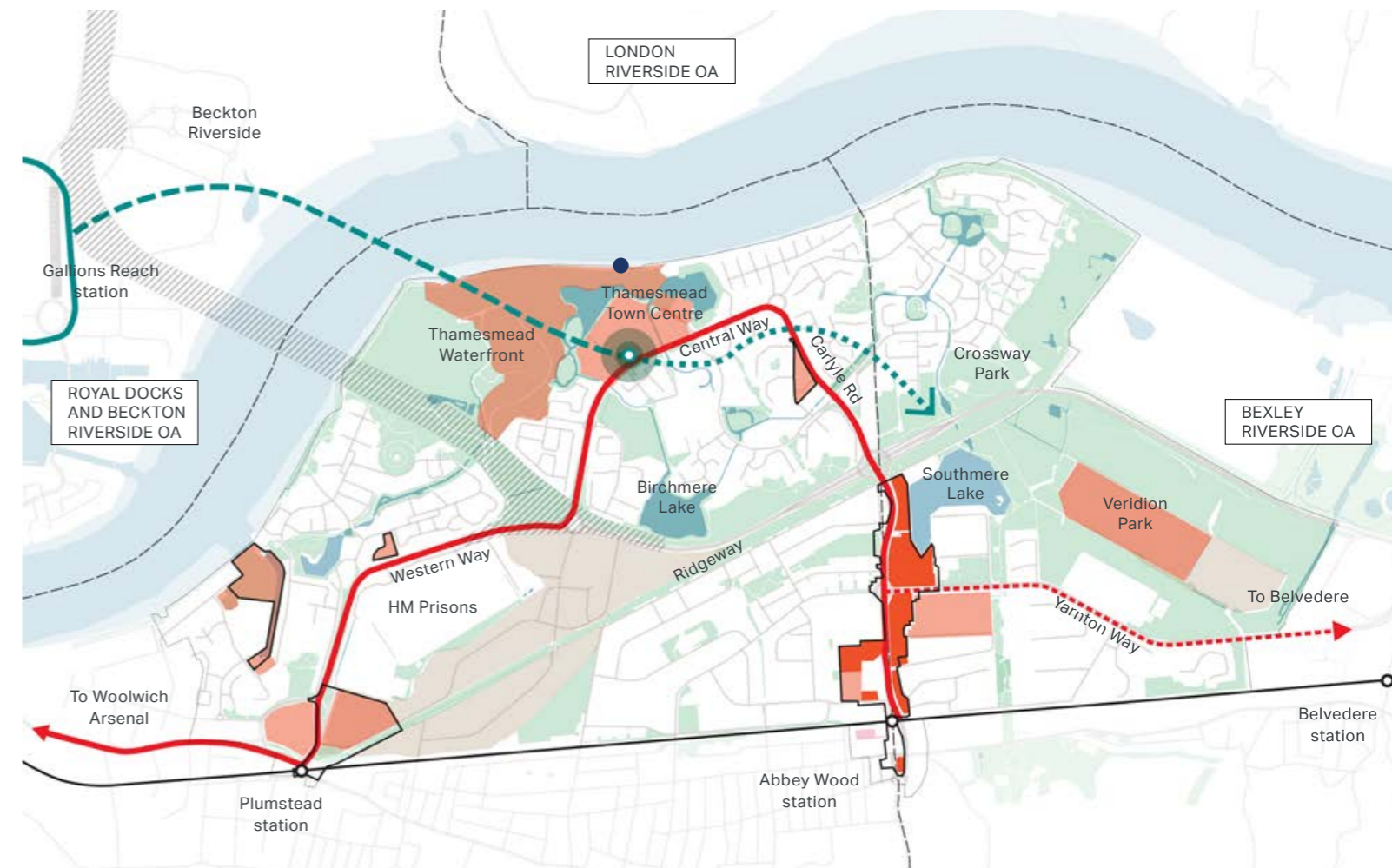


FIG 2.3 Proposed DLR and bus transit in the OA

-  Approved/outline permission sites
-  Potential areas of change
-  GLA Housing Zone
-  Strategic Industrial Locations
-  Safeguarded river crossing
-  OA boundary
-  Proposed bus transit pilot
-  Potential bus transit extension to Belvedere
-  Proposed DLR to Thamesmead
-  Potential DLR extension to Belvedere
-  Illustrative DLR station location
-  Potential new pier

See Part 4 Places for design principles for Thamesmead Waterfront and Town Centre

Intermediate stage Bus transit

8,000 new homes

5,000 + Elizabeth line 3,000 + bus transit

5,500 new jobs

4,000 + Elizabeth line 1,500 + bus transit
*with bus transit

- **Bus transit** linking with the Elizabeth line at Woolwich and Abbey Wood
- **Elizabeth line** to Plumstead

As a complementary and intermediate stage, a bus transit corridor connecting communities in the Thamesmead and Abbey Wood OA with Elizabeth line and other services at Woolwich and Abbey Wood could support an intermediate stage, supported by enhancements to existing and potential new conventional bus services across the OA.

By increasing public transport capacity and connectivity, it is estimated that the proposed bus transit scheme could support 8,000 new homes and 5,500 new jobs in the OA. It would also increase access to services and employment opportunities locally and in other parts of London.

Bus transit would offer a high capacity, quick and frequent public transport system. Typically, bus transit services operate along a dedicated lane or road for all or most of their length, so that services are protected from the effects of traffic.

Operating with fully accessible vehicles and distinct branding and serving highly-identifiable stops, the intention

is that the experience of using bus transit would be closer to that of using a tram than a conventional London bus.

The bus transit service would run along the A206, A2016 and A2041 between Woolwich and Abbey Wood, linking North Thamesmead to the Elizabeth line and other rail services. It would have a limited number of stops, providing passengers with quick and reliable journeys.

In the longer term, TfL will be considering opportunities at and Bexley Riverside to deliver high quality infrastructure which could support bus transit services, and growth throughout neighbouring OAs. A longer bus transit corridor would support growth in Bexley Riverside OA.

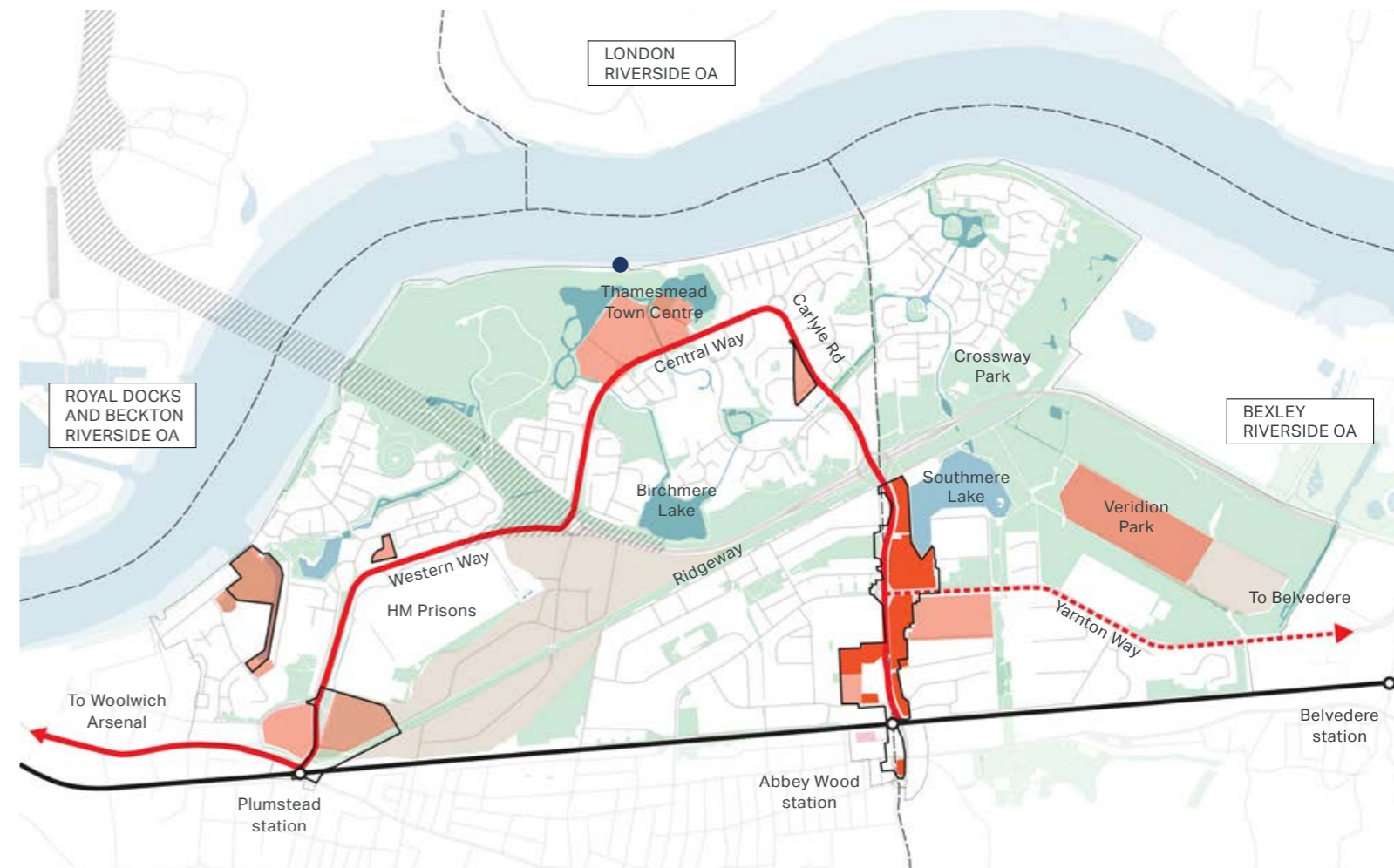


FIG 2.4 Proposed bus transit from Woolwich to Abbey Wood through Thamesmead

- Approved/outline permission sites
- Potential areas of change
- GLA Housing Zone
- Strategic Industrial Locations
- Safeguarded river crossing
- OA boundary
- Proposed bus transit pilot
- Potential bus transit extension to Belvedere
- Potential new pier

P2
2.2

What could the DLR mean for Thamesmead and Abbey Wood?

Since its introduction in the late 1980s, the DLR network has generated high levels of development in previously poorly connected parts of east London. Initially serving the redeveloped London Docklands, the network has been extended to serve locations including Lewisham, London City Airport, Woolwich Arsenal and Beckton.

Extending the DLR network from Beckton to Thamesmead would provide quicker and easier rail-based connections for people living in Thamesmead to centres of employment and other opportunities across London. These include the Isle of Dogs, the Royal Docks and Stratford. Building new homes and new facilities in a better-connected Thamesmead would also create jobs locally, for example in local retail, education, health and other servicing industries.

More work is needed to establish how DLR infrastructure could serve Thamesmead, including whether the tracks will run below ground level or above ground. Both options bring with them a range of opportunities and challenges. It will be important to ensure that local communities get the most out of investment in new infrastructure, and that the challenges of building it are well managed.

TfL's Station Public Realm and Interchange best practice guidance documents would be used to ensure the new DLR station is designed in a way that fits in with and enhances the local area.

The station would be functional, providing a simple and attractive interchange with bus transit service and other onward modes of transport at Thamesmead town centre. It would also be accessible for all, feel safe and secure to use, and add to the identity and distinctiveness of the area.

High quality public realm around the station would be designed to encourage people to spend time in the local area, and to walk, cycle or take public transport to their final destination. This would help encourage people to change travel behaviour and help minimise congestion on the roads at peak times.



FIG 2.5 DLR station in London

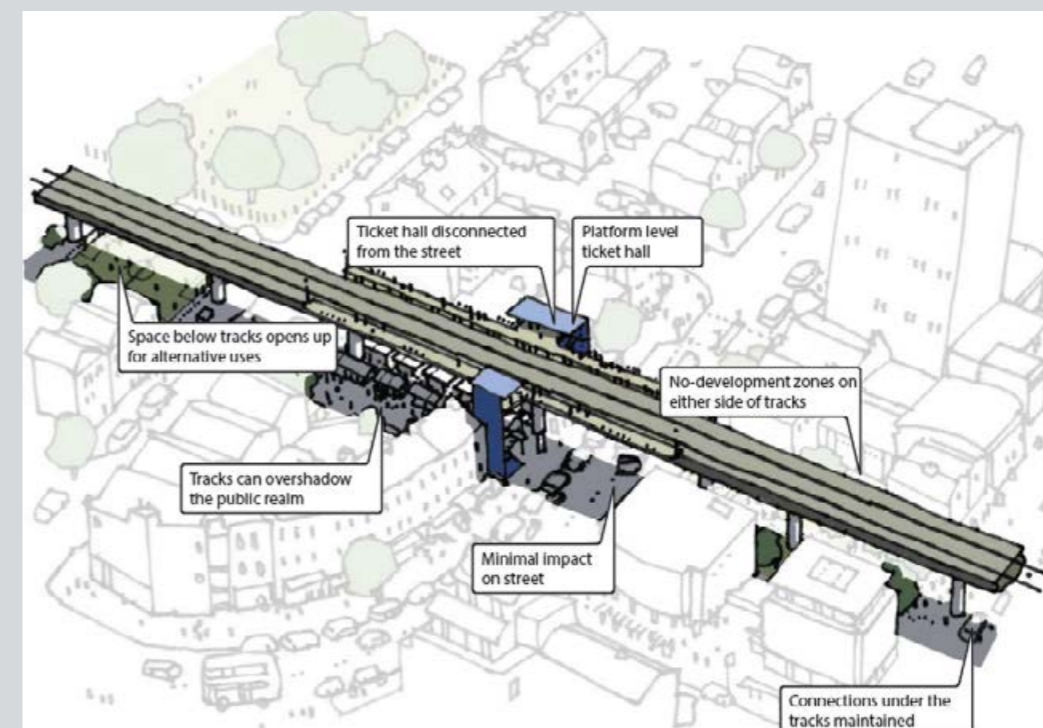
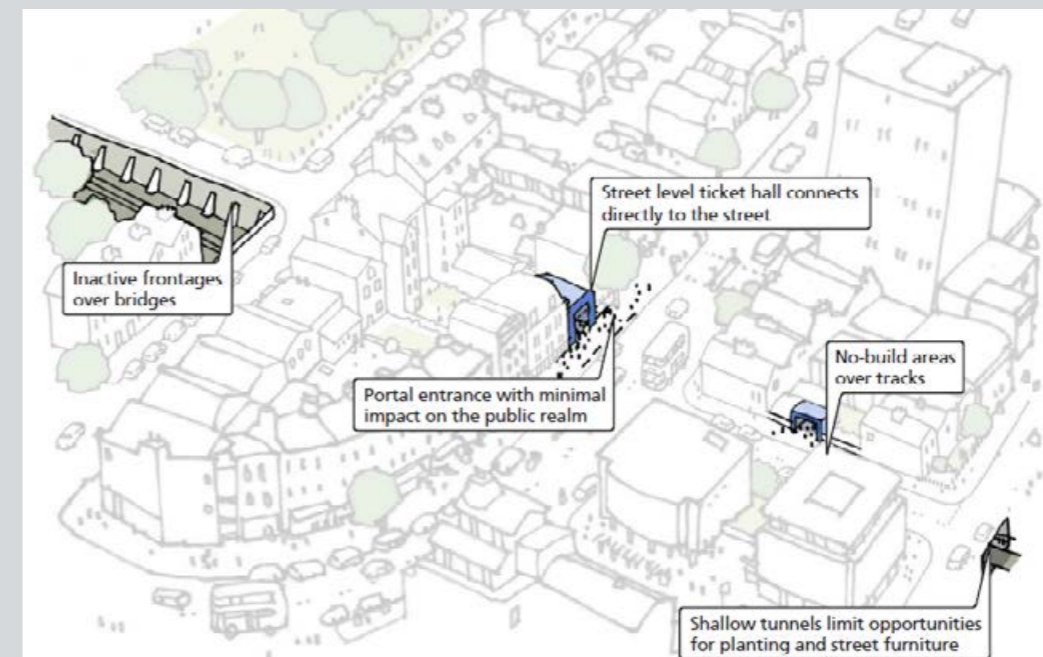


FIG 2.6 Opportunities and challenges of below-ground and above-ground rail infrastructure. Photo credit: TfL, Station Public Realm Design Guidance.

What is Bus Transit?

There is a growing number of successful bus transit schemes in the UK, such as Dartford Fastrack, Leigh-Salford-Manchester BRT and the Belfast Glider, which we can learn from.

Bus transit can take many different forms, with a range of possible vehicles types, passenger facilities and ways of operating. Differences between bus transit and conventional London bus services include:

- type of vehicle – e.g. longer, single decker vehicles with multi-door boarding
- level of priority – e.g. increased priority on the road, with transit services using dedicated lanes where possible, enabling quicker and more reliable journeys by public transport
- stop spacing – e.g. stops every 500-700m rather than 300-400m used elsewhere on London's bus network to allow fewer stops and quicker journeys
- stop infrastructure – high quality 'platform' type stops with CCTV, real time information and cycle parking

The preferred type of bus transit service to serve the OA is a 'tram on rubber tyres', with very different

vehicles to the ones used on the local bus network. Vehicles would be **fully accessible**, with step-free, multi-door boarding and live on-board information providing route and network status updates.

It would be a modern, high quality system, comprising of bus transit lanes **separated from general traffic** where possible. Transit stops would be highly identifiable and fully accessible, spaced further apart than conventional bus stops, enabling **quicker journey times between key locations** such as Thamesmead Town Centre and Abbey Wood station.

The service would provide an **attractive alternative to car travel** and offer exemplar interchanges with the local walking and cycling networks. The bus transit scheme would provide an opportunity to transform some of the main roads through the OA and the surrounding public realm, supporting the creation of Healthy Streets by reallocating road space to pedestrians, cyclists and public transport users.

Bus transit could also play an important role in unlocking development sites and supporting transit orientated development in the OA, by embedding good access to public transport at new developments from the outset.



FIG 2.7 Bus transit stop in Metz, France



FIG 2.8 Bus transit stop in Nantes, France



FIG 2.9 Concept drawing of a dedicated bus transit street through a new development

A Good Public Transport Experience

Improve public transport journey times

Maintain performance of highway network, focusing on bus and freight movements

As well as providing new strategic public transport connections to Thamesmead & Abbey Wood, it is important to address the challenges that face existing public transport services and identify new services to support local journeys.

Interchange improvements

Better integration of existing rail stations with the wider transport network would improve the passenger experience and influence mode choice. Improvements could include step-free access between street and platform level, high quality bus interchanges, and wayfinding to facilitate access on foot and by cycle.

Demand-responsive transport

Demand-responsive transport is identified as a solution for connecting residents in some of the more isolated areas of Thamesmead into the public transport network. For example, smaller vehicles could serve parts of the OA that are currently inaccessible to buses.

New pier and river services

As part of a wider strategy to build developer-led piers in east London, there is potential to introduce a new pier and passenger river services at Thamesmead. River Bus services could provide new cross-river journey opportunities including central London to the west and Kent to the east, connecting the OA with a more diverse range of destinations and creating a more enjoyable passenger experience.

Rail service improvements

The creation of a London suburban metro could bring the frequency and reliability standards of suburban rail services in line with that of other TfL-run lines, making rail services a more attractive form of travel. It would support a shift to public transport and active travel in the OA.



FIG 2.10 The new Abbey Wood station opened in October 2017

Healthy Streets for Healthy People

Improve local connectivity and reduce physical obstacles

Enable travel by sustainable modes

A high-quality street is fundamental to reducing car dependency and encouraging people to choose active modes of travel. Shifting to walking, cycling and public transport will help to prioritise essential traffic such as buses and freight as the population of the OA grows.

High-quality public realm can enhance ease of movement and also quality of life generally in the area. It can support better, more accessible local centres within the OA and help create more walkable, welcoming places.

Neighbourhood connections delivered through public transport improvements

Delivering the bus transit corridor is an opportunity to deliver wider benefits for pedestrians and cyclists along the main roads. Access to the stops from the local area should be direct, safe, easy to find, comfortable and attractive.

Major interventions to tackle severance

These projects would help to connect communities and overcome some of the main barriers to walking and cycling.

Joined-up walking & cycling networks

The OAPF proposes a comprehensive network that is easy to follow, integrates with strategic routes, links to stations and stops and enables shorter, local trips to be made more easily.

Enhancing green infrastructure¹

The OA has a rich network of off-road routes that should be improved and extended, to enable local convenience trips as well as leisure. Better access to the Thames Path and Ridgeway will be key to making a joined-up green infrastructure network.

Improvements to support active travel go hand-in-hand with measures to reduce car use. These could include new developments with fewer car parking spaces, car-free developments, expanded access to car clubs, controlled parking zones, and charging for parking at local centres and stations.

Refer to **Part 4 Places** for details on walking and cycling improvements in the OA, and **Part 3.5** for potential green infrastructure improvements

¹Comprises the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.



3 Supporting Growth with Infrastructure

Objectives

- Support strong and inclusive communities by planning for good quality social infrastructure people can easily access to support their day-to-day needs.
- Make best use of land and plan for efficient use of industrial land so that the OA continues to play a strong economic and industrial role in London.
- Ensure a holistic approach to manage the impacts of climate change, make efficient use of energy and water, and reduce waste.
- Create vibrant, well-connected town centres that encourage employment and support local businesses and commercial activity.
- Celebrate and protect existing cultural and heritage destinations while encouraging new assets.

Chapter contents

- 3.1 Town Centres and Economy
- 3.2 Culture and Heritage
- 3.3 Industrial Land
- 3.4 Social and Community Infrastructure
- 3.5 Environment, Energy and Utilities

Town Centres and Economy

Objective: Create vibrant, well-connected town centres that encourage employment and support local businesses and commercial activity

As well as being centres for economic activity and a source for local jobs, town centres play a crucial role in the social, civic and day-to-day lives of local communities. The things that contribute to a strong local economy are the same things that make a place attractive and exciting. This includes historic and cultural assets, availability of suitable business space, access to local conveniences and good quality streets and public spaces.

Stimulating the economy through new public transport

A DLR extension and new bus transit would significantly improve transport connections, bringing economic impetus to revitalise existing town centres in the OA. This would enable opportunities to improve walking and cycling networks, create attractive public spaces, and provide high-quality commercial spaces that attract and accommodate a range of new and existing businesses, including creative, cultural, and evening uses.

A cross-river DLR would also enable access to amenities and employment opportunities at Beckton Riverside (a future potential major town centre), the Royal Docks Enterprise Zone, Canary Wharf and the Isle of Dogs.

Creating accessible, inclusive town centres

Town centres are focal points for local people and provide places that support wellbeing and social integration. Well-designed public and community spaces should be located in convenient, easily-accessible areas and be thoughtfully programmed to welcome a diverse group of people.

Large development sites in town centres should be designed to accommodate a range of commercial spaces that reflect local need, including workspaces. Sufficient space should be provided to accommodate new SMEs, including low-cost and affordable business space.

Encouraging night-time economy

Evening uses are encouraged in centres that are well-served by public transport at night. This supports the Mayor of London's vision for a 24-hour city.

A comprehensive redevelopment of Thamesmead town centre to include new homes, a vibrant high street, and mixed-use developments with evening uses, such as food, leisure and cultural venues, would significantly transform the town centre experience.

A major challenge in existing town centres in the OA is safety at night. Encouraging a rich mix of uses in town centres, particularly evening and night time uses, would help generate activity and provide natural surveillance at night.

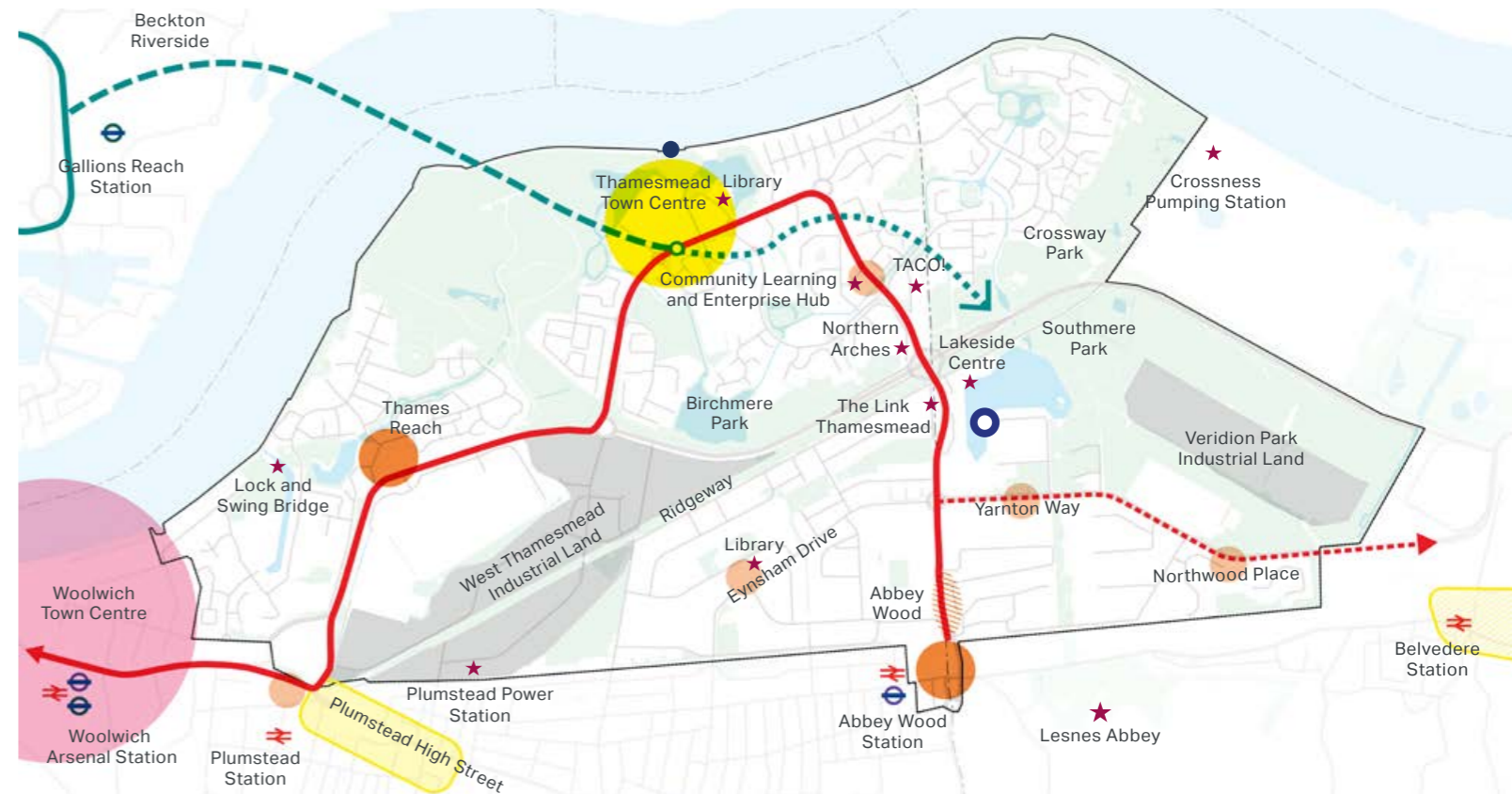


FIG 3.21 Location of retail, employment centres, culture and heritage in Thamesmead and Abbey Wood

- District centre
- Local or Neighbourhood centre
- Non-designated centre
- Major town centre (outside OA boundary)
- District centre (outside OA boundary)
- Strategic Industrial Locations (SIL)
- Proposed neighbourhood centre (LB Bexley)
- Proposed local centre (LB Bexley)
- Existing heritage and cultural assets
- Thamesmead and Abbey Wood OA
- Borough boundary
- Proposed DLR extension
- Potential DLR extension to Belvedere
- Proposed bus transit pilot
- Potential bus transit extension to Belvedere
- Potential new pier

London's town centres are classified into the following categories: International, Metropolitan, Major, District, CAZ retail clusters and Local and Neighbourhood centres. Local and Neighbourhood centres are designated by local boroughs.

Town Centres and Economy

THAMESMEAD (DISTRICT CENTRE)

Thamesmead Town Centre is a busy retail centre serving the wider OA. It is well-used, although its offer and character are more akin to an out-of-centre shopping park with limited walk-in trade. This is compounded by its lack of connections, poor accessibility and poor perception of safety at night.

The town centre has potential for wholesale redevelopment and over 3,500 new homes with a new DLR extension and bus transit, and place-making improvements to strengthen its identity and connection to the Thames waterfront. There are also further opportunities for additional homes on the Thamesmead Waterfront site.

Redevelopment of the town centre would provide a new civic heart for the area that is accessible by walking and cycling, with opportunities for more retail, commercial, leisure, cultural and social uses that serve the local community.

ABBAY WOOD (LOCAL CENTRE)

The area around Abbey Wood station and Wilton Road, currently provides for local level retail and amenity needs. With the opening of the Elizabeth line and the proposed bus transit, it will become a major transport interchange. There is scope to enhance the civic and social offer at this centre to serve increasing residential populations.

Refer to **Part 4 Places** to see further details on key proposals, and walking and cycling improvements in the OA.



FIG 3.22 Thamesmead Town Centre is more akin to an out-of-centre shopping park with limited walk-in trade and has potential for wholesale development to improve its sense of place and connection to the Thames



FIG 3.23 Local amenities and improved public realm at Wilton Road

MOORINGS HUB (NO DESIGNATION)

The existing offer is limited, however its function is vital at a neighbourhood level. Public realm enhancements and transport improvements will raise the area's profile. The former Moorings Social Club will be refurbished and open again to the public from spring 2021, alongside new spaces in Byron Close under-road arches and the surrounding public realm. The project is supported by the Mayor's Good Growth Fund and being delivered by Peabody in a co-design process that involves local residents and stakeholders. The project will create a series of new flexible spaces that can evolve with the needs of residents and host a range of activities such as community meetings, activities and events; affordable enterprise space where people can run and develop small businesses; and space for skills and training provision.

SOUTHMERE VILLAGE (PROPOSED NEIGHBOURHOOD CENTRE)

The ongoing regeneration in the area will create a new civic space with a new library, commercial spaces and a lakeside square next to Southmere Lake. The area will also be served by a recreation centre with boating facilities and other amenities. Southmere Village will be a pleasant space accessed primarily by the pedestrianised Quietway running from near Abbey Wood station to the Lake, culminating at the square.

PLUMSTEAD (DISTRICT CENTRE)

Plumstead is located outside of the OA boundary. Nonetheless, it is acknowledged that Plumstead serves the day-to-day needs of its local and diverse resident population, and businesses and people working in White Hart Industrial Estate. It also provides local level retail and amenities for existing and future residents of the south west of the OA.

BELVEDERE (PROPOSED DISTRICT CENTRE)

This OAPF does not provide guidance on Belvedere as it is outside of the OA. It is, however, acknowledged as an important area for existing and future residents in the southeast of the OA. There is potential for improved public transport and a reinvigorated neighbourhood around the station, served by a new district town centre offering a variety of local services and facilities. The employment offer will be broadened and improved, and there will be new retail and other facilities.

NON-DESIGNATED CENTRES

While these areas, such as Eynsham Drive and Northwood Place, are not designated, they provide important local conveniences and walk-to facilities within the OA and should be retained. In addition, areas such as the Moorings, play an important role in providing flexible, low-cost spaces for SMEs and local businesses.

Culture and Heritage

Objective: Celebrate and protect existing cultural and heritage destinations while encouraging new assets

Cultural and Creative Uses

High streets and town centres often host a concentration of London's cultural infrastructure. This includes places of both cultural production (workshops, rehearsal spaces, creative manufacture) and consumption (arts centres, cinemas, libraries). The Mayor's **Cultural Infrastructure Plan** also sees 'reimagined high streets' as part of the vision for the representation of culture in a changing world.

Within the OA there are examples of existing cultural assets (see Fig 3.21) - such as the Lakeside Centre. However, compared to other parts of London, the OA has relatively few cultural consumption or production facilities. Alongside new homes and social infrastructure, cultural facilities should be factored in to meet the needs of a growing population. Supporting residents and businesses with clear pathways into cultural opportunities could also present a way to improve their economic prospects.

The OA offers opportunities to provide London's creative industries the space they need to continue to grow. With training, its young population can add diversity and energy to creative industries, which need more workers to fill the jobs of tomorrow. At a regional scale the [Thames Estuary](#)

Production Corridor – a cross-boundary partnership, established by the Mayor of London and South East Local Enterprise Partnership (SELEP) – cements a strategic role for Thamesmead to provide new residential and cultural facilities as part of a world class cluster of cultural and creative production along the Thames Estuary.

A network of cultural venues, facilities and workspaces should be provided in areas that are easy to reach, and which create jobs for local people. This should consider:

- Cultural and creative uses within forthcoming development sites
- Incorporation of new landmark night-time uses (such as music venues, cinema) that are within easy reach of residents
- Potential for a cultural centre at Thamesmead Waterfront
- A range of scales of creative production workspace within mixed-use development for creative freelancers and SMEs, including affordable workspace.



FIG 3.24 Lakeside Centre was reopened by Bow Arts, and funded by the Mayor of London and Peabody. It includes new affordable creative workspaces, a cafe, early years day nursery run by the YMCA, and space supporting SMEs and start ups. Photo credit: Bow Arts.

Heritage and Archaeology

Thamesmead and Abbey Wood OA contains unique heritage assets that form part of the area's local heritage and identity. From the tumps (small rounded hills) that are a reminder of the area's history as a munitions storage and testing grounds for the Royal Arsenal, to Tripcock Point where a locally listed lighthouse and a bunker on the Thames is situated.

It is also recognised that there is much about the archaeological potential of the area we do not yet fully understand.

Historically, the Thamesmead and Abbey Wood area has been raised to reclaim the marsh for development. The historic and ancient landscape therefore lies buried but has the potential to contain a rich archaeological legacy of societies' inhabitation of this special environment.

Historic England have prepared an Archaeological Framework to inform development with an understanding of significance at the landscape level (see Appendix E: Historic England's Archaeological Framework).



FIG 3.25 View towards Gallions Hill from west Thamesmead. Thamesmead was formerly a testing ground for guns made at the Woolwich Royal Arsenal factories.



FIG 3.26 Crossness Grade I listed pumping station sits on the Thames Path but suffers from poor accessibility - this is beyond the OA but is recognised as a local asset

Industrial Land

Objective: Make best use of land and plan for efficient use of industrial land so that the OA continues to play a strong economic and industrial role in London.

There is a substantial reserve of industrial land in the Thamesmead and Abbey Wood OA. These sites play an important role in providing opportunities for local employment, contributing to economic vitality and sustaining London's economic growth.

Some of the industrial sites in the OA have strategic protection. This includes **Strategic Industrial Locations (SIL)** at:

- West Thamesmead
- Veridion Park

As new development takes places, it is important to support and sustain industrial capacity on SIL. There are also opportunities to increase industrial floorspace across the OA by making better use of underused or vacant sites.

Large areas of industrial land in the OA are in the ownership of a few key partners. As such, there are opportunities for a coordinated approach aimed at providing intensified industrial capacity, access to a range of jobs and reasonably-priced, fit-for-purpose industrial premises.

The OA falls within the **Thames Gateway industrial Property Market Area (PMA)**, a significant location for large-scale warehouses and logistics facilities. Given that there is a reasonable supply of vacant industrial land ready for development, this area has potential to accommodate future industrial and related demands, particularly in the logistics sector. There is potential to accommodate demand for larger industrial units and to reflect wider trends in the manufacturing sector towards smaller specialist business activities.

The OA is also situated in the **Thames Estuary Production Corridor** - an ambitious industrial vision to develop a world-class hub for cultural and creative production along the Estuary - leading global innovation, creating new jobs, developing talent and supporting the rapid growth of the creative economy.

Policy E4 of the emerging London Plan states that a sufficient supply of land in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained. Across RB Greenwich and LB Bexley, strategic evidence suggests there is a need for net additional capacity, once surplus vacant sites are taken into account, though this may be offset by lower residual demand elsewhere in the property market area¹.

¹London Industrial Land Demand Study, 2017



West Thamesmead Industrial Land

The West Thamesmead SIL covers 61 hectares and accommodates approximately 150 businesses. It provides land for safeguarded waste sites (Greenwich Reuse & Recycling Centre) and transport-related uses (rail freight at the former Plumstead Coal Yard and Crossrail site to the south of White Hart Avenue). There are also non-industrial uses on-site, notably places of worship.

The land to the west of the SIL, located within Pettman Crescent, accommodates complementary functions to the SIL such as the Plumstead Bus Garage, Royal Mail Sorting Office, trade counters and a vehicle hire company.

The West Thamesmead SIL largely comprises small to medium industrial units, generally older industrial stock and some larger newer industrial units. It has good strategic road links to central London and Kent, and is well-positioned to benefit from future growth in the industrial and logistics sectors.

The age and quality of some of the industrial buildings in the area has resulted in relatively lower rents for occupiers, when compared to other London locations. This performs an important function in providing relatively low-cost business spaces, and in supporting micro, small and medium-sized enterprises in particular.

Opportunities

- There are opportunities to intensify and consolidate selected parts of SIL to facilitate the release of some land for non-industrial uses close to the station, provided that the reprovision of existing industrial floorspace capacity is secured. See pg. 118.
- Potential to deliver an increase in industrial floorspace on some key vacant or underused sites in the wider SIL, and as older stock comes forward for redevelopment.
- Potential industrial intensification pilot project, with support from GLA, which could contribute to the intensification of industrial space at White Hart Triangle.
- Improve public realm around Plumstead station and along Nathan Way; and increase footfall along the Ridgeway

Key considerations

- Existing infrastructure (e.g. bus garage). Further details on pg. 65.
- Edge conditions, overlooking issues and adjacencies with neighbouring uses, such as the prisons.
- Impact on the traffic and highway network
- Complex level changes and poor pedestrian environment around Plumstead gyratory.
- Existing railheads should be safeguarded
- Industrial premises should have well-functioning and safe access, servicing and yard space. Minimising conflict with pedestrian movement is a priority.
- Plumstead Power Station.

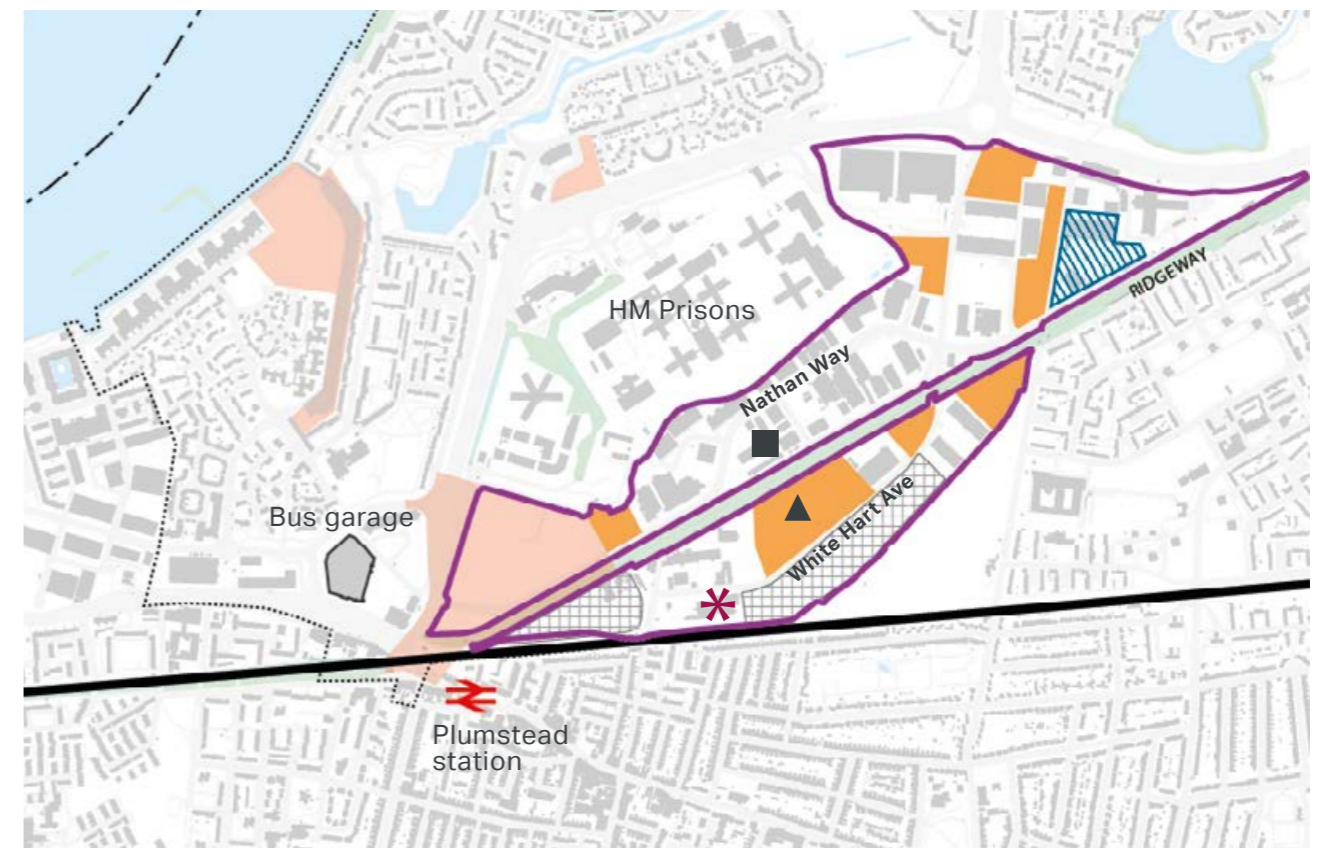


FIG 3.7 Existing context at West Thamesmead SIL

- Strategic Industrial Locations (SIL)
- ▨ Rail freight/operation sites
- ▨ Safeguarded waste sites
- Mayor of London's Housing Zone sites
- Vacant sites that have potential for intensified industrial use (approximately 9.4 hectares)
- * Plumstead Power Station (RB Greenwich and Mayor of London's Good Growth project for a business and workspace hub)
- Council-led project
- ▲ Potential industrial intensification pilot project and exploration of innovative industrial typologies, with support from GLA as the landowner
- - - OA boundary

OPTION 1 - INTENSIFY SIL AND CO-LOCATE USES IN PETTMAN CRESCENT



FIG 3.8 Option 1 - Intensify SIL and co-locate uses in Pettman Crescent

- | | |
|---|--|
| <p>① Intensify industrial land within the West Thamesmead SIL boundary to optimise industrial capacity in industrial areas located close to Plumstead station.</p> <p>② Co-locate residential and light industrial uses next to Plumstead station to create a transition between existing residential areas west of the SIL and heavier industrial uses in Nathan Way and White Hart Triangle.</p> <p>③ Improve the public realm and walking and cycling provisions around Pettman Crescent gyratory.</p> | <p> Potential intensification on SIL</p> <p> Potential co-location of uses</p> <p> Strategic Industrial Locations (SIL)</p> <p> Town centre</p> <p> Bus garage</p> <p> Rail freight/operation sites</p> <p> Safeguarded waste sites</p> <p> Existing pedestrian bridge</p> <p> Plumstead Power Station</p> <p> OA boundary</p> |
|---|--|

Benefits

- Additional industrial capacity and employment opportunities
- Improved arrival experience at Plumstead station and into West Thamesmead SIL

Challenges

- Limited delivery of new and affordable homes
- Less potential for wider re-development opportunities across the area (i.e. public realm, infrastructure provision etc, as lower housing numbers would result in lower S106 contributions and less funds)

Note: The options set out in this chapter show potential approaches to managing land uses in industrial areas in the OA. These options will need to be explored in greater detail to ensure their compliance with relevant policies in the emerging London Plan, and to explore potential opportunities for further intensification to provide additional industrial capacity.

OPTION 2 - ON-SITE INTENSIFICATION OF SIL

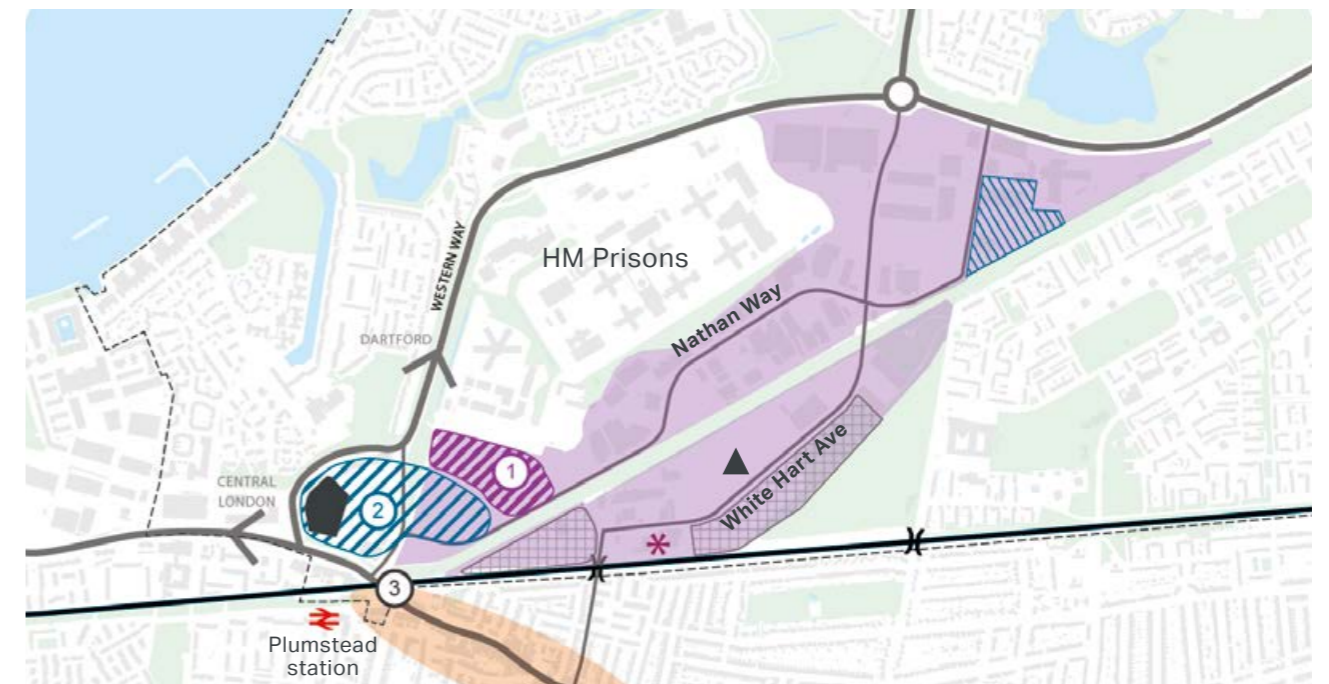


FIG 3.9 Option 2 - On-site intensification of SIL

- | | |
|--|---|
| <p>① Intensify industrial land along the edge of the West Thamesmead SIL to provide scope for consolidation of SIL, facilitate the release of some land for residential and other uses, and deliver a buffer between new mixed-use developments and the prison.</p> <p>② Following the process of SIL consolidation and release, introduce residential and mixed-use functions at the southwest corner of West Thamesmead SIL, close to Plumstead Station</p> <p>③ Improve the public realm and walking and cycling provisions around Pettman Crescent gyratory.</p> | <p> Potential intensification on SIL</p> <p> Potential mixed and residential uses</p> <p> Potential industrial intensification pilot project, with support from GLA</p> <p> Strategic Industrial Locations (SIL)</p> <p> Town centre</p> <p> Bus garage</p> <p> Rail freight/operation sites</p> <p> Safeguarded waste sites</p> <p> Existing pedestrian bridge</p> <p> Plumstead Power Station</p> <p> OA boundary</p> |
|--|---|

Benefits

- New and affordable homes delivered through the consolidation of SIL
- Industrial buffer between residential area and neighbouring prison
- Improved arrival experience at Plumstead station and into West Thamesmead SIL

Challenges












- Potential conflict of uses, servicing, vehicular and pedestrian movements
- More complex phasing for the delivery of intensified industrial and residential uses

P3
3.3

OPTION 3 - OFF-SITE INTENSIFICATION OF SIL



FIG 3.10 Option 3 - Off-site intensification of SIL

- | | |
|--|---|
| <p>① Intensify industrial sites in the wider SIL to provide additional industrial capacity, and facilitate the process of SIL consolidation and release at the southwest corner of the West Thamesmead SIL. Potential for industrial intensification pilot project, with support from GLA, at White Hart Triangle.</p> <p>② Following the process of SIL consolidation and release, introduce residential and mixed-use functions at the southwest corner of the West Thamesmead SIL, close to Plumstead Station. Consider potential for on-site co-location of light industrial and residential uses. Create a buffer between the prison and residential development to manage land use adjacencies.</p> <p>③ Improve the public realm and walking and cycling provisions around Pettman Crescent gyratory.</p> | <ul style="list-style-type: none">  Potential intensification on SIL  Potential mixed and residential uses  Potential industrial intensification pilot project, with support from GLA  Strategic Industrial Locations (SIL)  Town centre  Bus garage  Rail freight/operation sites  Safeguarded waste sites  Existing pedestrian bridge  Plumstead Power Station  OA boundary |
|--|---|

Plumstead Bus Garage

Policy T3 in the emerging London Plan sets out the need to ensure sufficient and suitably-located land is provided for the development of current and expanded public transport. Safeguarding of existing land and buildings used for transport or support functions is necessary to support London's needs, unless alternative facilities are provided that enable existing transport operations to be maintained and expanded if necessary. To this end, space for the Plumstead Bus Garage must be either retained on the existing site or relocated to a site within the Opportunity Area that is to the satisfaction of relevant strategic transport authorities.

A possible solution for delivering housing on the Plumstead Bus Garage site, whilst retaining its existing function, would be co-location of land uses. A similar solution has recently been used in White City where a bus stand facility has been built in the undercroft of the expanded Westfield shopping centre and a consented new residential development.

Note: The options set out in this chapter show potential approaches to managing land uses in industrial areas in the OA. These options will need to be explored in greater detail to ensure their compliance with relevant policies in the emerging London Plan, and to explore potential opportunities for further intensification to provide additional industrial capacity.

Benefits

- Potential for wider re-development across the area (i.e. public realm, infrastructure provision etc)
- New and affordable homes delivered through the consolidation of SIL
- Improved arrival experience at Plumstead station and into West Thamesmead SIL

Challenges

- Potential conflict of uses, servicing, vehicular and pedestrian movements
- Potentially longer, more complex phasing for delivery of housing and industry in the wider SIL

Veridion Park Industrial Land

The Veridion Park Industrial Land is located on the eastern edge of the OA, forming part of the Belvedere SIL. The site is adjacent to protected open spaces and protected industrial sites located just outside the OA boundary. The western portion of Veridion Park remains vacant grassland with capacity for industrial floorspace expansion.

The Engine House is situated within Veridion Park and is a well used multi-storey building that provides valuable space and cutting edge technological facilities for SME businesses.

A range of businesses are located in Veridion Park including specialist manufacturing, food manufacturers, large wholesalers and suppliers of construction materials and tools.

The building stock in Veridion Park is largely of good quality. Whilst the site benefits from direct access from Yarnton Way, it has poor pedestrian and cycling connections, particularly to main transport stations such as Belvedere station.

Overall, the site presents an opportunity for delivering high-quality industrial buildings and is well-positioned to accommodate existing and future demand for industrial uses, for example in the logistics, large-scale manufacturing and cultural production sector.

Opportunities

- Potential to deliver an increase in industrial floorspace on vacant or underused sites in the SIL. There are opportunities to intensify and consolidate selected parts of the SIL to facilitate the release of some land for non-industrial uses close to Belvedere station, provided compliance with emerging London Plan policies.
- Potential location for a Place and Making Initiative
- Potential creation of industrial storage and distribution spaces to accommodate services that support the wider London economy, Thames Gateway Property Market Area and ambitions for the Thames Estuary corridor.
- Potential to improve walking and cycling connections to Belvedere station and across Eastern Way and Yarnton Way

Key considerations

- Environmental considerations and proximity to protected open spaces and Sites of Importance for Nature Conservation (SINC).
- Good access to road networks
- Industrial premises should have well-functioning and safe access, servicing and yard space. Minimising conflict with pedestrian movement is a priority.
- The Engine House - a well used multi-storey building that provides valuable space and cutting edge technological facilities for SME businesses.



FIG 3.11 Existing context at Veridion Park SIL

- Strategic Industrial Locations (SIL)
- SIL outside the OA boundary
- Potential industrial designation - to be formalised through Bexley's Local Plan review
- Metropolitan Open Land (MOL)
- ✳ The Engine House
- Vacant sites
- Railway tracks
- ⋯ OA boundary

ENCOURAGE USE OF VACANT LAND AND INTENSIFY SIL

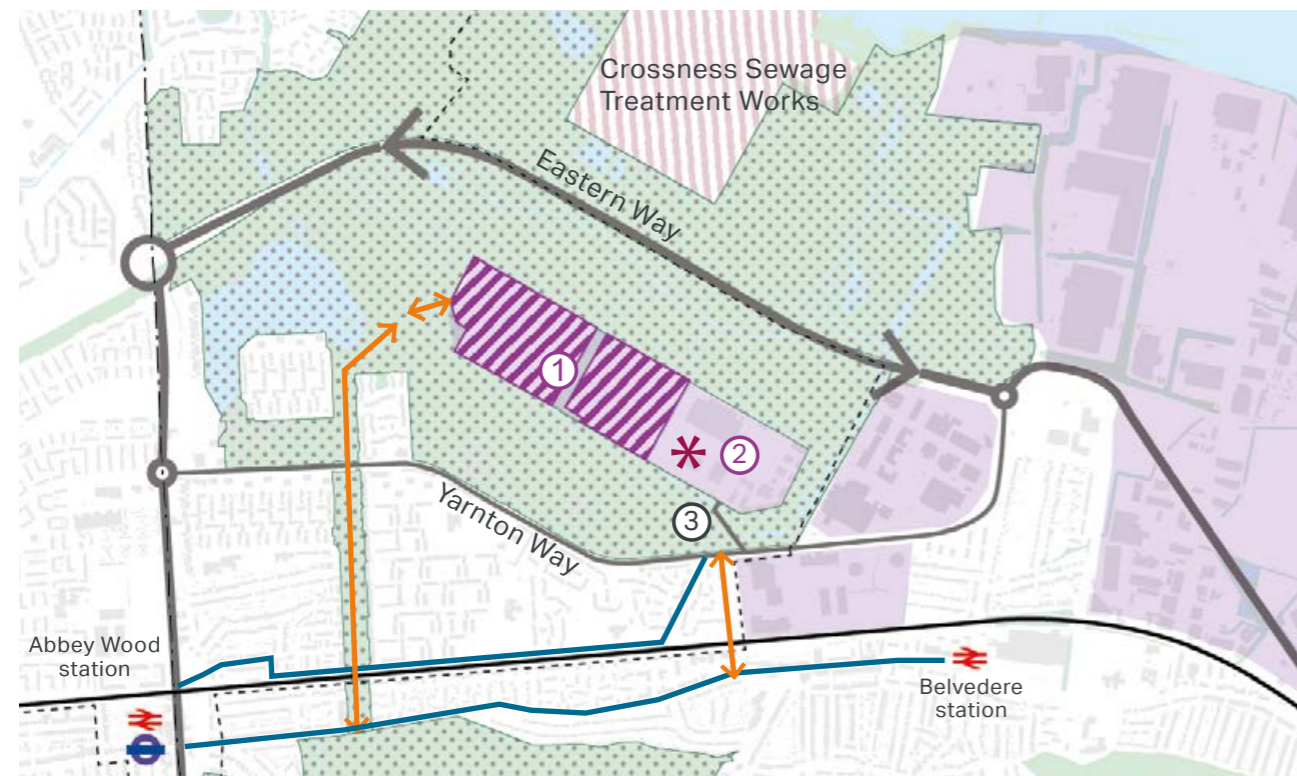










FIG 3.12 Encourage use of vacant land and intensify SIL

- | | |
|--|---|
| <p>① Make better use of vacant industrial sites to provide additional industrial capacity to accommodate demand for industrial space, for example in the logistics, large-scale manufacturing and cultural production sector. Potential for multi-storey typologies of medium to large industrial units.</p> <p>② Opportunities to intensify the use of existing industrial sites.</p> <p>③ Improve the public realm and walking and cycling provisions to Belvedere station and Abbey Wood Station. Refer to pg. 161 for further detail on walking and cycling improvements identified in the OA.</p> | <p> Potential intensification on vacant land</p> <p> Potential new/improved walking and cycling routes</p> <p> Potential improvements to existing connections</p> <p> Metropolitan Open Land (MOL)</p> <p> Strategic Industrial Locations (SIL)</p> <p> Potential industrial designation - to be formalised through Bexley's Local Plan review</p> <p> The Engine House</p> <p> OA boundary</p> |
|--|---|

Benefits

- Additional capacity for strategically important industrial uses, e.g. in logistics, large-scale manufacturing and cultural production sector.
- Potential for the intensification and consolidation of selected parts of SIL to facilitate the release of some land for non-industrial uses close to Belvedere station

Challenges

- Poor public transport and access to Veridion Park is a challenge which can be partly addressed with improvements to walking and cycling connections

LBB Industrial Land Strategy

LB Bexley is reviewing their Local Plan and are preparing an Industrial Land Strategy which will set out a strategic approach to Bexley's designated industrial sites, including the retention, intensification, and release of sites across the borough. In addition to providing key evidence supporting the Local Plan, the strategy will inform the forthcoming Design Supplementary Planning Document which will set out detailed guidance on the design of industrial development, including typologies appropriate for Bexley's market and design context.

Note: The options set out in this chapter show potential approaches to managing land uses in industrial areas in the OA. These options will need to be explored in greater detail to ensure their compliance with relevant policies in the emerging London Plan, and to explore potential opportunities for further intensification to provide additional industrial capacity.

3.4 Social and Community Infrastructure

Social and Community Infrastructure

Objective: Support strong and inclusive communities by planning for good quality social infrastructure people can easily access to support their day-to-day needs.

To understand the social infrastructure needed to support the levels of growth set out in the OAPF, we have undertaken a strategic assessment of social functions needed to support growth and how these can be physically provided in the OA.

This is a high-level assessment that will need to be kept under review with detailed assessments by RB Greenwich and LB Bexley, in collaboration with the relevant stakeholders and local community.

Social Infrastructure for Inclusive Communities

Social infrastructure is important in helping to create more socially integrated places by providing opportunities for different groups of people to build relationships, participate locally and access important services. This supports strong, inclusive communities where Londoners can make new connections that break down the barriers of social class and economic inequality and bring those of different ages and backgrounds together in shared experiences.

Engagement with local communities identified that building a strong and inclusive community is a top priority for people in the OA. There is a lack of cultural, social, evening and sports activities that bring people together, including places for youth and the elderly. Affordability and accessibility was highlighted as a key concern.

Access to facilities that provide multiple services

Efforts are already being made in the OA to deliver spaces capable of providing a range of facilities and services for people. This includes the Southmere Civic and Library building. This space will create a new heart for communities by co-locating a new public library and café with shared spaces, such as improved public realm and multi-purpose areas.

New community spaces should be affordable and flexible to host a variety of social and educational events, including skills and training programmes.

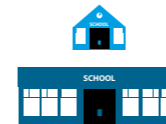
There are further opportunities in the OA, particularly at Thamesmead Town Centre and the wider Thamesmere site, to co-locate health facilities with leisure and community uses to create attractive hubs for well-being that are easily accessible by public transport, cycling and walking.

These spaces can provide valuable opportunities for people to find ways to improve their health and wellbeing by linking them up with what's going on in their local area so they can access activities that meet their physical, social and emotional needs.

Existing social facilities in the OA should be protected or replaced to ensure the needs of local people are met. Where possible, they should be enhanced to meet existing and future population needs or to sustain and improve services. Underused or redundant social uses, such as Sports Club Thamesmead, should be considered for improvement.

KEY PRIORITIES

Education



- Potential for new primary and secondary schools to be provided to meet the demand generated by new developments
- Promoting innovative design solutions for school provision within mixed use schemes
- Expansion of existing schools, where possible

Health



- Enhancing the links between green spaces and the river to increase opportunities for walking, cycling and running
- Provide facilities that are integrated and provide communal facilities that supports healthcare needs of communities, helping to provide opportunities for people to meet and socialise

Community Centres



- New community spaces that provide a range of facilities and services
- Community uses that are easily accessible and provide opportunities for local people to meet
- Opportunities for local people to know about events that are happening in their area
- Existing community centres should be protected or replaced to ensure the needs of local people are met

Play, Sports and Recreation



- Improve existing parks and open spaces to encourage their use, including more lighting and signs
- Protect and improve existing open spaces, pools, playing pitches, multi-use games areas and sports halls that are valued by the local community
- New sports and recreation facilities for children and young people
- Incorporate good-quality, accessible play provision for children of all ages, of at least 10 sqm per child
- Investment in new and existing play and informal recreation spaces for children and young people should be a priority

Education

EARLY YEARS PROVISION

Providing access to good quality, affordable childcare is important, particularly for the most disadvantaged families. Several factors impact a family's decision to use formal childcare, including household decisions about who works, whether family members can provide informal childcare and the cost of childcare.

Early engagement on the OAPF with local communities identified that Children's Centres serve as useful, multi-functional hubs for families in the OA. These services could also be delivered along with other key services that serve the needs of communities in the OA.

Population projections indicate that there could be an additional 2,500 0-3 year olds living in the OA by 2041.

To make sure the need for formal childcare facilities is understood, it is recommended that ongoing monitoring of the population growth and up-take of formal childcare is undertaken by the boroughs to establish the exact needs over time within the OA.

New facilities are encouraged in primary schools and as independent facilities across the OA. Space can be provided as part of mixed-use developments and should be located at convenient locations away from major roads with direct access to open space.

PRIMARY & SECONDARY SCHOOLS

There are several high achieving schools in the OA that have achieved an 'outstanding' Ofsted rating. There is an opportunity to make sure school provision upholds this high level of education to ensure young people have access to high quality education.

To understand the potential demand for school places, and where schools may need to expand we have modelled the demand for both growth scenarios up to 2041 based on the latest Department for Education requirements¹.

New schools or future expansions should consider if early years or special educational needs facilities can be accommodated where needed.

During engagement discussions with local communities many raised that there is an opportunity for cross-generational activities and learning within the community and better mobility for young people to be able to move around the OA and access the facilities they need.

Source: ¹DfE Building Bulletin 103: Area guidelines for mainstream schools

PRIMARY SCHOOL	SECONDARY SCHOOL
DLR & bus transit : 2.5 x 3 Forms of Entry	DLR & bus transit : 1 x 6 Forms of Entry
Intermediate stage: 1 x 3 Forms of Entry	Intermediate stage: 0.3 x 6 Forms of Entry

Recommended options for delivering potential additional school capacity

Primary school delivery strategy	Secondary school delivery strategy
<ul style="list-style-type: none"> Potential for new schools to be provided to meet the demand generated by new developments Promoting innovative design solutions for school provision within mixed-use schemes Expansion of existing schools, where possible 	<ul style="list-style-type: none"> Potential for new schools to be provided to meet the demand generated by new developments Intensification of existing uses to free up land for school provision, where possible

Please note that this is a high-level assessment of social infrastructure requirements in the OA. The figures above are indicative and will require detailed work by RB Greenwich and LB Bexley in collaboration with the relevant stakeholders and local community.

Health and Wellbeing

The way healthcare is provided is changing and the NHS has a long-term plan to deliver a more integrated service where people can access support and treatment for both their physical and mental health needs. An important part of this plan is an improved focus on preventative healthcare and delivering more care in the community, rather than in hospitals, to support people to be independent in their own homes.

What this means for the OA is that existing healthcare services within and around the OA will operate more efficiently and will become more accessible, with more services being provided in the evening, at the weekend and through 24-hour online tools. This means it is likely that demand for new healthcare buildings may be less than would have been expected in the past.

A health profile shows that the average life expectancy for residents in the OA is lower than the London average¹. Ward level data shows that life expectancy in the OA in the respective boroughs is lower than the boroughs average². Parts of the OA also have a higher proportion of children who are obese compared to the London and borough average³.

From local community engagement, it is clear that better access to quality healthcare is important. Many feel

there is an opportunity to provide a communal facility that supports the healthcare needs of communities and provides other services to create a hub where people can meet and socialise. Many also feel the OA provides a great opportunity to enhance the links between its many green spaces and the Thames Path to increase opportunities for walking, cycling and running.

The OAPF takes a balanced and considered approach to understanding what health and wellbeing services and opportunities can be provided in the OA to meet the needs of communities.

For healthcare centres, this considers the physical buildings within the OA that will be needed, what existing facilities can be expanded and how the NHS plans to integrate services. The below proposals to expand healthcare centres in the OA will help accommodate expected growth:

- Gallions Reach Health Centre
- The Lakeside Medical Practice

The GLA are working with LB Bexley and RB Greenwich and its Clinical Commissioning Groups who organise the delivery of NHS services to further understand if any new healthcare centres will be needed to accommodate growth.



FIG 3.41 Gallions Reach Health Centre at Thamesmead Town Centre



FIG 3.42 Lakeside Medical Practice. Photo credit: sonnemann toon.

Source: ¹RB Greenwich and LB Bexley are developing a joint Thamesmead Area Health Profile to provide a cross-boundary understanding of the particular health needs in the area. ²Census 2011 and ³Public Health England: Small area NCMP data (2017/18)

Play, Sports and Recreation

The OA benefits from large areas of green spaces, lakes and canals. Being close to nature contributes to the physical and mental well-being of people. Many of these spaces however tend to be underused, poorly maintained, inaccessible or seen as unsafe during certain times of the day.

There are opportunities in this OA to improve the usability of green and blue spaces, and to ensure new social facilities are located in areas that benefit from its natural assets. It is also important to ensure that they are accessible by public transport, walking and cycling.

Through engagement with residents, it is clear that access to affordable sports activities that bring people together is important. Many feel that improved access to facilities that can provide a variety of physical activities for children and young people including football pitches should be a priority as the area develops and the population increases.

The OA benefits from several existing football pitches with most of these being provided at the Sporting Club Thamesmead which includes one full size adult football pitch, two junior football 11v11 pitches and a full-size flood-lit artificial grass pitch. The facility is home to the Athletic women's football team, Sporting Club Thamesmead Football Club and Welling Town.

There is potential for the expansion of the existing Thamesmead Sporting Club to address Bexley's deficit of formal outdoor sports provision as identified in the Bexley Playing Pitch Audit.

Additionally, there is an opportunity in this OA to improve some of the existing sports and recreational facilities that cater to more informal uses, particularly for children and young people.

A key opportunity is the improvement of the multi-use games areas at Crossways Park, Binsey Walk and Maran Way/Wolvercote Road which provides an opportunity to create a high-quality network of modern, bright, creative and engaging spaces for children and young people to play informal football and games.

Southmere Lake also provides an opportunity to provide water play areas for children and the Thamesmere Leisure Centre and pool has been identified by the Council as in need of refurbishment, with the potential for the co-location of new sports facilities that improve access for locals.

The Football Foundation and boroughs have identified the potential for sports and recreational facilities to be invested in over the next 10 years within the OA including a new multi-use games area in Abbey Wood.

PLAY, SPORTS AND RECREATION

Intermediate Stage	<p>Children's play space up to 38,800 sqm in new developments</p> <p>1 Sports Hall</p> <p>1 Community pool (or equivalent)</p>
High Growth	<p>Children's play space up to 65,000 sqm in new developments</p> <p>2 Sports Halls</p> <p>2 Community pools (or equivalent)</p>

METHODOLOGY

Both scenarios are based on the delivery of 50% affordable housing across developments. This would result in the highest estimated number of people that could live in new developments in the OA based on the GLA Population Yield calculator.

Indoor sports hall : 0.3 courts per 1,000 residents¹

Swimming pools : 11.48 sqm per 1,000 people. 1 community pool is 212.5 sqm²

Children's play space: 10 sqm of playspace per child in new residential developments³

Source:

¹Sport Facility Calculator (SFC) - Sport England

²Sport England Swimming Pools: Updated Guidance for 2013; Appendix 1 Pool types and technical design issues.

³Emerging London Plan (based on delivery of 50% affordable housing across the development)

Please note that this is a high-level assessment of social infrastructure requirements in the OA. The above SFC calculations have been used as a broad indicator of the facilities that may be required based on the OAPF growth scenarios. The SFC calculator does not take account of facility location compared to demand, capacity and availability of facilities, and cross boundary movement. As such, a detailed study by RB Greenwich and LB Bexley should be conducted using Sport England's Facilities Planning Model (FPM) to model the current and future level of provision for major community sports facilities, swimming pools, sports halls and artificial grass pitches in the OA. Assessments should consider the need for cross-borough collaboration.

Emergency Services

FIRE AND EMERGENCY SERVICES

The overarching strategy for London Fire Brigade's vision to be a world class fire and rescue service for London and its visitors is set out in the [London Safety Plan](#). Ensuring that resourcing requirements meet the needs of constantly changing population demographics and service demands, across London's 32 Boroughs and the City, is an important part of that vision.

London Fire Brigade (LFB) works closely with the Metropolitan Police Service and the London Ambulance Service to drive effective and efficient service delivery in communities across all three services. This includes ongoing commitments to a wide range of developing public-facing service delivery initiatives that include co-location, joint response, safeguarding work and community safety work.

Education, prevention and community safety initiatives are an important part of the LFB's work in communities across London. Important initiatives to inform and educate local communities include Home Fire Safety Visits, schools visits, and Group Risk Visits to vulnerable and elderly adults in care homes. This includes fitting smoke alarms free of charge if not already fitted in the property.

LFB's **Fire Safety team** visits local businesses to advise on prevention issues and, together with the

Communications team, are pushing for change in important public safety issues such as changing the law on sprinklers and improving the safety of electrical goods in the home. LFB uses social media to raise awareness of fire risk and actions that people can take to keep themselves safe and prevent fires.

LFB continues to invest in its **Opening Up Fire Stations** and **Wellbeing in the Community** initiatives. Community rooms on fire stations are a growing part of LFB's community engagement, education, and safety work.

Within the RB Greenwich, and close to the Thamesmead and Abbey Wood OA, LFB continues to develop its resourcing requirements to meet the needs of local communities and the growing population. LFB is currently putting forward proposals to **refurbish and extend Plumstead Fire Station**.

In 2018, as part of this work, LFB commissioned risk modelling work to ensure that the Plumstead Fire Station is well placed to meet attendance targets to get the first fire engine to an incident within a London wide average of 6 minutes and a second fire engine within a London wide average of 8 minutes. The proposals will also include space for a community room at this fire station.

SAFETY AND POLICING

Through engagement with local people on the OAPF, we understand that some people have concerns over their safety when walking through open spaces and parks at night in the area because of a lack of lighting and signage to provide clear safe directions.

We also understand that many residents think an increased visibility of police in the area would help improve safety. Through the OAPF process, we work with the **Metropolitan Police Service's Designing Out Crime team** to ensure the design of public spaces support the community and reduce crime.

A key priority of the Mayor and the Metropolitan Police Service is to address crime and anti-social behaviour within communities by strengthening local policing through **Dedicated Ward Officers**. The OA covers five different wards within LB Bexley and RB Greenwich. This means that the OA will be served by ten Dedicated Ward Officers and five **Police Community Support Officers** in Safer Neighbourhoods Teams operating across the OA.

Social and Community Infrastructure

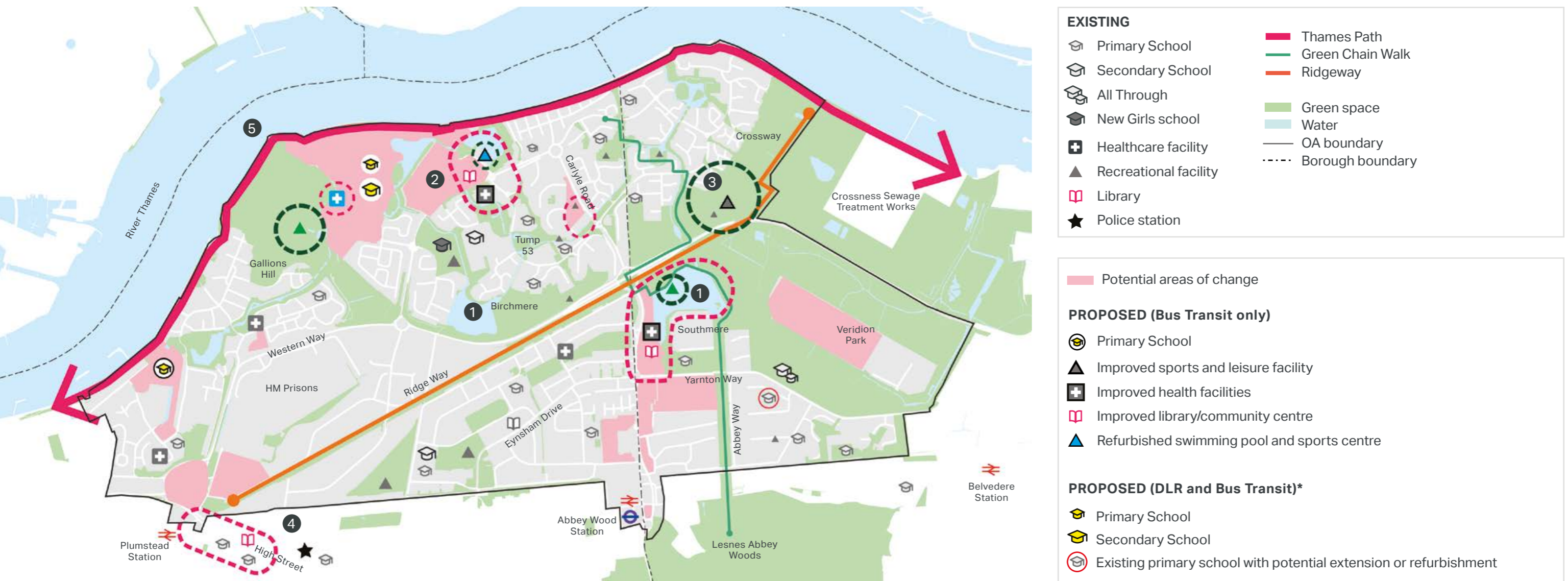


FIG 3.43 Opportunities for social and community infrastructure in the OA

- 1 Potential for community and water related activities at Southmere and Birchmere Lake. This could include a review of water sports and recreational provisions across the OA.
- 2 Thamesmere Leisure Centre and pool are identified as in need of refurbishment and expansion to cater for the increased population in the area. There is potential for co-location with a sports hall.
- 3 Retain and improve the club. Potential outdoor sports provision and community spaces for all ages.
- 4 Plumstead Library and Leisure Centre is currently undergoing refurbishment and will include a library, performance space, leisure facilities and café.
- 5 Potential improvements along the Thames Path create a safe and attractive environment for walking, cycling and running. The entire riverside along the OA is also identified by the Port of London Authority as an extended Sport Opportunity Zone through the Thames Vision.

EXISTING

- 🎓 Primary School
- 🎓 Secondary School
- 🎓 All Through
- 🎓 New Girls school
- 🏥 Healthcare facility
- 🏊 Recreational facility
- 📖 Library
- ★ Police station
- 👉 Thames Path
- 👉 Green Chain Walk
- 👉 Ridgeway
- 🌿 Green space
- 💧 Water
- OA boundary
- ⋯⋯ Borough boundary

👉 Potential areas of change

PROPOSED (Bus Transit only)

- 🎓 Primary School
- 🏊 Improved sports and leisure facility
- 🏥 Improved health facilities
- 📖 Improved library/community centre
- 🏊 Refurbished swimming pool and sports centre

PROPOSED (DLR and Bus Transit)*

- 🎓 Primary School
- 🎓 Secondary School
- 🎓 Existing primary school with potential extension or refurbishment
- 🏊 New sports facility
- 🏥 New health facility
- 📖 Improved library/community centre
- 👉 Proposed community hubs (potentially suitable for colocations of community facilities)
- 👉 Proposed sports and leisure hubs

* Includes social and community infrastructure in Bus Transit only option

3.5 Environment, Energy and Utilities

Objectives

- Improve the quality, functionality and accessibility of existing green spaces. Integrate more greenery into parts of the OA and aim to secure net biodiversity gain where possible.
- Address flood risk, water use and wastewater infrastructure in a holistic way and improve resilience to the impacts of climate change.
- Create a smart, integrated energy system that allows new developments to achieve net zero-carbon, and the opportunity for existing buildings to connect to a low-carbon heat network.
- Improve air quality in the OA and reduce exposure to air pollution. Achieve an air quality positive approach.
- Reduce waste, increase material re-use and recycling, and support the circular economy
- Improve digital connectivity for local residents and businesses, and support the delivery of full-fibre, or the equivalent digital connectivity,

Green Infrastructure

Objective: Improve the quality, functionality and accessibility of existing green spaces. Integrate more greenery into parts of the OA and aim to secure net biodiversity gain, where possible.

The OA benefits from extensive areas of green space and a network of water bodies. These assets provide services that contribute to the health and wellbeing of local people, mitigate the impacts of climate change and help conserve and enhance biodiversity. As development takes place, it is crucial to protect and enhance these existing assets, improve the OA's unique landscape, and weave a coherent green infrastructure network into the built environment.

- Green infrastructure¹ principles in the OA:
- Improve existing green spaces and waterways by improving access to and through the network
 - Promote healthier living by ensuring local amenities and destinations are in reach via sustainable transport modes.
 - Ensure footpaths are well-lit and feel safe to encourage walking
 - Strengthen and enhance existing Sites of Importance for Nature Conservation (SINC) to improve ecological resilience
 - Tackle sources of pollution to improve water quality and increase the use of sustainable drainage
 - Reduce exposure to poor air quality by providing greener walking/cycling routes

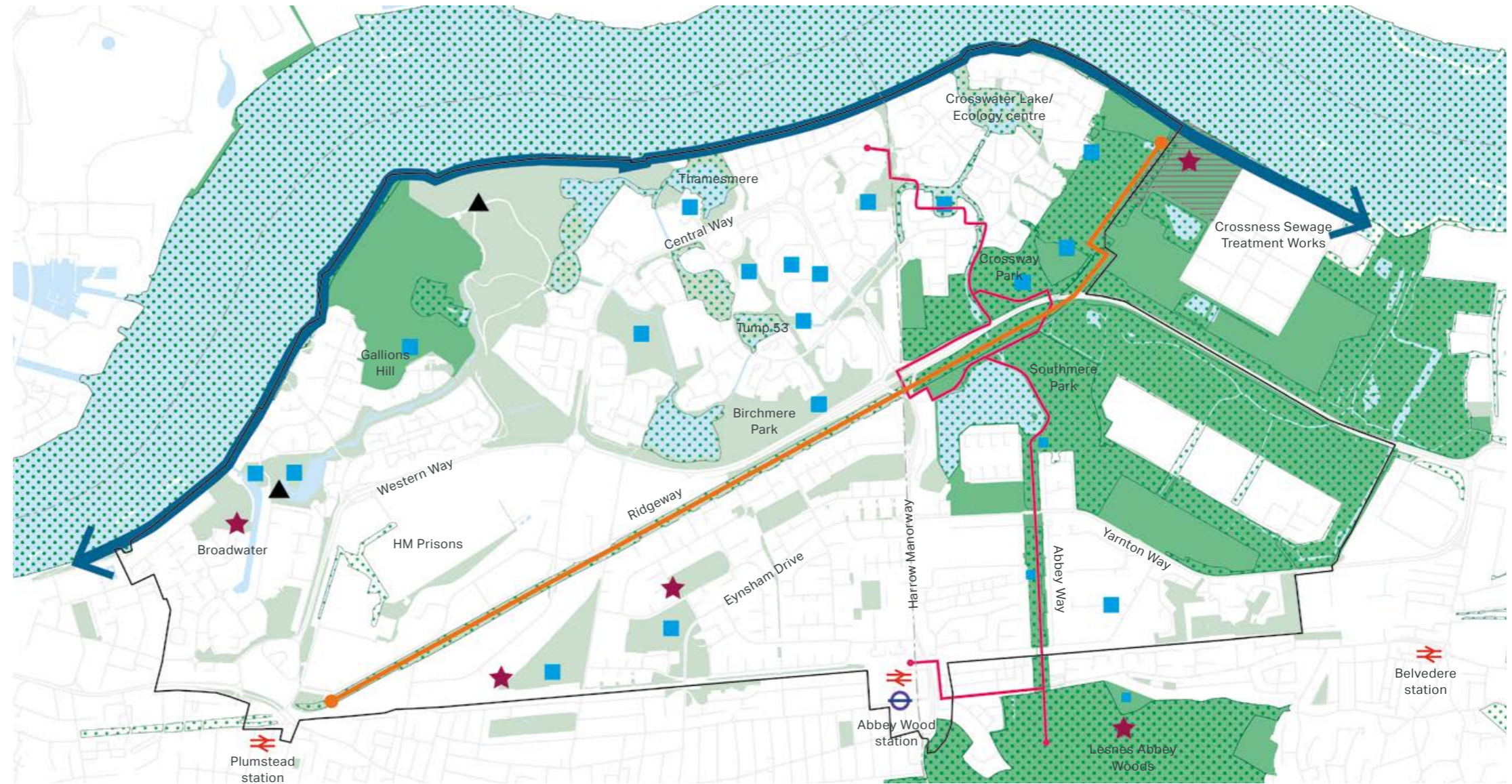


FIG 3.51 Existing open spaces and waterways in the OA

- Lessen the adverse impacts of climate change by improving flood management capacity of existing waterway networks and by greening the public realm to create shade and natural cooling.

EXISTING

- Metropolitan Open Land (MOL)
- Site of Importance for Nature Conservation (SINC)
- Green spaces
- Water
- Crossness conservation area
- Recreational facility (e.g. playground, basketball court)
- Designated listed structures
- Potential contaminated land
- Thames Path
- Green Chain Walk
- Ridgeway

¹Comprises the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.

Green Infrastructure: an integrated approach to active travel, ecological connections and flood risk management

The OA's network of green and blue spaces, street trees, green roofs and other major assets, such as natural or semi-natural drainage features, should be planned, designed and managed in an integrated way. Opportunities for green infrastructure improvements in the OA include:

- 1 Thamesmead Waterfront
- 2 Broadwater Dock
- 3 Tripcock Park
- 4 Sports Club Thamesmead
- 5 Former Thamesview Golf Course
- 6 Southmere Lake
- 7 Ridgeway
- 8 Abbey Way
- 9 Green transit avenue

New developments should improve existing natural assets and contribute to the green infrastructure network. This includes:

- Reducing motor traffic from local streets and increasing planting to create boulevards and pocket parks
- Introducing green roofs and façades
- Creating new areas of flood storage
- Introducing reed beds and wild flowers to conserve and enhance wildlife and natural habitats, where appropriate
- Supporting and securing management of new and existing open spaces
- Ensuring new public spaces and routes are well-lit and feel safe

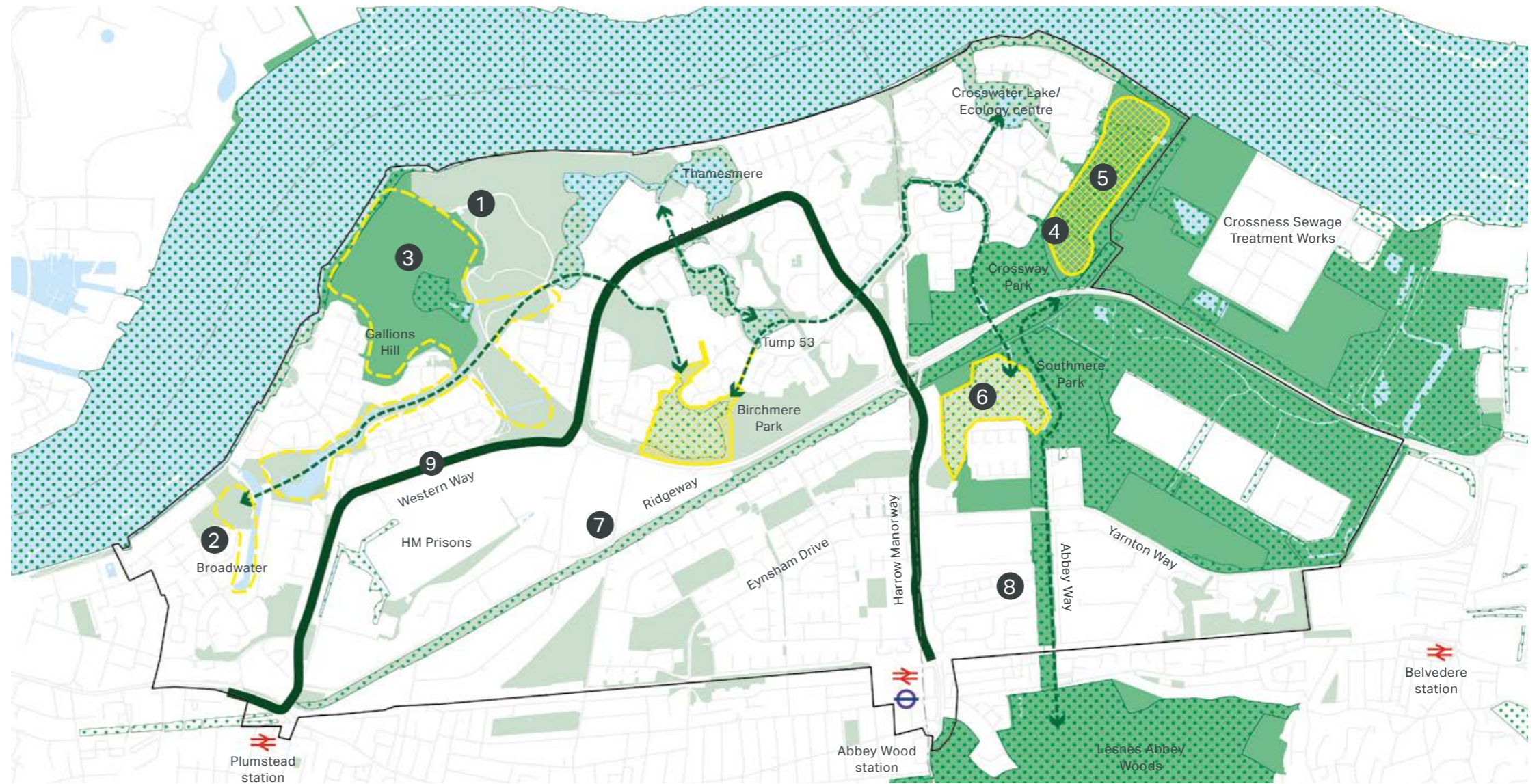


FIG 3.52 Proposed improvements in the OA

Living in the Landscape

Peabody is preparing a green and blue infrastructure strategy which provides detailed proposals and a roadmap for making long-term improvements to Thamesmead's landscape.

EXISTING

- Metropolitan Open Land (MOL)
- Site of Importance for Nature Conservation (SINC)
- Green spaces
- Water

PROPOSED

- SINC improvements
- Green space improvements
- Potential for urban greening along the bus transit corridor
- Potential green corridors

Refer to **Part 4 Places** for further details on green infrastructure and walking and cycling improvements in the OA

Flood risk, drainage and sustainable water management

Objective: Address flood risk, water use and wastewater infrastructure in a holistic way and improve resilience to the impacts of climate change.

There are big opportunities in the OA to implement new, fully integrated water services infrastructure - such as water supply, wastewater and flood risk management - to support sustainable developments in the OA while providing safe, attractive waterfront destinations for people and wildlife.

Some of the key opportunities in the OA are to contribute to flood risk management particularly at large development sites, create recreational areas and habitat, and reopen the Thames riverside in ways that manage flood risk while providing a safe, attractive waterfront destination for people and wildlife.

Flood risk

Almost the entire OA is in Flood Zone 3. This means that without existing flood defences or should the network of defences fail, the area would be at high risk of flooding. The OA experiences flood risks from several sources. The full OA is at risk from tidal flooding from the Thames and fluvial flooding from the marsh dyke system. Parts of the OA are also at risk from surface water and ground water flooding.

Thames Estuary 2100 Plan (EA, 2012) sets out an action plan for tidal flood risk management in the OA. This plan identifies that development should

improve flood risk management, including floodplain management and defences that enhance the waterfront environment.

The Port of London Authority (PLA) has produced **Estuary Edges** guidance with design guidance and case studies on ecological design of riverside areas.

The EA and GLA are supporting local authorities to develop **Riverside Strategies**. The development of such an approach is considered particularly important given the flood risk within the OA. These strategies should set out detailed requirements, restrictions and opportunities for updating flood defences along the Thames.

Future updates to defences should be designed into waterfront development plans and local masterplans to adapt to increased flood risk and a higher Thames as a result of climate change. Even with good flood defences there remains a residual risk that those defences could fail. It is therefore important that developments factor in **future defence raising requirements** and flood resilience measures that mitigate this risk.

An **Integrated Water Management Strategy** (IWMS) prepared in 2017 identified development constraints in the OA due to flooding, surface water drainage, water supply and waste water infrastructure. The study includes opportunities to address these challenges in a holistic way.



FIG 3.53 Areas at risk of flooding during an extreme flood event if flood defences were to breach or fail (Thames Tidal Breach Inundation, 2018)



FIG 3.54 Surface water flooding (source: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>)

Flood risk, drainage and sustainable water management

Drainage improvements in the OA will be required over the next 30 years to support the level of development proposed. These include sustainable drainage for control of runoff, enlargement of drainage channels, open spaces for flood storage and improvements to the sewer network and pumping stations.

Sustainable drainage system (SuDS)

A surface water management strategy is recommended and this should be developed using a SuDS treatment train approach. The strategy should:

- Encourage developments to maximise opportunities for source control features, permeable surfacing, blue roofs and green roofs.
- Include rainwater harvesting, infiltration systems, living walls and bio-retention systems, where suitable.
- Include streetscape SuDS features to convey runoff from development plots and public realm areas to the ultimate discharge location. These features should be provided using blue-green infrastructure, such as rain gardens, swales and specially designed tree pits and trenches.
- Reduce discharge to greenfield runoff rates. Remaining surface water discharge to existing canal and lake systems should be prioritised over sewage discharge, where sufficient capacity exists or can be created.

New developments should contribute to water and flood risk management by:

- Minimising and mitigating flood risk in ways that do not compromise good urban design, including incorporating flood resilience measures.
- Creating new areas of publicly accessible open space that link to the wider green infrastructure network and incorporate SuDS.
- Maximising the use of SuDS within developments, prioritising rainwater harvesting and nature-based SuDS
- Employing flood management methods that contribute to increasing flood storage and creating recreational areas and habitat.
- Ensuring surface water run-off management is as close to its source as possible (e.g. rainwater harvesting, green roofs) and reducing discharge rates to greenfield runoff to minimise surface water discharge to combined sewers.
- Being as water efficient as possible, meeting the optional target within the building regulations (105 litres per person per day) for residential developments and BREEAM Excellent for non-residential as a minimum.
- Identifying and maximising opportunities for rainwater, greywater or wastewater reuse within development sites.
- Ensuring developments take into account future flood defence improvement needs and maintenance access as part of waterfront development plans.



FIG 3.55 Opportunities for flood risk, drainage and sustainable water management improvements in the OA

EXISTING

- Water
- Green space
- Ridgeway/Southern Outfall Sewer
- Potential contaminated land
- OA boundary

PROPOSED

- Improved access to the Thames
- River frontage and flood defence improvements
- Potential wetland locations
- Potential canal reconnection
- Potential for streetscape SuDS

Key opportunities in the OA:

- 1 Thamesmead Waterfront
- 2 Thamesmead Town Centre
- 3 Broadwater Dock
- 4 Southmere Lake
- 5 Birchmere Lake
- 6 Crossway
- 7 Bus transit route

Riverside developments

The OA sits in the TE2100 action zone 4. Flood risk management should be factored in to all riverside developments. Land may have to be set aside for future flood defence upgrades as a result of increased flood risk and climate change. Defence upgrades should seek to maintain the standard of protection from flood risk, improve the waterfront environment and provide better opportunities for public access and use of the riverside. Access should be maintained to enable long term maintenance and future upgrades to the flood defences.

Air Quality

Objective: Improve air quality in the OA and reduce exposure to air pollution. Achieve Air Quality Positive approach.

The emerging London Plan sets out ambitions to improve London's air quality, reduce public exposure to poor air quality and minimise inequalities in air pollution exposure. Developments must meet the Air Quality Neutral benchmark for building emissions. The OA also provides opportunities to go further and use an Air Quality Positive Approach. Further guidance is provided in Policy SI1 of the emerging London Plan.

There are two GLA Air Quality Focus areas adjacent to the OA boundary. LB Bexley and RB Greenwich are also declared Air Quality Management Areas (AQMA).

Several junctions on major highways in the OA have been recorded to fail annual mean objectives on NO² air pollution and have high concentrations of particulate matter. These are Pettman Crescent gyratory, Harrow Manorway and the junction of Western Way and Battery Road. Large developments (e.g. Thamesmead Waterfront, West Thamesmead/ Plumstead) have the potential to improve local air quality through effective design and integration with surrounding areas.

Large developments should propose methods to achieve an Air Quality Positive Approach. Consideration should be given to:

- **Air Quality Focus Areas**

Developments, in particular those adjacent to Air Quality Focus Areas and in areas that have been recorded to fail annual mean objectives of nitrogen dioxide (NO₂), should demonstrate how they seek to improve local air quality and propose new methods of addressing this issue.

- **Reducing exposure**

When planning for development, particular care should be given to the location of priority services, such as schools and health centres, to reduce the exposure of people to harmful pollution.

- **Construction, freight and servicing**

There should be a coordinated approach to construction, freight and servicing across the lifespan of development in the OA to reduce disruptive vehicle movement, prevent congestion of roads and improve air quality. A **Construction and Freight Strategy** should be prepared to ensure an integrated and coordinated approach to development.

- **Energy strategy**

The strategy should support the development of a district heat network in the OA to contribute to improvements in air quality by reducing the area's reliance on gas for heating and hot water.

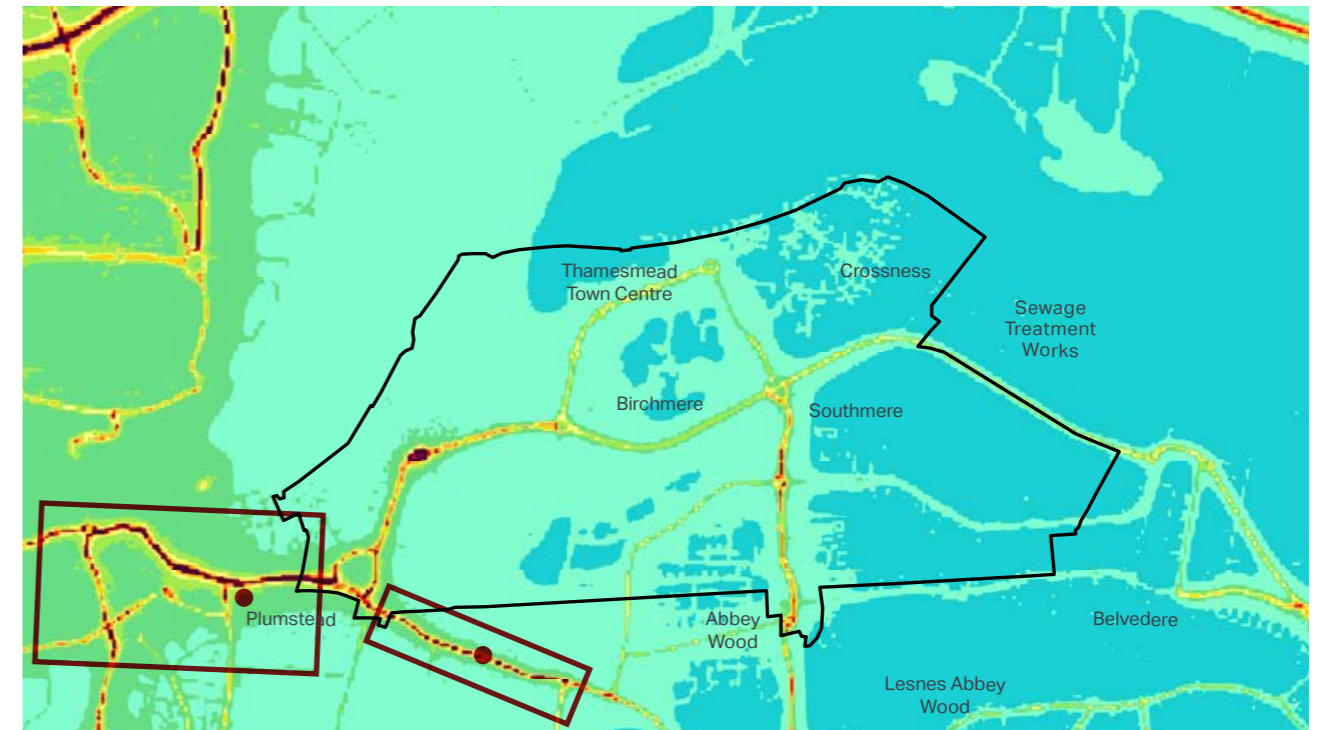
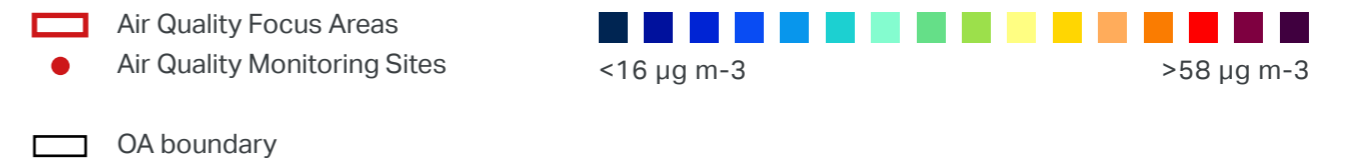


FIG 3.56 Annual average concentrations of nitrogen dioxide (NO₂) across the OA as modelled by the London Atmospheric Emissions Inventory (2016). The legend below increases in increments of 3 µg m⁻³, the legal limit is 40 µg m⁻³ (source: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/london-air-quality-map>)



Energy and Utilities

Background studies

A Development Infrastructure Funding Study (DIFS) for the OA was conducted in 2016 by Peabody. The study considered the impact of 21,000 new homes in the OA. In parallel to this, LB Bexley commissioned a DIFS in 2016 to support its Growth Strategy.

In 2015, in partnership with the GLA, LB Bexley developed an Energy Masterplan which investigated energy supply and demand, and the potential for district heating in the borough with a focus on the Thamesmead and Abbey Wood area.

These reports and ongoing studies in GLA Planning, Economics, Demographics, Environment and Infrastructure and TfL have been considered to set out an initial understanding of the utilities required and the associated costs of supporting a sustainable approach to development in the OA.

Through these studies, discussions have taken place with utility providers to ascertain the infrastructure requirements for the OA. These have included meetings with UK Power Networks (electricity and cabling), Thames Water (water, wastewater and sewerage), SGN (gas), RB Greenwich, LB Bexley and other stakeholders (heat networks).

Delivery Coordination

The successful delivery of smart, integrated and sustainable infrastructure should minimise disruption and mitigate the impacts of future growth and development by supporting sustainable growth.

The OA spans across two boroughs and will require careful planning and coordination across the OA. **Part 5 Delivery and Coordination** contains recommendations on the delivery of key infrastructure and suggests opportunities to monitor the development of the OA.

Energy

Objective: Create a smart, integrated energy system that allows new developments to achieve net zero-carbon, and the opportunity for existing buildings to connect to a low-carbon heat network.

The emerging London Plan requires new developments to contribute towards London achieving its ambitious target, as set in the London Environment Strategy, to become zero carbon by 2050. Policy SI2 of the emerging London Plan sets out the need for new development to be net zero carbon and this should be achieved through the energy hierarchy - Be Lean, Be Clean, Be Green, Be Seen.

Achieving this target will require a combination of energy efficiency and the use of smart technologies to reduce and manage the use of energy, followed by the utilisation of local, clean and low carbon energy sources and networks to supply the remaining energy demand. Post-construction energy performance should be reported and monitored.

Thamesmead and Abbey Wood OA has the potential to position itself as a leader in tackling the climate emergency - adapting to the impacts of climate change and pioneering an approach to place-making that creates highly sustainable communities.

Heat networks

Heat networks - in areas where heat density is high - form an important part of the energy transition and will be an integral part of the smart integrated energy systems that London creates to achieve its ambition of being zero carbon by 2050.

In addition to supplying heat to buildings, heat networks will need to play an active role in decarbonising the energy system. This is achieved by making use of secondary heat sources, and through their ability to store electrical energy in the form of heat they will provide flexibility and resilience to the electricity networks as well as maximising the contribution that renewables can make to the energy mix.

Heat networks also have an important strategic role in protecting the capacity of the electricity network in areas of high heat demand by meeting that heat demand. This is because heat networks, with thermal stores, can help minimise and manage the demand for electricity across the day and reduce the impact that the electrification of heat would have if otherwise met at an individual building or unit level.

This preserves capacity and creates resilience in the network, reducing or deferring the need for additional sub-

P3
3.5

Energy

stations, that can be used to meet the increased demand expected from new development and the electrification of transport.

While there are no existing heat networks in the Thamesmead and Abbey Wood OA, the GLA are working closely with LB Bexley on an **Energy Masterplan** and resulting feasibility study to create a heat network in the area.

The existing **Riverside Resource Recovery (RRR) facility**, an Energy from Waste (EfW) plant, will be the primary heat source and the heat network will supply the space heating and hot water demand of the OA. There are other sources of waste heat in the area that could be used in the heat network, including from Crossness sewage treatment plant and industrial operations in Belvedere.

Heat demand in the OA can be met entirely by a heat network supplied with waste heat from the existing RRR EfW. This was modelled as part of the Decentralised Energy Enabling Project (DEEP) funded Thamesmead and Belvedere Heat Network Feasibility Study commissioned by LB Bexley and completed in August 2019. The first phase was completed in December 2018 and the second phase completed in August 2019.

Where connection to an existing heat network cannot be made immediately, major developments should investigate the feasibility of a site-wide heat network that is future-proofed so that it can be connected to the district heat network once built. Development should also maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.









Net-zero carbon target

New developments should optimise energy efficient design and be net zero carbon. Policy SI2 of the emerging London Plan sets out targets and requirements for major developments to demonstrate how the net zero-carbon target can be met.

An Energy Strategy should be developed to support the development of a district heat network in the OA. The strategy should contribute to improvements in air quality by reducing the area's reliance on gas for space heating and hot water.



FIG 3.57 Proposed district heating network in Belvedere (Source: Bexley Energy Masterplan, Scenario 2 - Extended Belvedere and Thamesmead)

-  RRR EfW Facility (River Resource Recovery Ltd - Energy from Waste factory)
-  Phase 1 of proposed district heating network
-  Future phases of proposed district heating network
-  OA boundary
-  Borough boundaries
-  Green space
-  Water
-  Major roads

Energy

Electricity

Peabody have secured sufficient electrical capacity for future developments at Southmere Phase 2 and Coralline Walk from the existing UKPN network. Beyond this, network upgrade and reinforcement will be required to serve major developments in the OA. The following upgrades may be required to service growth of utility networks in the Opportunity Area:

- A new primary substation at Sewell Road or within Peabody land.
- Associated upgrading of high voltage network

New developments should prioritise energy efficient design, connection to the heat network and renewable energy production to reduce demand on the local and strategic network.

The heat network will provide resilience and protect remaining capacity on the network by meeting the heating and hot water demand of the new developments as this will displace the alternative approach of the electrification of heat at an individual building level.

The heat network allows demand to be much better managed as the thermal stores allow heat to be produced by the large-scale heat pumps when demand on the electricity networks is low and then released to meet the heat demand as it occurs.

Gas

The timing of development phases for the OA mean that many of the developments will be completed after 2025, which is after the government's proposed Future Homes Standard will be adopted. This is expected to state that no new homes will be connected to the gas network.

Adoption of this standard, along with the limited spare capacity within the local electricity network, highlights the importance of developing a low-carbon and affordable heat network that will supply heating and hot water to the developments within the OA.

There are several waste heat sources in the area, including Crossness sewage treatment works and the Riverside Resource Recovery facility Energy from Waste plant, that could not only meet the expected heat demand of the OA but could also support the expansion of the heat network into the surrounding area.

There is enough capacity in existing gas infrastructure in all areas, with the exception of North Thamesmead. This means that no further supply capacity will be needed and gas can be used strategically in the OA to meet high value heat demand such as industrial uses or, if needed, for supporting the local electricity network through use in gas-fired CHP plant connected to the heat network.

Water Supply and Waste Water

Objective: Address flood risk, water use and wastewater infrastructure in a holistic way and improve resilience to the impacts of climate change.

Water

Water supply has been identified as one of the greatest challenges to development in the area. To cater for the high growth scenario, water network reinforcements to the existing network are required and would have large capital costs associated with them.

A range of demand management measures and alternative water supply options are recommended and should be implemented to mitigate this risk. All developments should be constructed to the maximum achievable standards in water efficiency and include water metering and smart network technologies.

Wherever possible, properties should be constructed with an alternative water supply provided through rainwater, greywater or wastewater recycling. Retrofit of existing developments to improve water efficiency and reduce potable water demand would help contribute to OA-wide demand management and deferral of capital costs.

Waste water

Drainage infrastructure in the OA is split into foul and surface water sewers, with the latter discharging into the lake and canal system for a large part of the OA. In some areas the surface water discharges into the trunk sewer. There are three trunk sewers in the OA; the high-level sewer, low level sewer and the outfall sewer. These sewers fall by gravity into the Crossness Sewer Treatment Works, situated to the east of the OA. This system is currently at 50% capacity during dry weather flow events; and the main trunk sewer is understood to experience high capacity during storm events.

Major developments should ensure allowance for reinforcement works to existing sewers and pumping stations and submit a pre-development enquiry to Thames Water to assess the capacity to accommodate any future increase in loading.

An **Integrated Water Management Strategy (IWMS)** was prepared by Aecom in April 2017. The IWMS recommended a feasibility study on the potential of using highly treated effluent from Crossness Wastewater Treatment Works to supply non-potable demands throughout the OA. A detailed IWMS is recommended to determine the feasibility of this, identify opportunities for tying drainage and water reuse together; and develop an overall water supply masterplan and delivery mechanisms.

Waste and Recycling

Objective: Reduce waste, increase material re-use and recycling, and support the circular economy

Circular economy principles should be incorporated into the design, construction and management of new developments in the OA. This includes designing buildings for adaptation, reconstruction and deconstruction to extend the useful life of buildings, allow for the salvage of components and materials for reuse or recycling and minimise impacts from construction activities.

Building designs and the street scene should be designed so that residents have opportunities to move waste up the waste hierarchy. As a minimum, adequate and easily accessible storage space and collection systems must be provided in new development proposals to support recycling and reuse that allow for the separate collection of dry recyclables and food waste.

An Integrated Waste Management Facility is located west of the OA in RB Greenwich, which includes two safeguarded waste sites. Policy S18 and S19 of the emerging London Plan state that existing waste management sites should be safeguarded and the capacity of existing waste sites should be optimised.

¹An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste.

A Circular Economy Statement

should be produced for large-scale developments to set out opportunities for innovative building design that avoids waste, supports high recycling rates and helps London transition to a circular economy, where materials, products and assets are kept at their highest value for as long as possible.

In addition to the Circular Economy¹ statement as required by the London Plan, new developments should:

1. Include a detailed waste management strategy, giving detailed consideration to the amount of waste and recyclables produced in each unit, and the transport and storage of recyclables within the development.
2. Consider how this will integrate with the adopted collection methodology that will be employed for removing wastes and recyclables from the development.
3. Maximise opportunities for the collection of recyclable materials in the public realm, where possible, consider the provision of measures that support the avoidance of waste, such as the integration of drinking water fountains/water bottle refill stations.
4. Provide details on the destinations of waste movements off site, particularly where wastes are collected by a sub-contracted third party. This should be provided on request by all contractors and sub-contractors.

Digital Connectivity

Objective: Improve digital connectivity for local residents and businesses, and support the delivery of full-fibre, or the equivalent digital connectivity, across the OA.

Policy SI6 of the emerging London Plan states that full-fibre or the equivalent digital connectivity should be supported, particularly in areas with gaps in connectivity. The OA is currently served by Openreach and Virgin Media, amongst other telecom providers with fibre distribution networks. Openreach is the incumbent network operator in the OA, however they do not provide market leading 1Gbps speeds.

There are a number of other Alternative Network Operators who could provide a Fibre to the Home (FTTH) connection to new development sites, for example Community Fibre and Hyperoptic.

Good indoor and outdoor voice and data coverage is available from all four mobile network operators. Operators should be consulted regarding new developments to ensure 4G coverage continues and to plan for 5G.

Digital infrastructure is as important for the proper functioning of the OA as energy, water and waste services and should be treated with the same importance. Given the levels of development in the OA, it is important these works are coordinated to minimise disruption.

New developments should:

1. Ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users
2. Meet expected demand for mobile connectivity generated by the development
3. Take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation
4. Support the effective use of rooftops and the public realm to accommodate well-designed and suitably located mobile digital infrastructure

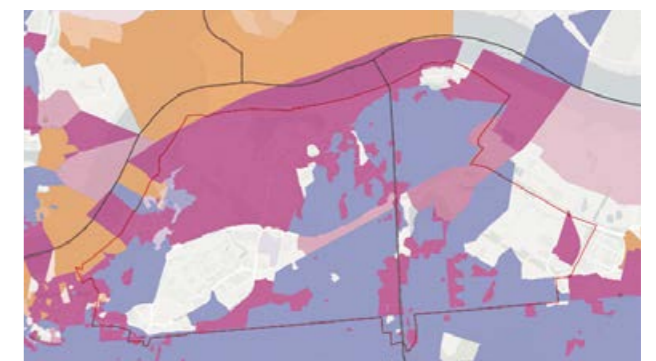


FIG 3.58 Existing digital connectivity in the OA (source: <https://maps.london.gov.uk/connectivity>)

- Full fibre availability
- Ultrafast Broadband availability
- Superfast Broadband availability
- Borough boundary
- OAPF boundary



4 Places

Chapter contents

- 4.1 Spatial Framework
- 4.2 West Thamesmead & Plumstead
- 4.3 Thamesmead Town Centre & Waterfront
- 4.4 North Thamesmead & The Moorings
- 4.5 Abbey Wood
- 4.6 East Thamesmead & Veridion Park

Spatial Framework

Introduction

This section sets out a spatial framework to help deliver the OAPF vision and objectives. It aims to guide development in a way that delivers Good Growth, making sure that existing and new communities benefit from investment and change in the area. Proposals described in this chapter have been categorised into:

- i. those with OA-wide significance which have the potential to address challenges and realise opportunities at a large scale. For example, those associated with new public transport infrastructure.
- ii. smaller-scale improvements that have been grouped into five 'places' identified in the OA (see pg. 116).

The OAPF takes a place-based approach to planning future development and investment. This means that proposals are derived from an analysis of the built form and natural environment, and an understanding of local community, character and identity.

Key activities included a local connections study, public engagement, urban analysis, growth scenario testing and infrastructure forecasts that were conducted by the project team between 2018 to 2019.

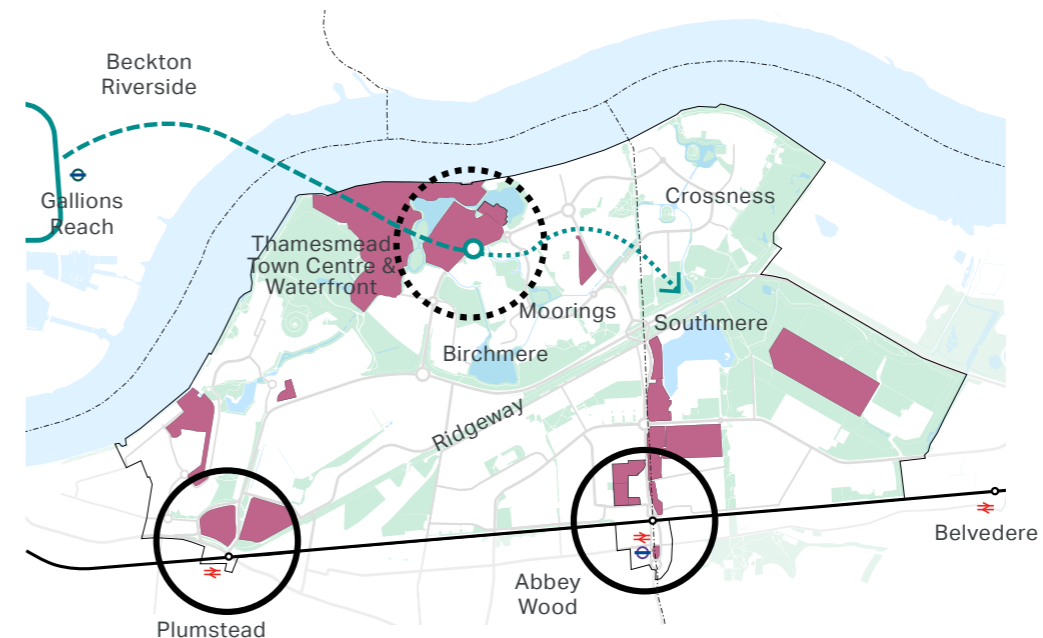
Local Connections (pg. 112)

A local connections study has significantly informed this chapter. The study aimed to assess and address barriers to walking and cycling in the OA. It looked not only at areas of new development and investment in public transport but at the prospects throughout the whole OA of making new and improved local connections and high-quality public realm.

The local connections study was based on examination of existing information, site visits, spatial analysis and a series of workshops undertaken by TfL and GLA in early 2018 with Peabody, Bexley Council and Greenwich Council. Further meetings were held with borough officers in late 2018 to refine the proposals. Key activities were:

- strategic oversight over utilities infrastructure
- identifying and evaluating the existing local movement network
- identifying and mapping constraints/opportunities, including potential for
 - » a comprehensive, good quality walking and cycling network
 - » improving access to public transport
 - » enhancing local character, amenity and identity
- proposing the shape of future network connections (on- and off-street)
- defining and prioritising projects that could help deliver a more connected, integrated local movement network

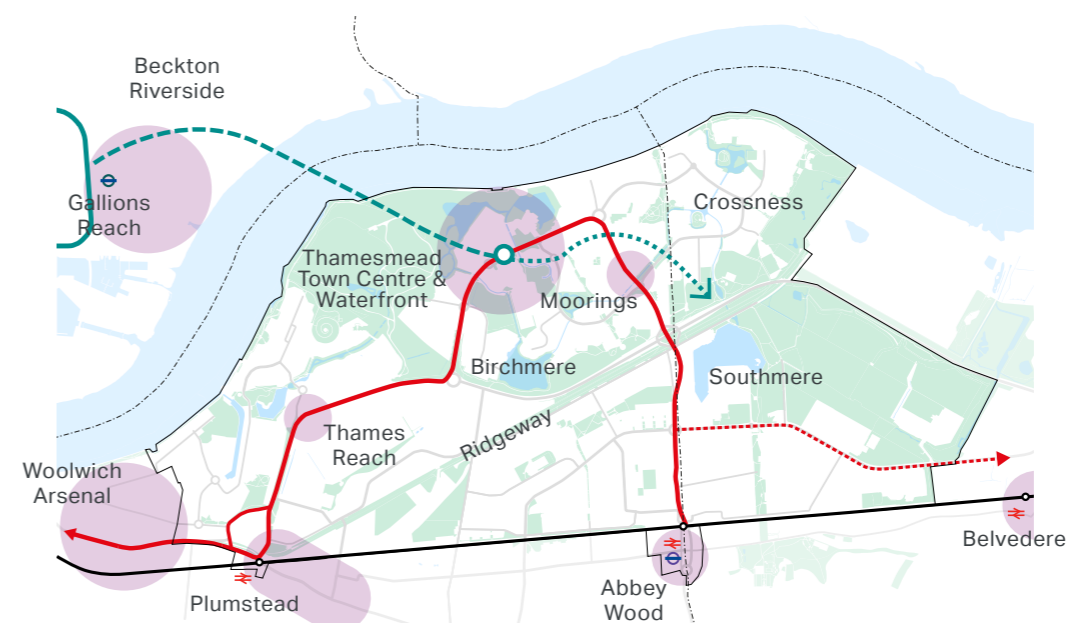
OA-WIDE SPATIAL CONCEPTS



1 CREATE WELCOMING ARRIVAL SPACES

Create a positive first impression of the OA by investing in development sites and the public realm around existing and new public transport stations to improve the arrival experience in the OA.

- Proposed DLR extension
- Potential areas of change

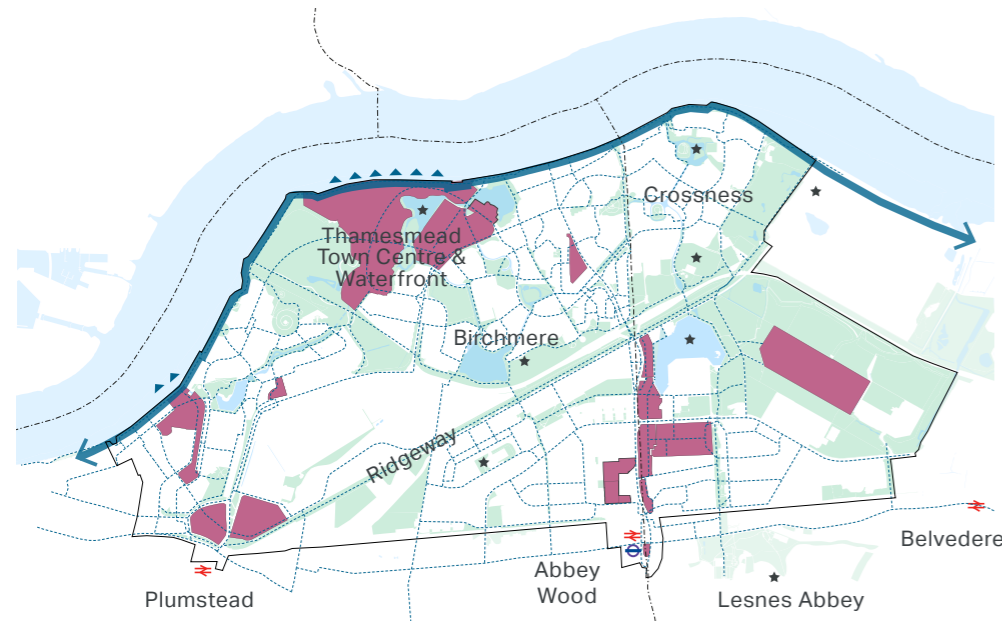


2 VIBRANT AND WELL-CONNECTED CENTRES

The proposed DLR and bus transit will provide quicker, more reliable public transport services making it easier to reach town centres, train stations, employment areas and other major destinations within and outside of the OA.

- Proposed DLR extension
- Proposed bus transit
- Town centres

OA-WIDE SPATIAL CONCEPTS

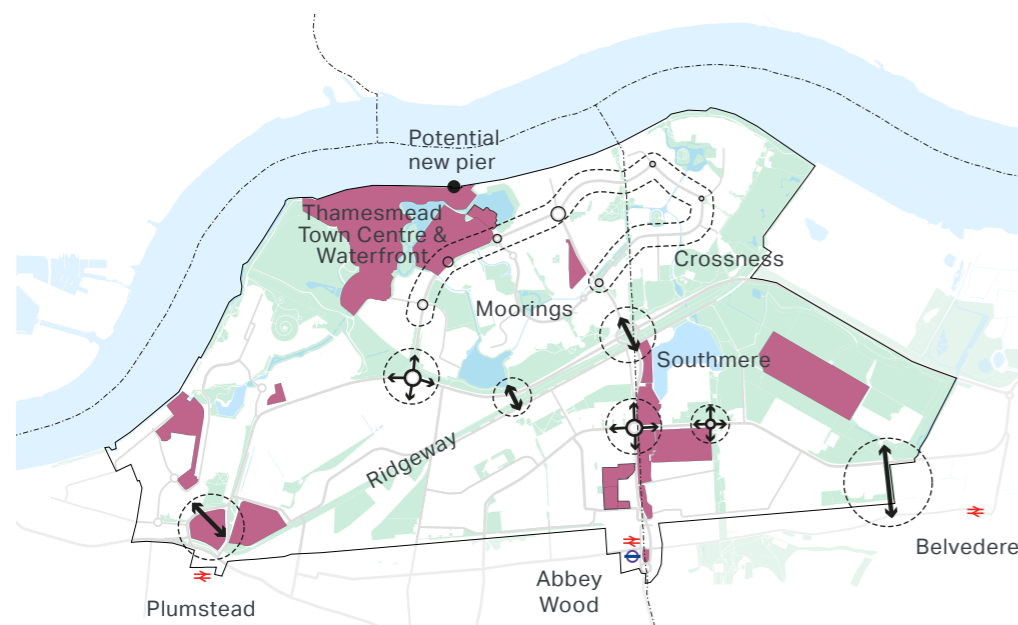


See pg. 112 for potential local connections that encourage walking and cycling in the OA.

3 CONNECT NEIGHBOURHOODS ASSETS

Improve onward connections from stations to nearby bus services and local destinations, and make walking and cycling more attractive for short-medium distance journeys. This includes wayfinding and lighting improvements, and encouraging active frontages and natural surveillance along key routes.

- Potential areas of change
- Key destinations
- Improved local connections
- Improved river frontage
- Thames Path



4 OVERCOME MAJOR OBSTACLES

Beyond public transport schemes, there is potential to create better integrated places by tackling major physical obstacles to movement. This could include junction remodelling, using the river for movement, and safe and accessible pedestrian and cycle connections across roads, railways and waterways.

- Potential areas of change
- Potential new pier
- Potential major intervention

OA-WIDE SPATIAL CONCEPTS

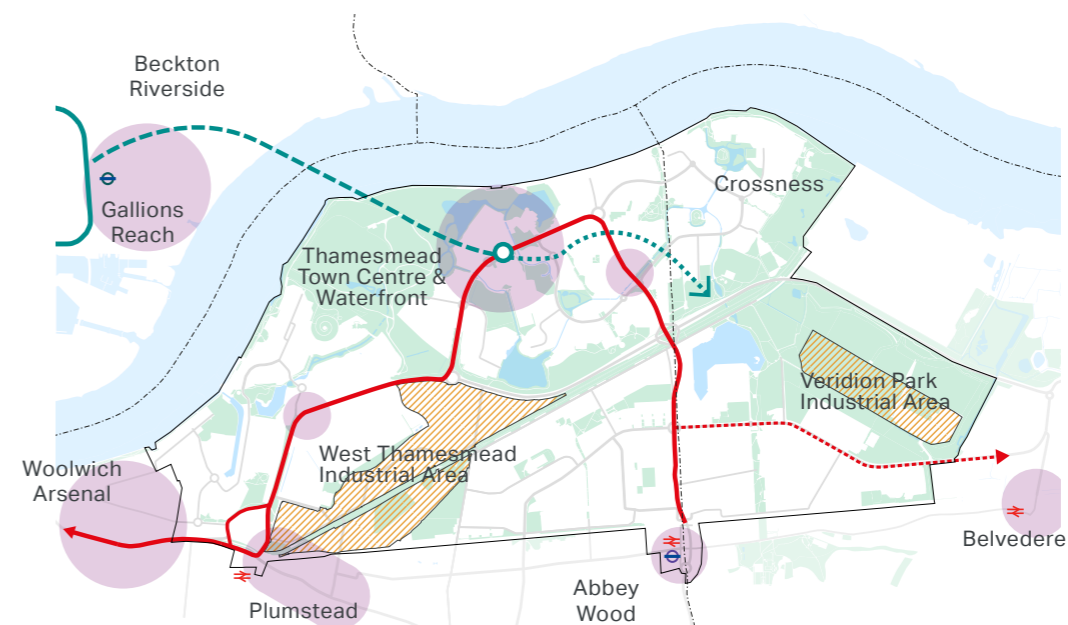


See pg. 114 for further detail on delivering local connections through public transport improvements

5 USE THE TRANSIT CORRIDOR TO CONNECT LOCAL TRIPS

Transform the walking and cycling environment along major roads as part of the bus transit works. This includes dedicated space for walking and cycling, street furniture, planting, SuDS and active street frontages.

- Proposed bus transit
- Potential extension



6 CREATE MORE JOBS, CONNECT LOCAL ECONOMIES

Intensify industrial areas to enable a range of new workspaces and activities, such as workspaces suitable for creative industries, and to create opportunities for more local jobs. Improve connections to employment areas and economic hubs, such as town centres and industrial areas.

- Town centres
- Industrial land
- Proposed DLR extension
- Proposed bus transit

OA-wide spatial concepts

- Metropolitan Open Land (MOL)
- Green space
- Water
- Strategic Industrial Locations (SIL)
- Thames Path
- OA boundary
- Borough boundary
- Approved/outline permission sites
- Potential areas of change
- Proposed DLR extension
- Potential DLR extension to Belvedere
- Proposed bus transit pilot
- Potential bus transit extension to Belvedere
- Potential major street intervention
- Potential new pier
- River frontage improvements

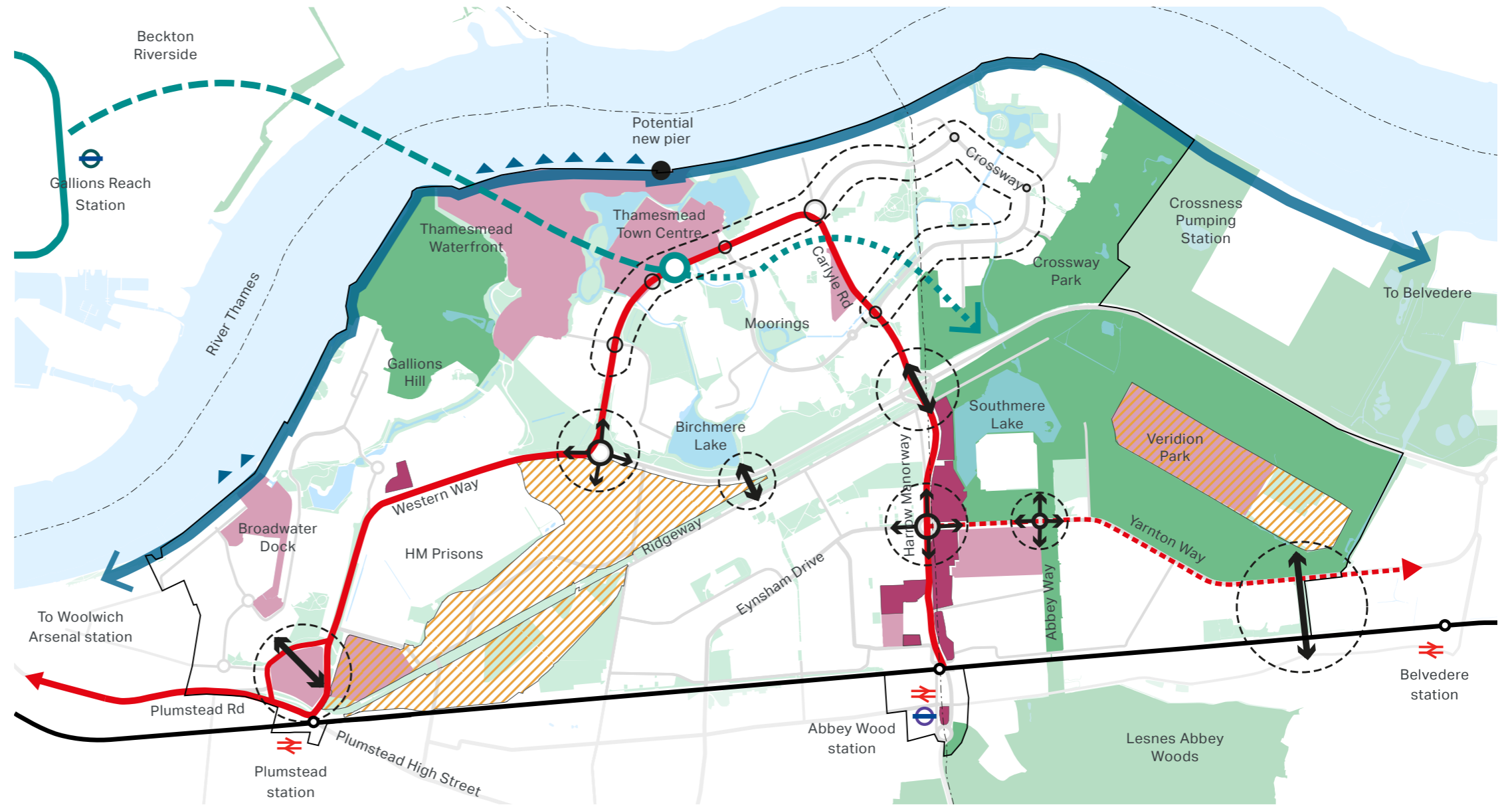


FIG 4.1 Key proposals in the Thamesmead and Abbey Wood OA



Local Connections

A complete walking and cycling network in Thamesmead

To realise the potential of walking and cycling for residents and visitors in the OA, a legible, connected and comprehensive network is needed.

Delivering this will require a combination of actions. These potential local connections are summarised in the proposed network diagram (Fig 4.2) and is described in more detail from pg. 116 onwards.

Creating the network will require:

- Major improvements for active travel on key routes, such as wider footways and dedicated cycling facilities. This includes the proposed Transit route and an upgrade and extension of the existing LCN22 route through a 'Connecting to Crossrail' project
- Joining up streets that already have low traffic levels and are good for walking and cycling, as part of low-traffic neighbourhoods
- Better located, wider and more direct pedestrian crossings to help people cross busy roads
- Integrating the off-street and on-street network - including better connections to the Ridgeway and Thames Path
- Improving existing off-street routes, making them feel safer, with better lighting and surfacing

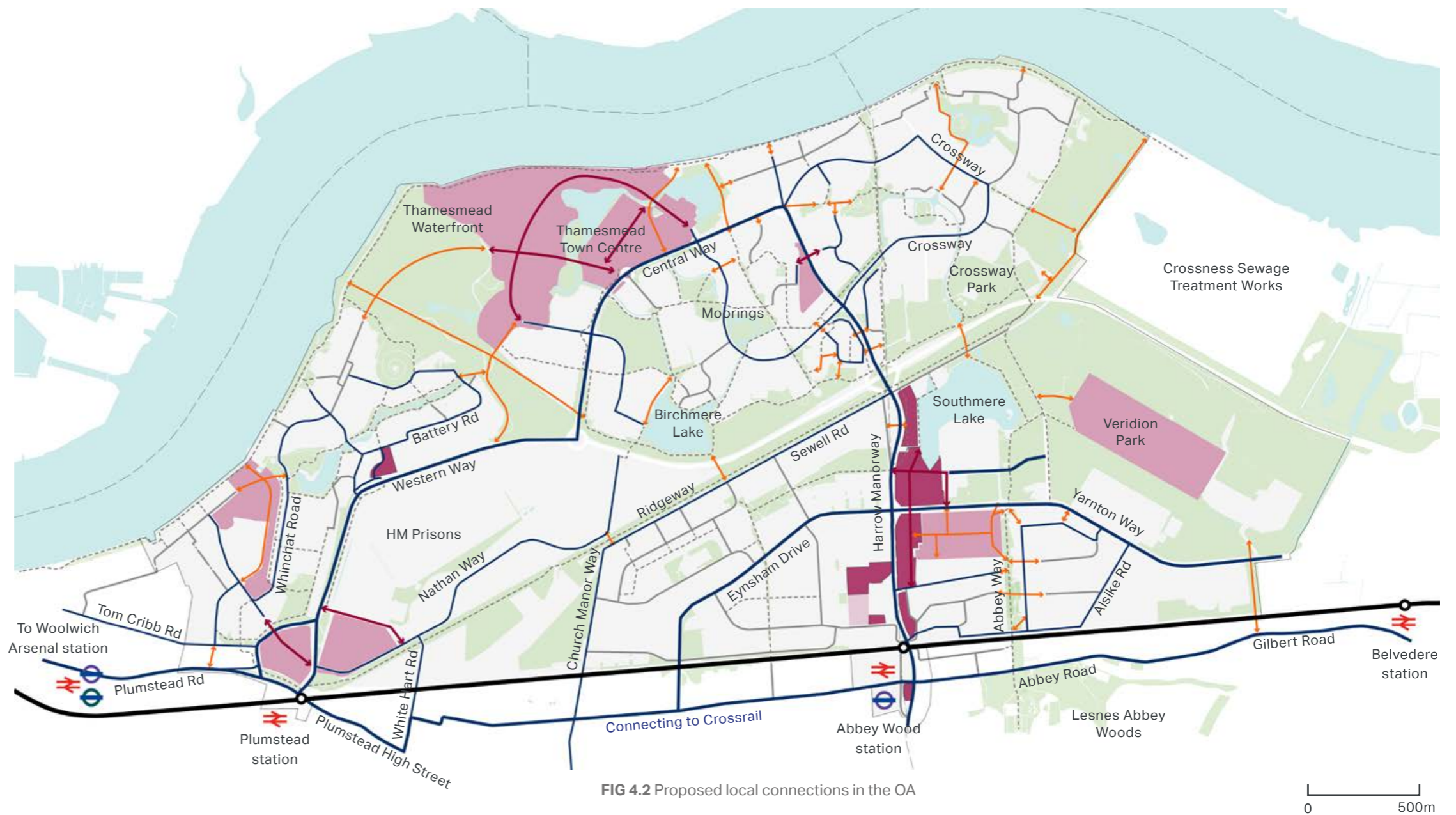


FIG 4.2 Proposed local connections in the OA

- Ensuring new development contributes to making the network
- High quality cycle parking and storage facilities at key destinations, including public transport interchanges, places of education and local centres

ON-STREET

- Potential new connection
- Existing street needing improvement
- Existing street suitable for walking/cycling

OFF-STREET

- Potential new connection
- Existing walking/cycling network

- Approved / outline permission sites
- Potential development sites
- OA boundary

Local Connections

Local connections delivered through public transport improvements

Investment in new public transport offers opportunities to enhance areas around stations and transit stops, make corridor improvements along the bus transit route and improve local accessibility to the stops. Streets along the potential transit route should be planned as **Healthy Streets**. This means making streets inviting places to walk, cycle and access public transport. Improvements could include:

- reconfiguring carriageways and underused areas to make space for walking and cycling
- new planting and street furniture
- enabling active street frontage
- sustainable urban drainage

For any new station or transit stop, the following local connection and public realm objectives apply:

- Create or improve walking and cycling connections between the station or stop, residential areas, places of work or study, and local centres
- Integrate the station or stop into the wider urban fabric
- Encourage walking as part of multi-modal trips, by ensuring that local routes to the station or stop are safe, comfortable, direct and attractive
- Ensure that streets and paths enable safe, comfortable cycling

and that stations have sufficient, accessible and secure cycle parking

- Ensure that stations or stops are served by high quality, functional, and durable public space, with places to gather or sit, shade and shelter, active uses and play spaces.

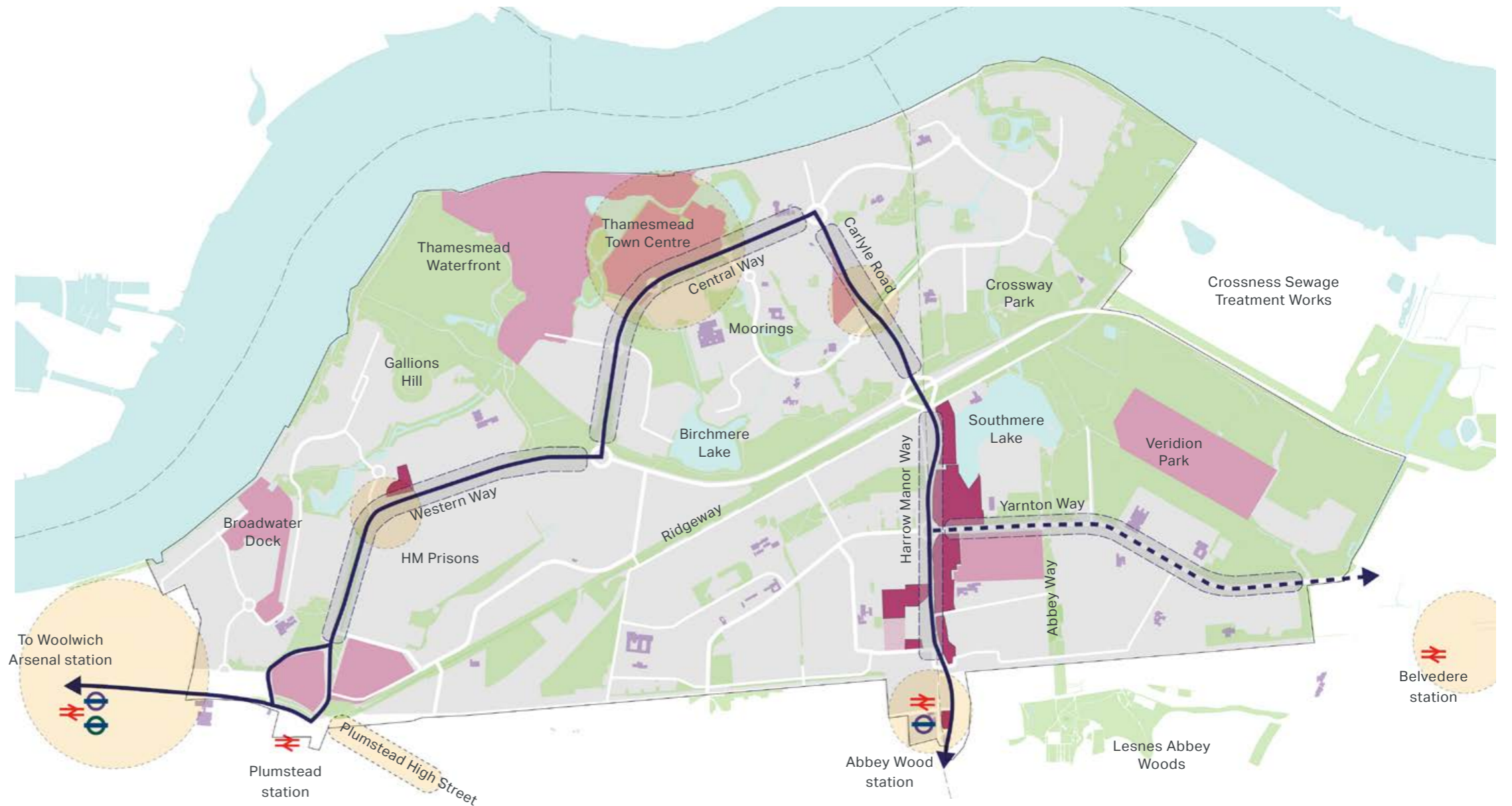


FIG 4.3 Neighbourhood connections delivered through public transport improvements

0 500m

Stations and bus transit stops must be made accessible by improving local connections into residential and employment areas

- Proposed bus transit pilot
- Potential bus transit extension to Belvedere
- Corridor for Healthy Streets improvements
- Town centres and interchange location
- Social infrastructure (neighbourhood scale)
- Approved / outline permission sites
- Potential development sites
- OA boundary

Thamesmead and Abbey Wood's Places

To help describe places in Thamesmead and Abbey Wood, the OA has been subdivided into five places. The following pages describe the context and character of each place before proposing potential interventions that would help deliver the objectives of the OAPF.

- Thamesmead and Abbey Wood Places
- Potential areas of change
- OA boundary
- Borough boundary
- Proposed DLR extension
- Potential DLR extension to Belvedere
- Proposed bus transit pilot
- Potential bus transit extension to Belvedere

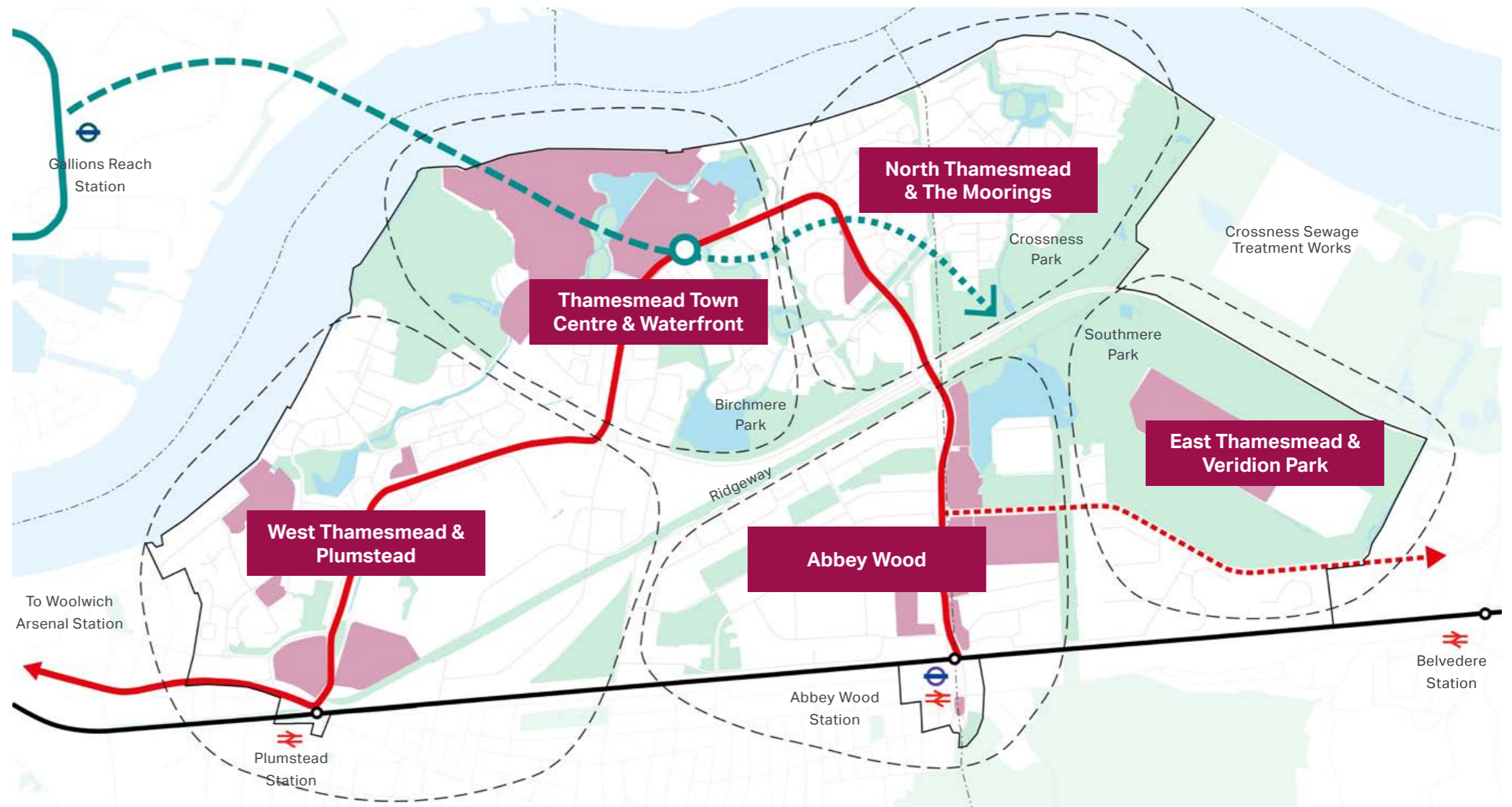


FIG 4.4 Location of the five 'places' in Thamesmead and Abbey Wood OA

Existing context and character

West Thamesmead & Plumstead



URBAN STRUCTURE

- Industrial functions in the White Hart Triangle are supported by good access to major highways
- Road and rail infrastructure create a barrier to pedestrian and cycle movement, particularly between residential and employment areas
- Pettman Crescent gyratory dominates the urban landscape at the gateway to the area, via Plumstead station
- The Thames Path and Ridgeway provide daytime east/west cycling and pedestrian connections
- HMP Belmarsh & Thameside are prominent uses but create a significant barrier to movement
- Higher density development along the river has started to reflect more urban characteristics of Woolwich, although this remains relatively low density and suburban in nature

PUBLIC SPACE

- Well served by strategic green infrastructure, such as the Thames Path and the Ridgeway
- Some of the green space is inaccessible and there is poor legibility between open spaces
- The Ridgeway has few points of access and mostly acts as severance
- Lack of formalised green amenity space in the industrial area
- Gallions Hill park provides playspace but is poorly activated by and connected to the surrounding properties
- Broadwater Dock is a prominent local feature and has a function for flood mitigation but it is not publicly accessible and has low amenity value



BUILDINGS + STREETS

- 1-3 storey brick and metal-clad, large-span industrial sheds in the industrial area. Detailing on older brick warehouses adds character
- Residential areas are predominantly late twentieth century, brick-built with some render and minimal detailing
- Housing is mostly 2-3 storey terraced or semi-detached, with some taller waterfront residential buildings
- Lack of active street frontage and poor boundary treatment in the industrial area; elsewhere, homes turn their backs on major routes, increasing car dominance
- There is no consistent grid layout, with few directly connecting streets and with buildings largely arranged in car-dominated cul-de-sacs, reducing legibility across the area

HERITAGE + COMMUNITY ASSETS

- Grade II listed Council Depot has funding to redevelop into shared workspace, workshops and other uses for the community
- Plumstead Power Station
- Lock and Swing Bridge (Grade II) at Broadwater Dock / Thames River. The Swing Bridge is on the Buildings at Risk register 2019
- Neighbouring Woolwich Royal Arsenal, Grade II - Grade II* provides key water frontage
- A new modernised library, leisure and cultural centre in Plumstead reopened in February 2020.

P4
4.2

Existing context and character

West Thamesmead & Plumstead

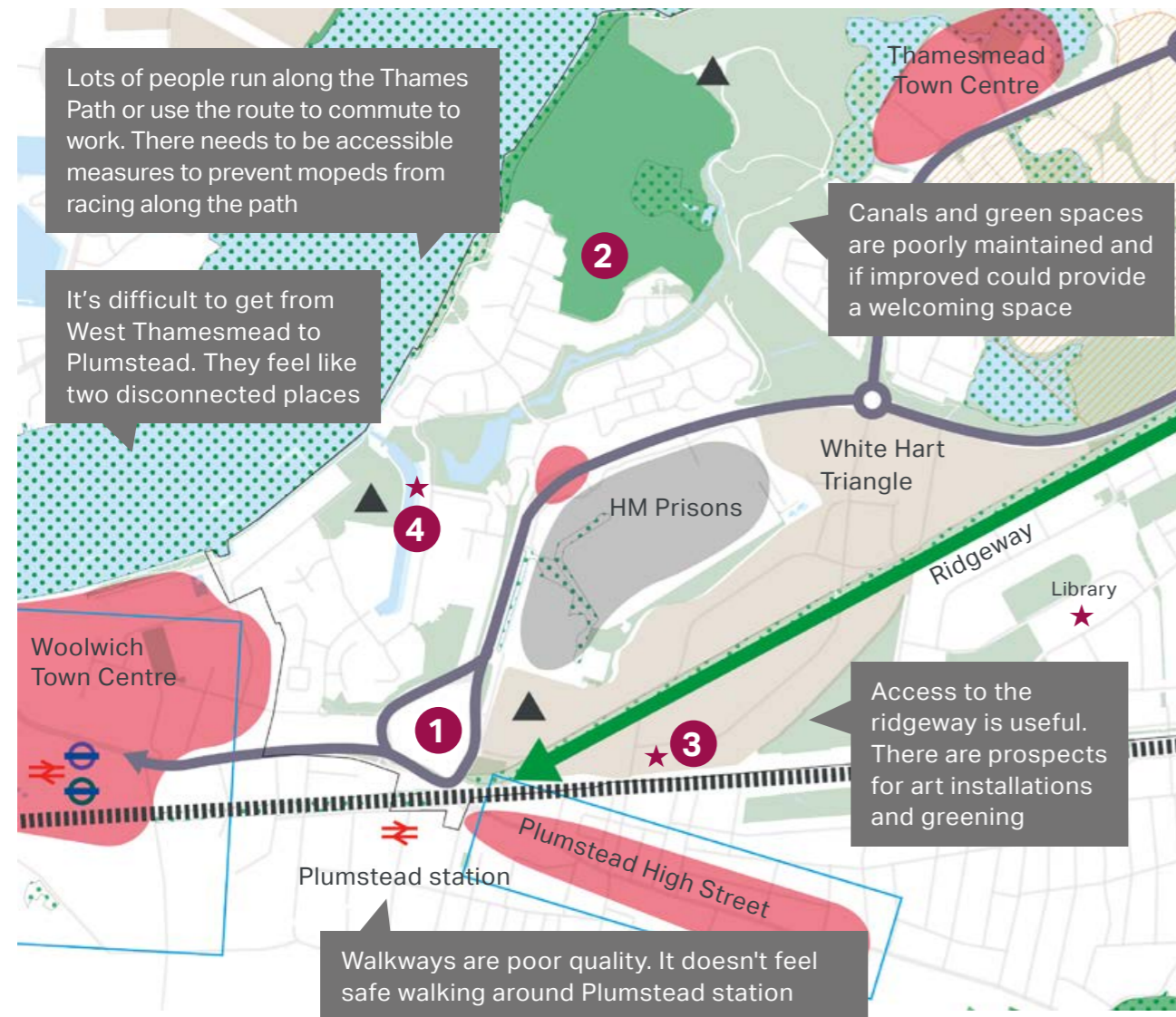


FIG 4.21 West Thamesmead and Plumstead - Existing context



FIG 4.22 Existing roads and rail infrastructure at Plumstead create barriers for pedestrian and cycle movement



FIG 4.24 Plumstead Power Station - RB Greenwich and the Mayor of London are funding a project to bring the Grade II Listed building back into use to benefit the area and local economy. Photo credit: Stephen Craven



FIG 4.23 Gallions Hill park provides playspace but its location is isolated and disconnected from its surroundings



FIG 4.25 The Lock and Swing bridge at Broadwater Dock is Grade II Listed. Although it is a prominent local feature, it is not publicly-accessible.

What this OAPF means for West Thamesmead & Plumstead

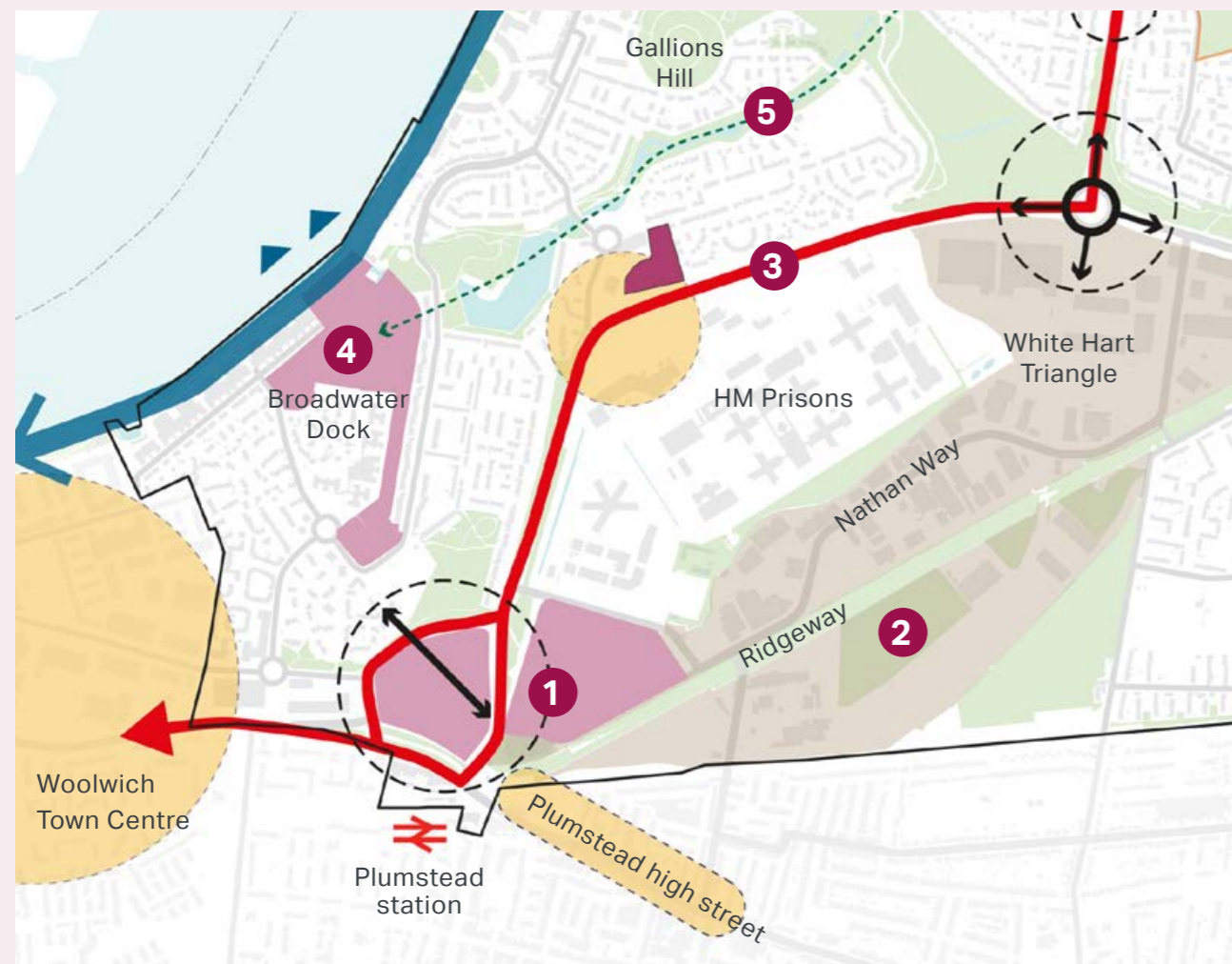


FIG 4.26 Potential improvements to West Thamesmead and Plumstead

EXISTING

- Town, district and local centre
- Strategic Industrial Locations (SIL)
- Green space
- Thames Path
- OA boundary

PROPOSED

- Approved / outline permission sites
- Potential areas of change
- Proposed bus transit pilot
- Proposed major road intervention
- Proposed river frontage improvements
- Proposed green corridors

For further details see:
 Town Centre and Economy [pg. 52](#)
 Culture and Heritage [pg. 56](#)
 Social and Community Infrastructure [pg. 72](#) & [pg. 82](#)
 Environment [pg. 86](#)

VISION FOR WEST THAMESMEAD AND PLUMSTEAD

A place where the town centre, high street and growing industrial and residential populations meet. Intensified **employment areas will bring economic growth** and strategic functions (e.g. the safeguarded waste site) will be protected. Highway works will overcome complex level changes and reduce the dominance of roads to improve the **public realm** at Plumstead. A **new green link** will improve connections between the Ridgeway and the Thames Path via Broadwater Dock. Development around Plumstead station will be welcoming and will carefully manage the transitions between uses and integrate with Woolwich to become a **melting pot of creative, industrial and residential uses**.

1 Plumstead arrival

A prominent location with potential for public realm improvements to create a safe and attractive arrival experience at Plumstead. There are opportunities to consolidate industrial land to enable non-industrial uses at this location, provided the re-provision of existing industrial floorspace is secured (see pg. 60).

2 Industrial intensification

Potential intensification of industrial land to provide more local employment opportunities in the SIL. Opportunities to explore innovative industrial typologies and an intensification pilot project in partnership with the GLA as a landowner.

3 Bus Transit route

Quicker and more reliable public transport links to Plumstead, Thamesmead Town Centre and Woolwich. Major developments along the proposed bus transit route should ensure their proposals consider future bus transit provisions (see pg. 125).

4 Broadwater Dock

Potential riverfront and ecological improvements. Better, more direct walking and cycling links to local services and amenities at Plumstead and Thamesmead Town Centre, including the proposed DLR station (see pg. 125). Potential to repair and enhance the existing Grade II Swing Bridge.

5 Links to Thamesmead Town Centre

Potential canal reconnection (pg. 88) and improved walking and cycling connections to Thamesmead Town Centre (see pg. 125 & 93).



FIG 4.27 Improved public realm at Aldgate Square and gyrotory



FIG 4.28 Caxton Works combines light industrial units at ground floor level with residential above demonstrating the potential for forward thinking and bold mixed-use typologies in the capital. Image credit: Studio Egret West

What this OAPF means for connecting West Thamesmead & Plumstead

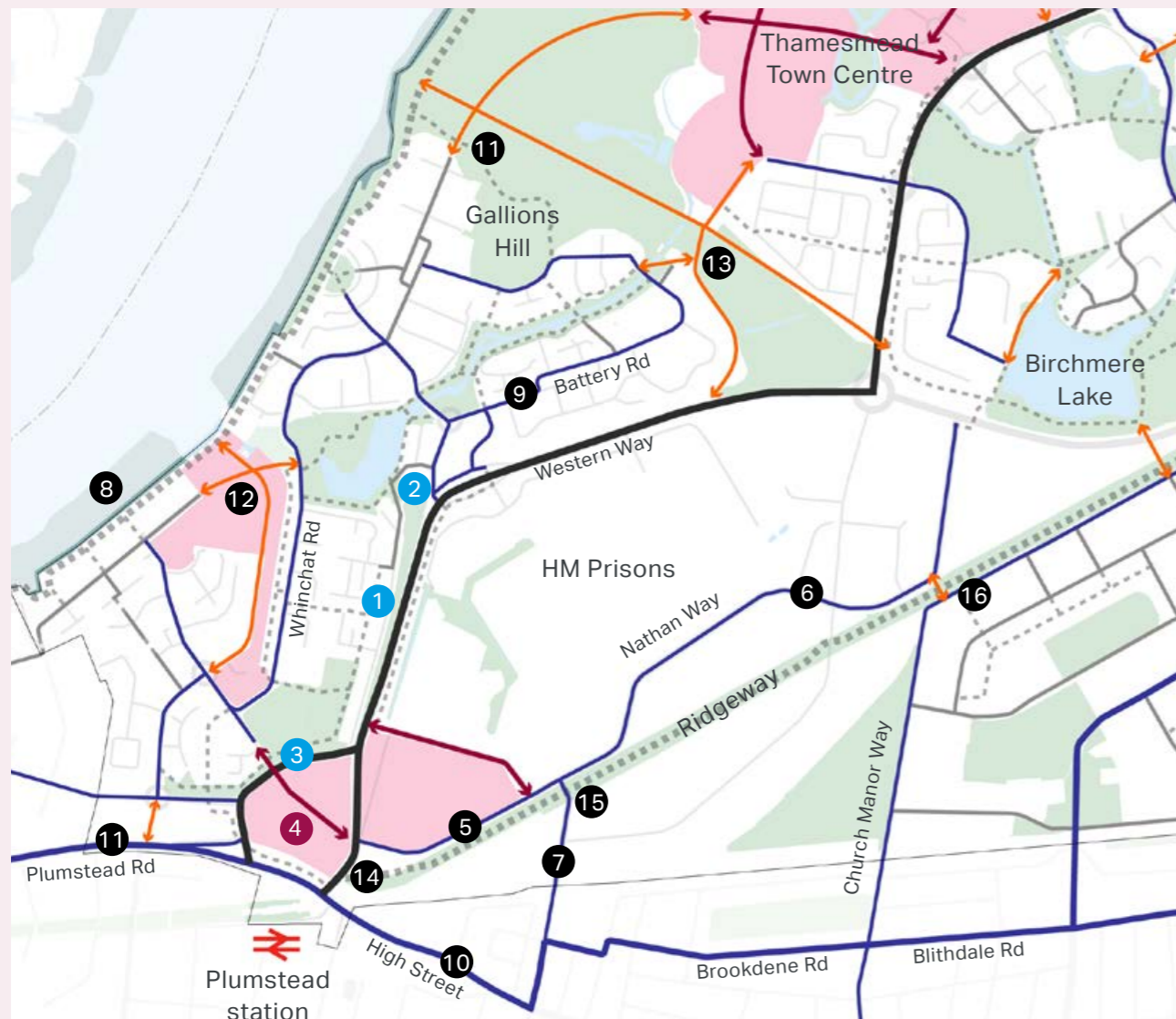


FIG 4.29 Potential local connections at West Thamesmead and Plumstead

- | | |
|---|--|
| ● Transit-related projects | Proposed bus transit route |
| ● Major intervention projects | Potential new connection |
| ● Walking, cycling & public realm projects | Potential new/improved walking/cycling routes |
| | Potential improvements to existing connections |
| | Existing quieter street, suitable for walking/cycling |
| | Existing off-carriageway connection |

Potential local connections

- 1 Western Way transit works**
- 2 Princess Alice transit hub**
- 3 North Plumstead transit hub**
Potential for Healthy Streets improvements arising from bus transit scheme (transit stops, corridor treatments and local walking and cycling accessibility)
- 4 Pettman Crescent**
Potential changes to the highway and gyratory to help improve the transition between Plumstead station, existing residential areas and new sites. Opportunity to make walking and cycling feel safer and more comfortable; and to improve connections, including upgrading existing underpasses. Safety improvements to existing junctions at Tom Cribb Road and Nathan Way.
- 5 Nathan Way upgrades**
- 6** Opportunity for public realm improvements and traffic calming to support more activity arising from intensification of industrial land. Potential to improve walking and cycling routes to reach employment areas.
- 7 White Hart Road**
Opportunities for enhancing the public realm (eg traffic calming, lighting and boundary treatments), connected to a proposed cultural offer and link onwards to the Ridgeway and Nathan Way.
- 8 Reactivating the pier**
Opportunities to celebrate the pier at West Thamesmead as one of a series of interventions and points of interest along the Thames Path. This could take the form of public art or lighting.
- 9 Battery Road link**
Potential for safe, direct walking and cycle connections to Princess Alice to create an attractive option for people in West Thamesmead to get around and encourage a shift away from using cars.
- 10 Connecting to Crossrail**
Aspiration for improved links between West Thamesmead communities and the key walking and cycling routes along Plumstead Road and Beresford Road.
- 11 Green Infrastructure connections**
- 12** Potential improvements to signage, surfacing, lighting, and legibility of routes between Gallions Hill, Gallions Park, the Thames Path, Plumstead and the Ridgeway. New and improved green links around Broadwater Dock, connecting west to Erebus Drive and east to Gallions. Further connections north and east towards the Thames Path and Birchmere, and south to Plumstead Road.
- 13**
- 14 Ridgeway accesses**
- 15** Improvements at the western entrance and the existing White Hart Road/Nathan Way and Sewell Road/Nathan Way accesses, to encourage more active use of the route, celebrate the Ridgeway as an asset, connect it into the wider network of walking and cycle links and to enhance feelings of safety and security for users.
- 16**

Existing context and character

Thamesmead Town Centre & Waterfront



URBAN STRUCTURE

- The Thames Path is a good east-west connection, but there are few links to it - mainly via Linton Mead and the parking courts of Greenhaven Drive
- Large areas of inaccessible Metropolitan Open Land at Tripcock Point are a barrier to movement - housing stops abruptly at the edge
- Central Way is a barrier to pedestrian and cycle movement
- The town centre has the character of an out-of-town retail park and is not easily accessible from surrounding neighbourhoods on foot or by cycle, being built mostly for the convenience of motor vehicle access
- Where alternative routes to those on the green and blue grid are not provided, night time safety is an issue
- Cul-de-sacs and indirect street patterns mean it is hard to find your way around

PUBLIC SPACE

- There are large expanses of protected open space, much of which has biodiversity significance
- Large areas are publicly inaccessible, (e.g. the safeguarded river crossing). Other areas are poorly maintained with potential contamination issues
- There is a rich network of canals and lakes, which both connect neighbourhoods and create severance in the absence of bridges
- The town centre turns its back on the Thames and the two lakes in the area
- The public realm is generally car-dominated
- Off-road routes are useful for those who know their way around but are unlikely to be attractive to everyone and struggle to offer a welcoming environment at all times of the day. Poor lighting and signage contribute to this situation.

BUILDINGS + STREETS

- Buildings generally turn away from streets, being built for access by car - for example at Bentham Road, where pedestrians are routed away from the street down subways and footpaths
- Housing is arranged in cul-de-sacs; a mix of 2-3 storey late 20th century terraced and semi-detached housing. Predominantly brick construction with timber weatherboarding
- The town centre is predominantly single storey brick big box retail units of low architectural value.
- Social and community buildings are low-rise, surrounded by landscape

COMMUNITY & HERITAGE ASSETS

- The clocktower, originally in Deptford Dockyard, is locally listed and creates a focal point to the town centre
- Tripcock Point has a locally listed lighthouse and a bunker on the Thames
- Remains from the Royal Arsenal such as tumps add interest to the natural landscape
- Tump 53 Gallions Nature Centre is an important local attraction
- Thamesmead Leisure Centre is a local destination for sports and recreation

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Existing context and character Thamesmead Town Centre & Waterfront

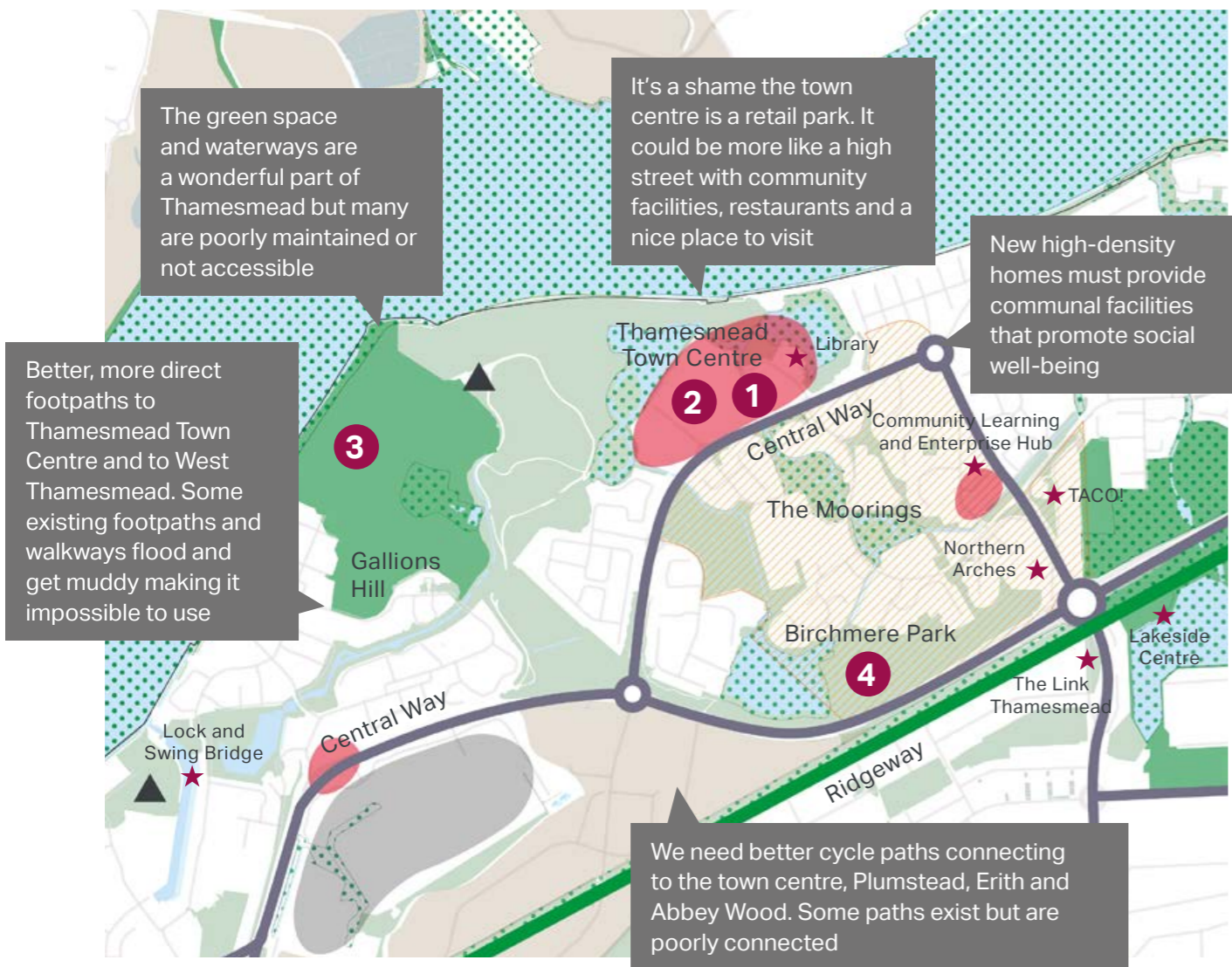


FIG 4.30 Thamesmead Town Centre and Waterfront - Existing context

- District and local centres
 - Strategic Industrial Locations
 - Metropolitan Open Land (MOL)
 - SINC
 - Green space
 - Moorings Neighbourhood Forum
 - Cultural and heritage assets
 - Local community feedback
- PHYSICAL SEVERANCE**
- Ridgeway
 - Major roads
 - Potential contaminated land



FIG 4.31 Thamesmead Town Centre is located next to landscaped canals that were former drainage ditches on Plumstead Marshes



FIG 4.33 Many green spaces in the OA are inaccessible



FIG 4.32 Thamesmead Town Centre is more akin to an out-of-centre shopping park and has a poor pedestrian environment



FIG 4.34 Birchmere Park is located close to residential areas and provides a tranquil place for residents

What this OAPF means for Thamesmead Town Centre & Waterfront

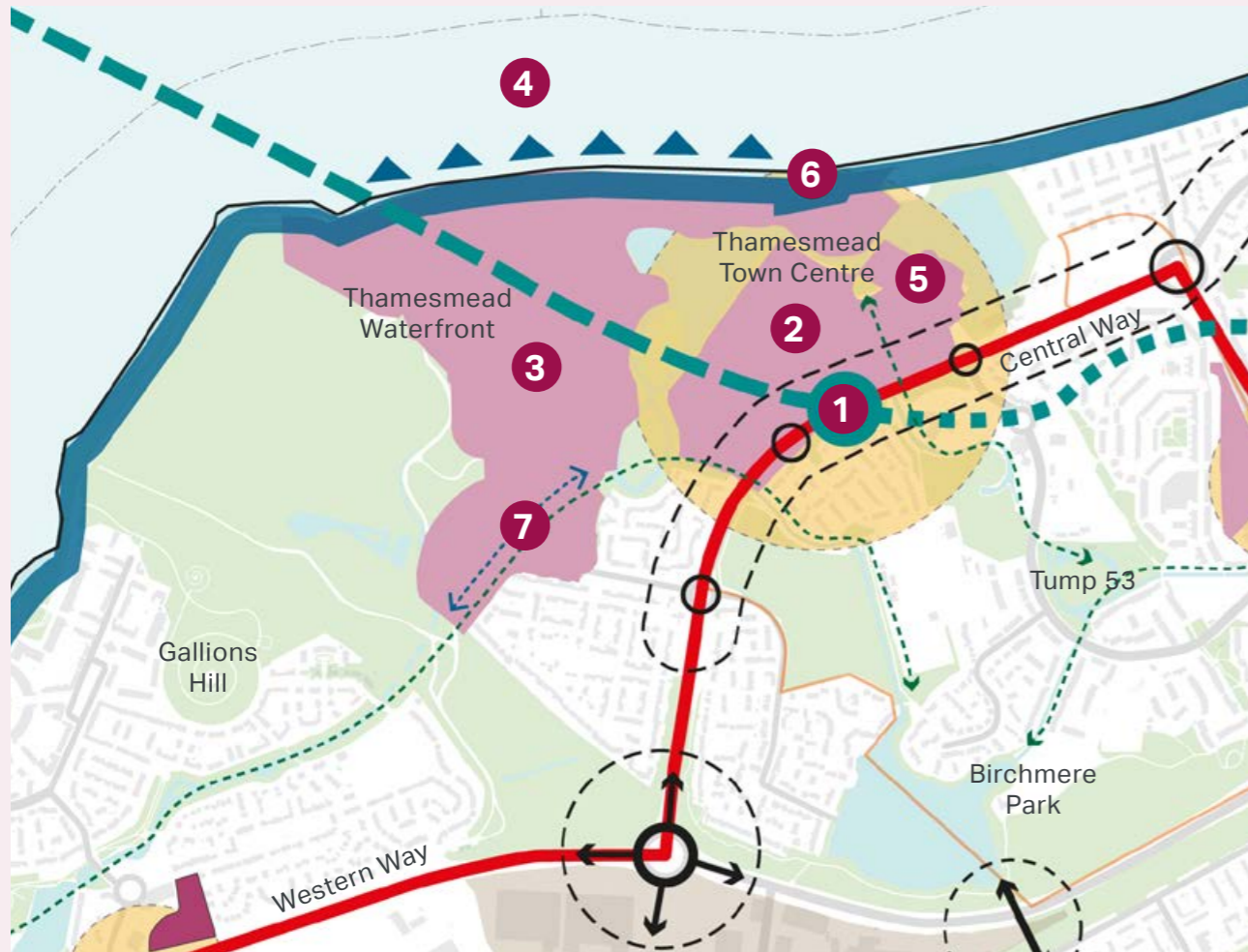


FIG 4.35 Potential improvements at Thamesmead Town Centre and Waterfront

EXISTING	PROPOSED
District and local centres	Approved / outline permission sites
Strategic Industrial Locations	Potential areas of change
Green space	Proposed DLR extension
Moorings Neighbourhood Forum	Potential DLR extension to Belvedere
Thames Path	Proposed bus transit
OA boundary	Proposed major road intervention
	Proposed river frontage improvements
	Proposed green corridors

For further details see:
 Town Centre and Economy [pg. 52](#)
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 Environment [pg. 86](#)

VISION FOR THAMESMEAD TOWN CENTRE & WATERFRONT

Combining the best of city and natural landscape, this uniquely positioned **waterfront town centre** will be transformed into a destination with sweeping views of the Thames. A **new DLR and bus transit**, complemented by walking and cycling connections will allow the area to better serve the **social and convenience needs** of its existing and emerging community. Careful phasing, flexibility and meanwhile uses will ensure the **retail and civic functions** continue throughout construction. **Family-friendly leisure** and **cultural uses** will celebrate the waterside location, creating a reinvigorated mixed-use district centre with attractive **evening uses** along the waterfront.

- 1 Potential DLR station & bus transit**
A new transport interchange with improved walking and cycling connections that integrate with existing residential areas.
- 2 Town Centre (potential for 3,800 new homes, with a new DLR and bus transit)**
An active, street-based urban centre with family-friendly leisure, civic, cultural and evening uses. See pg. 134 for design principles for the town centre.
- 3 Waterfront site (potential for 6,000 new homes, with a new DLR and bus transit)**
Developments should improve the quality of open spaces and encourage natural surveillance (see pg. 135 for design principles). Potential for new schools and sports and leisure facilities to meet the demand generated by new development.
- 4 Connections to the Thames**
Future defence raisings should be incorporated into the masterplan and landscaping. Developments should contribute to managing flood risk in ways that provide an attractive waterfront for people and wildlife. Sleeping accommodation should be located above the flood breach level.
- 5 Thamesmere Leisure Centre**
Potential refurbishment and provision of new sports facilities.
- 6 Potential new pier (passenger and small-scale freight)**
- 7 Links to West Thamesmead**
Potential canal reconnection (pg. 88) and improved walking and cycling connections to West Thamesmead (see pg. 133 & 93).



FIG 4.36 Canning Town Riverside



FIG 4.37 Meridian Water. Photo Credit: Enfield Council

Town Centre opportunities

- Improve footfall in town centres by increasing the number of residents, thereby supporting local shops and services.
- Create vibrant high streets and promote healthy streets guidance for public realm design.
- Encourage community participation in the design of a new town centre
- Deliver more diverse uses including those which contribute to social value

See [GLA's 'High Streets & Town Centre Adaptive Strategies'](#) for further guidance

What this OAPF means for connecting Thamesmead Town Centre & Waterfront

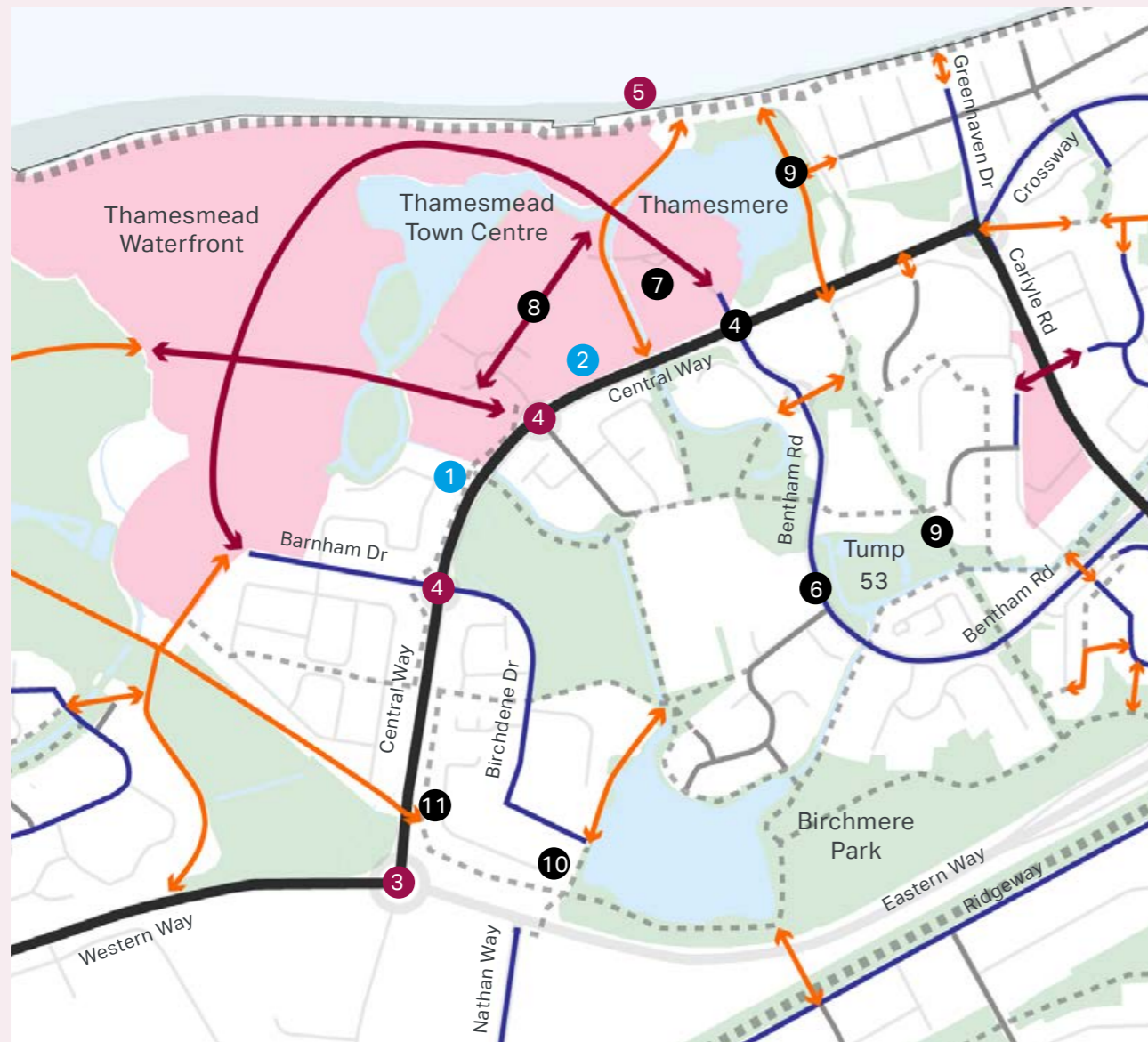


FIG 4.38 Potential local connections at Thamesmead Town Centre and Waterfront



Potential local connections

- 1 Central Way transit works**
- 2 Thamesmead C. interchange**
Potential improvements associated with the DLR and bus transit schemes - could include interchange, transit stops, road treatments and local walking and cycling accessibility to the services.
- 3 Western Way / Central Way**
Potential opportunity for junction redesign that delivers better located, safer, more comfortable crossings for pedestrians and cyclists.
- 4 Central Way Roundabouts**
Aspiration to improve roundabouts to create better environment for walking and cycling, while protecting bus services. Ideally this could be done ahead of bus transit or DLR.
- 5 Pier and river services**
Potential for future river services to serve Thamesmead centre should be explored. This would require construction of a new pier, which must be well integrated into the wider walking, cycle and public transport network.
- 6 Bentham Road**
An improved Bentham Road could make it easier for people to walk, cycle and access public transport at all times of day and night, as well as improving the setting for community facilities like schools.
- 7 Town Centre public realm and future route improvements**
- 8**
Opportunity to create an active urban centre with fully integrated public transport. Potential for complementary projects that promote walking and cycling, and connect communities to places of interest and local services.

Consideration should be given to prioritising buses, cycling and walking from Twin Tumps Way to Thamesmere Drive, by reviewing general traffic flows.
- 9 Connecting through green infrastructure**
- 10**
Realising opportunities to invest in green infrastructure could help connect an emerging new Thamesmead Centre and Waterfront to neighbouring communities and promote walking and cycling throughout the area. Key opportunities could include: (9) improvement and extension of the north-south Claridge Way corridor; (10) the central section of the Broadwater to Crossway connection, which (11) crosses Central Way north of the Western Way junction.
- 11**

Design principles for Thamesmead Town Centre

Building layouts should:

- Achieve consistent, active commercial frontages onto the high street and primary areas of public realm
- Provide integrated servicing access to commercial uses and consolidate loading/servicing areas where feasible to allow efficient land use and maximum amounts of active frontage onto the public realm
- Design for flexibility to enable commercial and community spaces to adapt to change over time
- Ensure the function and flexibility of town centre uses are considered to ensure long-term commercial success of town centre
- High residential design quality (internal and external) should be achieved with reference to the Mayor's Housing Design Guide.

Public realm

- all development should be designed to support a strong hierarchy of public realm from the civic scale (close to the transport hub) to the neighbourhood scale (fringes of town centre)
- Existing open green space should be integrated and complimented by new spaces (in terms of scale and character) to create a connected and vibrant sequence of public realm

Form and scale

- Development should optimise density at the heart of the town centre through innovative, mixed use typologies
- Building heights should be defined through a design-led process that considers townscape character, legibility and hierarchy of public spaces



FIG 4.39 High-quality apartments integrated with a new landscape and play spaces. Public space is a key aspect of the project, with accessible landscaping, a pedestrianised link across the site and generous play spaces throughout the development. Photo credit: Alex de Rijke.



FIG 4.40 Canada Water is transformed from an out-of-town shopping area to a new mixed-use town centre that has the intimacy and animation of a traditional high street. Photo credit: Tim Crocker.

Design principles for Thamesmead Waterfront

Building layouts should:

- Create a series of discernible neighbourhoods based around a residential street pattern
- Collocation of social and community uses with residential uses is encouraged in order to support vibrant and cohesive neighbourhoods
- Residential street entrances should be maximised to support activity
- Shared outdoor amenity and playspaces should receive a good level of sunlight throughout the year
- River views should be afforded to the majority of residents rather than the few
- High residential design quality (internal and external) should be achieved with reference to the Mayor's Housing Design Guide

Public realm

- Edges of large open spaces should be reinforced with active frontages and appropriate building heights to create safe and inviting environments
- Opportunities to create public space with access to good levels of sunlight along the river edge should be optimised
- Developments along the river should incorporate flood defence measures that improve the waterfront environment
- Urban greening opportunities to establish connections with established green space should be maximised
- Opportunities for naturalising and enhancing the area's distinctive biodiversity

Form and scale

- Prevailing building heights should be deferential to the town centre and existing low-rise residential areas to achieve a legible urban framework
- Residential density should be concentrated in areas that are well-connected by future and existing public transport networks.
- A varied scale and character of townscape should be achieved to define local neighbourhoods and character areas
- Development should be scaled to create a vibrant and comfortable sequence of public realm along the river edge, avoiding overshadowing and micro-climatic issues



FIG 4.21 New homes arranged around a shared garden. Photo credit: Philip Vile.



FIG 4.42 New two form entry school and nursery for 420 pupils, cross-funded by the development of homes for private sale. Photo credit: Hawkins\Brown

Existing context and character

North Thamesmead & The Moorings



URBAN STRUCTURE

- Significant north-south severance, with the Ridgeway and Eastern Way to the south and Thames to the north
- Crossway and Bentham Road provide an important but indirect local circuit connecting key community services
- Parts of North Thamesmead have a quiet, secluded feel, but have poor accessibility to local services and are distant from public transport
- Few buildings are orientated towards the street on through-roads
- Urban structure of distributor roads and cul-de-sacs can make places hard to navigate, with few direct walking and cycling routes
- Linear residential blocks can also be barriers to movement on foot

PUBLIC SPACE

- Rich network of waterways, green corridors and open spaces, including canals and the Thames
- Off-street movement network for people on foot, which is useful but of varying quality, often with little overlooking or sense of animation
- Many types of open space, including a public park at Manorway Green, recreation facilities at Moat Gardens, and the environmentally significant Tump 53
- Crossway Park and Sporting Club Thamesmead have a regional draw for sports provision
- Land west of Crossness is poorly maintained and inaccessible but has high biodiversity value as a result
- Areas of open space around Crossness have utilities functions and are a barrier to movement



BUILDINGS + STREETS

- Mixture of predominantly brick and concrete buildings, ranging from 2-3 storey houses to 3-6 storey deck access slab blocks
- The Moorings has a distinctive character but is defensive in design and turns its backs on the street
- Surface and garage parking dominate the street environment in this area, which can be intimidating
- Stark contrast between high-density Moorings estate and low-rise housing of North Thamesmead- the strong sense of separation between the two is most apparent at Carlyle Road
- Some residential buildings in North Thamesmead bridge the waterways to provide distinct architectural features
- Crossway is designed predominantly for vehicle movement and lacks footways in some places
- More recent development fails to embrace the waterside location



HERITAGE + COMMUNITY ASSETS

- TACO! (the Thamesmead Arts and Culture Office) is a new artist-led project space, bookshop, gallery and radio station. It provides vital space for local and visiting artists to develop art projects with the local community
- Crossness Grade I listed pumping station sits on the Thames Path but suffers from poor accessibility - this is beyond the OA but is recognised as a local asset
- Moorings Hub neighbourhood centre (unlisted) has a distinct design with mono-pitch roofs and waterside plaza, and is supported by surrounding community uses
- Nature reserves, parks and canal network all contribute to the area's unique character
- Sporting Club Thamesmead is a key community asset but suffers from poor accessibility
- Very few shops and local services beyond those at The Moorings neighbourhood centre

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Existing context and character North Thamesmead & The Moorings

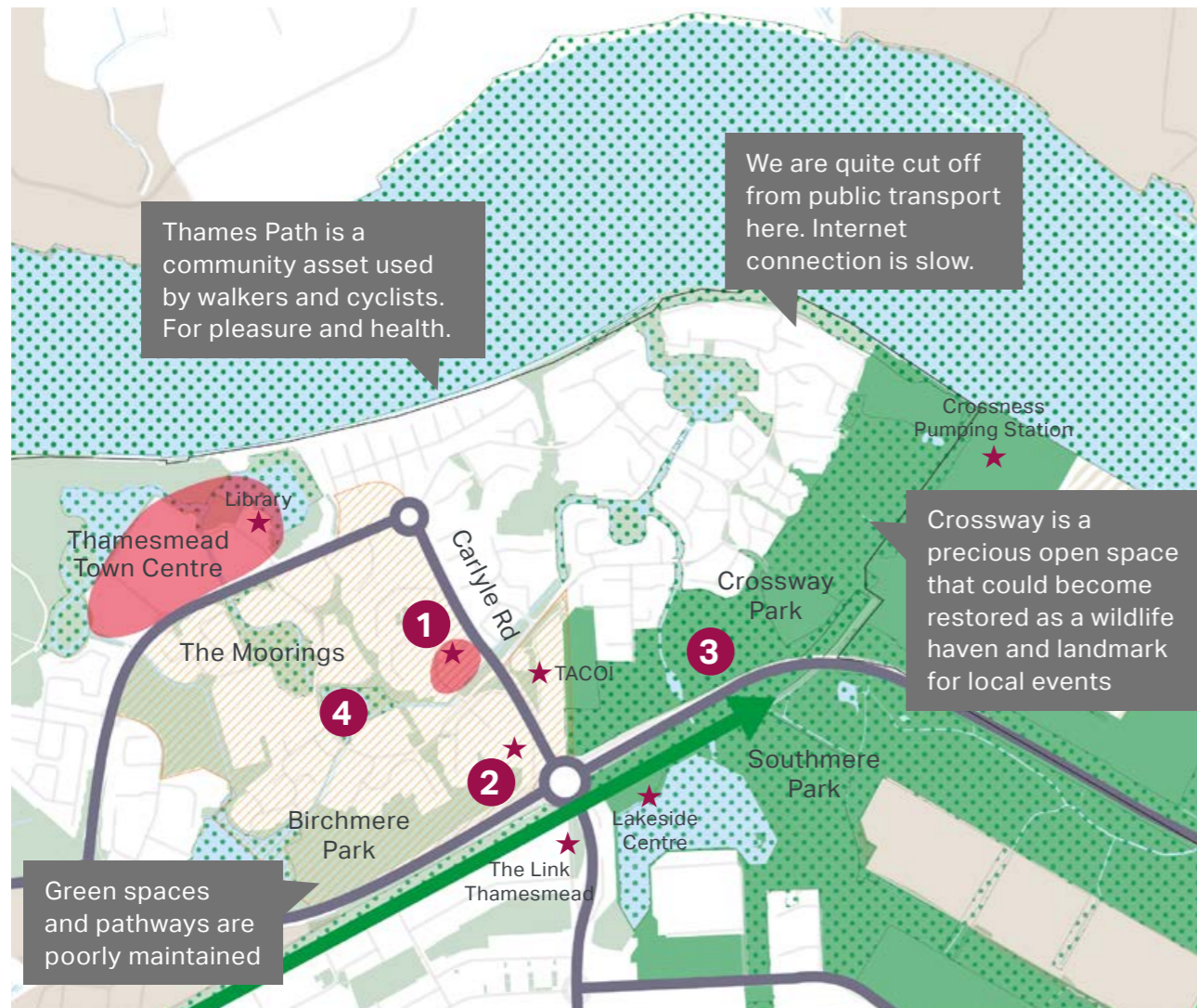


FIG 4.43 North Thamesmead and The Moorings - Existing context

- District and non-designated centres
 - Strategic Industrial Locations
 - Metropolitan Open Land (MOL)
 - SINC
 - Green space
 - Moorings Neighbourhood Forum
 - Cultural and heritage assets
 - Local community feedback
- PHYSICAL SEVERANCE**
- Ridgeway
 - Major roads



FIG 4.44 The Mayor of London granted £1.15 million through the Good Growth Fund to improve the public realm and buildings in the Moorings to create a community, enterprise and learning hub for Thamesmead



FIG 4.46 Crossway Park is well-used by local residents, families and the local running club



FIG 4.45 Improved frontages along the arches at Byron Close. The arches host a variety of activities including a dance studio and community spaces



FIG 4.47 Peabody have reopened Tump 53, a mixed woodlands nature reserve, that now offers educational workshops, volunteering opportunities and other activities

What this OAPF means for North Thamesmead and The Moorings



FIG 4.48 Potential improvements at North Thamesmead and the Moorings

EXISTING	PROPOSED
District and non-designated centres	Approved / outline permission sites
Strategic Industrial Locations	Potential areas of change
Green space	Proposed DLR extension
Moorings Neighbourhood Forum	Potential DLR extension to Belvedere
Thames Path	Proposed bus transit pilot
OA boundary	Proposed major road intervention
	Proposed river frontage improvements
	Proposed green corridors

For further details see:
 Town Centre and Economy [pg. 52](#)
 Culture and Heritage [pg. 56](#)
 Social & Community Infrastructure [pg. 72](#) & [pg. 82](#)
 Environment [pg. 86](#)

VISION FOR NORTH THAMESMEAD AND THE MOORINGS

New public transport infrastructure and improved walking and cycling links will connect the existing residential communities to employment opportunities and services in the OA and beyond. An enhanced neighbourhood parade will create a focal point for communities in the area. Improvements to wayfinding and existing community assets, such as Crossway Park, will ensure existing positive aspects of the area are retained and enhanced.

- 1 The Moorings**
 There are opportunities to invest in the Moorings Estate and work closely with Moorings Neighbourhood Forum to improve green spaces and pathways. The area has potential to become a place with a strong sense of community with a thriving community hub at its heart.
- 2 Outdoor sports and leisure Hub**
 Retain and improve the existing club by improving access, and upgrading and expanding its facilities. Potential to create an improved sports and leisure hub with outdoor sports provision and community spaces for all ages.
- 3 Former Thamesview Golf Course**
 Enhance the area's ecological value and improve access, including better pedestrian links to the Thames Path and the historic Crossness facility. Potential for flood management methods that contribute to increasing flood storage and creating recreational areas and habitat.
- 4 Eastern Way and Ridgeway**
 Potential for a major intervention to provide a continuous on-street walking and cycling connection. Multiple options will need to be considered, such as replacing the existing narrow bridge through the centre of the junction.
- 5 Wayfinding improvements**
 Potential for improved signage to key destinations such as Crossness Pumping Station and the Thames Path.



FIG 4.49 Zollverein Park, Germany



FIG 4.50 Van Gogh Walk, Lambeth

- 6 Bus Transit route**
 Quicker, more reliable public transport links to Plumstead, Thamesmead Town Centre and Woolwich. Major developments along the proposed bus transit route should consult TfL to ensure their proposals consider future bus transit provisions (see pg. 143).

What this OAPF means for connecting North Thamesmead and The Moorings

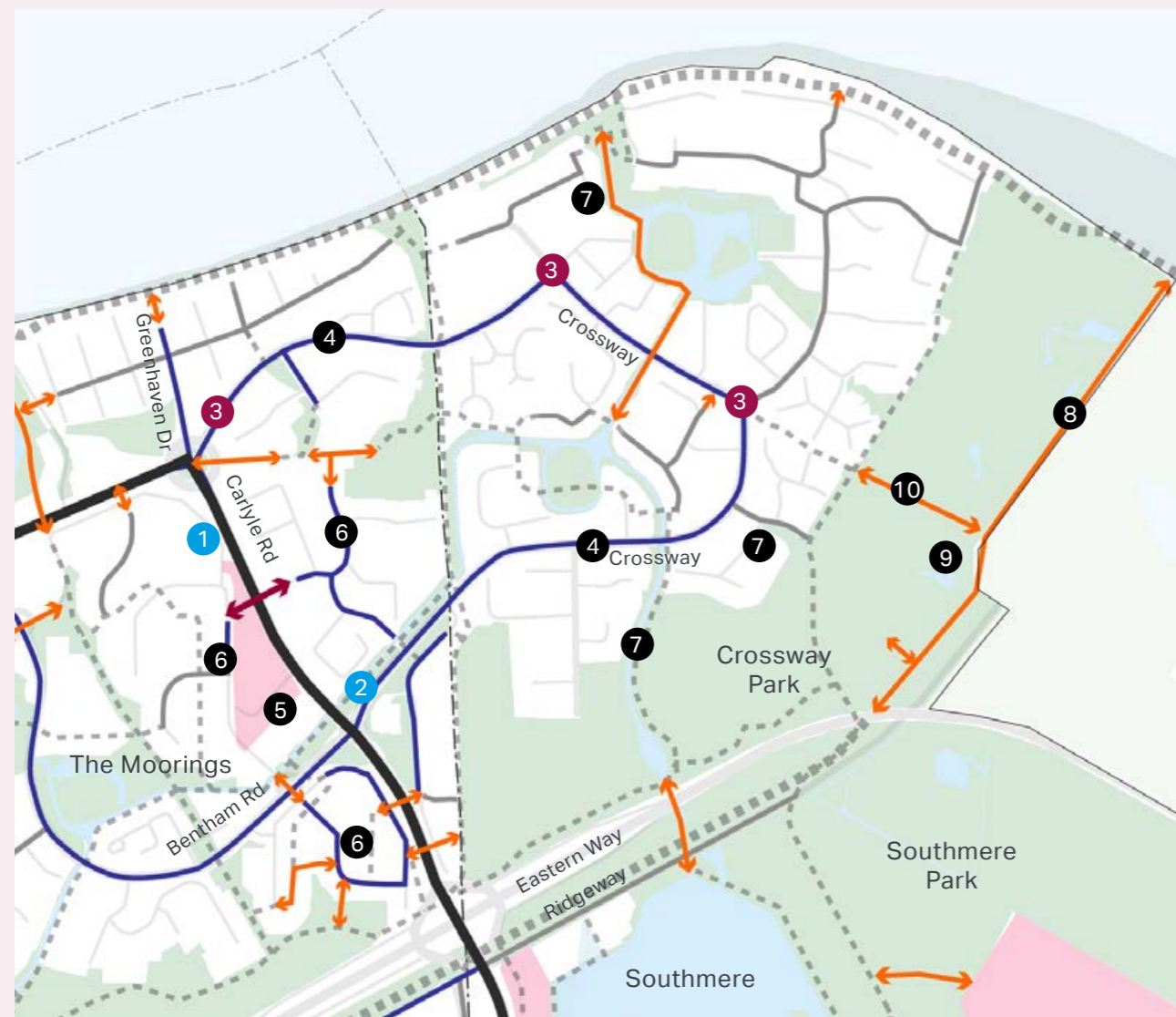


FIG 4.51 Potential local connections at North Thamesmead and the Moorings



Potential local connections

- 1 Carlyle Road transit works**
- 2 The Moorings transit hub**
Works associated with the bus transit scheme - transit stops, corridor treatments and local walking and cycling accessibility. Public realm improvements could help enhance pedestrian and cycle safety and provide good quality interchange at a future Moorings transit hub. Potential to facilitate in part by remodelling the Bentham Road / Crossway junction.
- 3 Crossway roundabouts**
Improvements for walking and cycling could involve replacing over-scaled roundabouts with signal-controlled junctions, improving quality of place and reducing highway land-take.
- 4 Crossway enhancement**
Potential for new and improved footways on this important neighbourhood connection. There may be scope for calming the street environment to make cycling safer and more comfortable, or to ensure that crossings are provided at-grade in suitable locations. Walking and cycling on Crossway should connect with the off-carriageway walking and cycling network in the area.
- 5 Moorings Community Hub**
Potential to enhance the existing retail parade at the Moorings in conjunction with proposals for a Transit stop and potential future DLR station, to create an active community hub.
- 6 Moorings Estate links**
Building on the improvements at Byron Close, other routes through the Moorings Estate could be enhanced by upgrading existing connections or providing new links as part of Peabody's future investment in the area. This would enable people to walk, cycle and access public transport easily and safely at all times of day and night. This could be supported by improved wayfinding and signage. Where possible, small sites could be developed, or existing properties redeveloped, to provide new street frontage.
- 7 Links to Lesnes**
Opportunities to improve northern sections of strategic north-south green links extending into Crossway Park and the residential areas of North Thamesmead, building on the Claridge Way project, and making Sporting Club Thamesmead easier to access.
- 8 Crossway to Crossness**
- 9** Opportunity to complete the local network of walking/cycling links
- 10** from Crossway to the Thames Path, including Sporting Club Thamesmead, and linking back into residential neighbourhoods. Potential to complement this with investment in improving access and signage to Crossness Pumping Station, as an important heritage asset and destination in the area.

Existing context and character

Abbey Wood



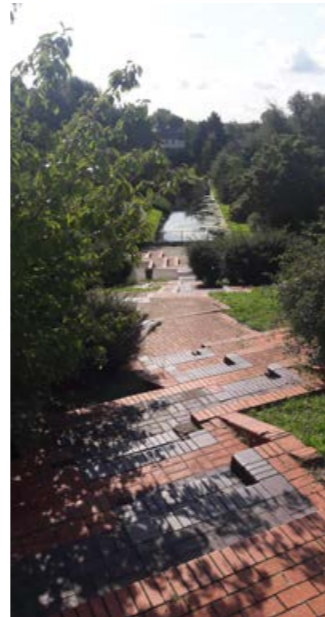
URBAN STRUCTURE

- The character of the area is changing, with major mixed-use redevelopment projects such as Southmere Village, and the new Abbey Wood station
- There are good public transport connections from Abbey Wood to town centres at Plumstead and Woolwich
- Major infrastructure causes severance - the railway to the south and Ridgeway and Eastern Way to the north - and generally there are poor connections to neighbouring areas
- The public realm is car-dominated; many areas, such as roundabouts, flyovers and subways, are hostile for people walking or cycling
- Off-street routes provide permeability for pedestrians but are not always legible and do not feel safe at all times of day



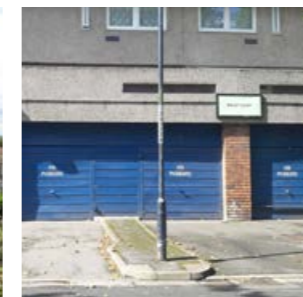
PUBLIC SPACE

- The area is well served by open space in the form of parks, woodlands and water, giving a distinct local character
- Southmere Lake is a focal point of the community set within Southmere Park
- Abbey Way provides a direct link between the lake and Lesnes Abbey
- The Ridgeway provides a direct east-west link to the Thames Path but is poorly connected to the wider area
- A web of secondary green links serves the residential community, particularly to the north of the area
- Abbey Wood station and new developments such as Sainsbury's are establishing more of a street presence on Harrow Manorway, helping to improve the walking environment



BUILDINGS + STREETS

- South Thamesmead features concrete brutalist 3-4 storey maisonettes with cantilever terraces and 12-storey tower blocks - these types have garages and parking at ground level, and little distinction between the fronts and backs of properties, meaning there is little street activity
- Abbey Wood has low-rise, brick-built terraced housing and apartment blocks around an established network of green spaces, mainly served by streets accessed from Eynsham Drive
- There are traditional two-storey brick terraces to the south east - streets in this area could become more important as walking and cycling links between Abbey Wood and East Thamesmead
- Harrow Manorway and Yarrnton Way have long stretches that are difficult to cross, vehicle-dominated and with little or no active frontage



HERITAGE + COMMUNITY ASSETS

- Lesnes Abbey, a scheduled ancient monument lies just to the south of the OA boundary
- Lesnes Towers (unlisted), the four waterside towers, are an iconic feature on Thamesmead's skyline
- There is an emerging new civic quarter around Southmere Lake including the Lakeside Centre and a proposed new Library
- Wilton Road is a vibrant and growing local centre next to Abbey Wood station
- Other established destinations and community assets include Eynsham local centre and The Link youth and community centre

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Existing context and character Abbey Wood

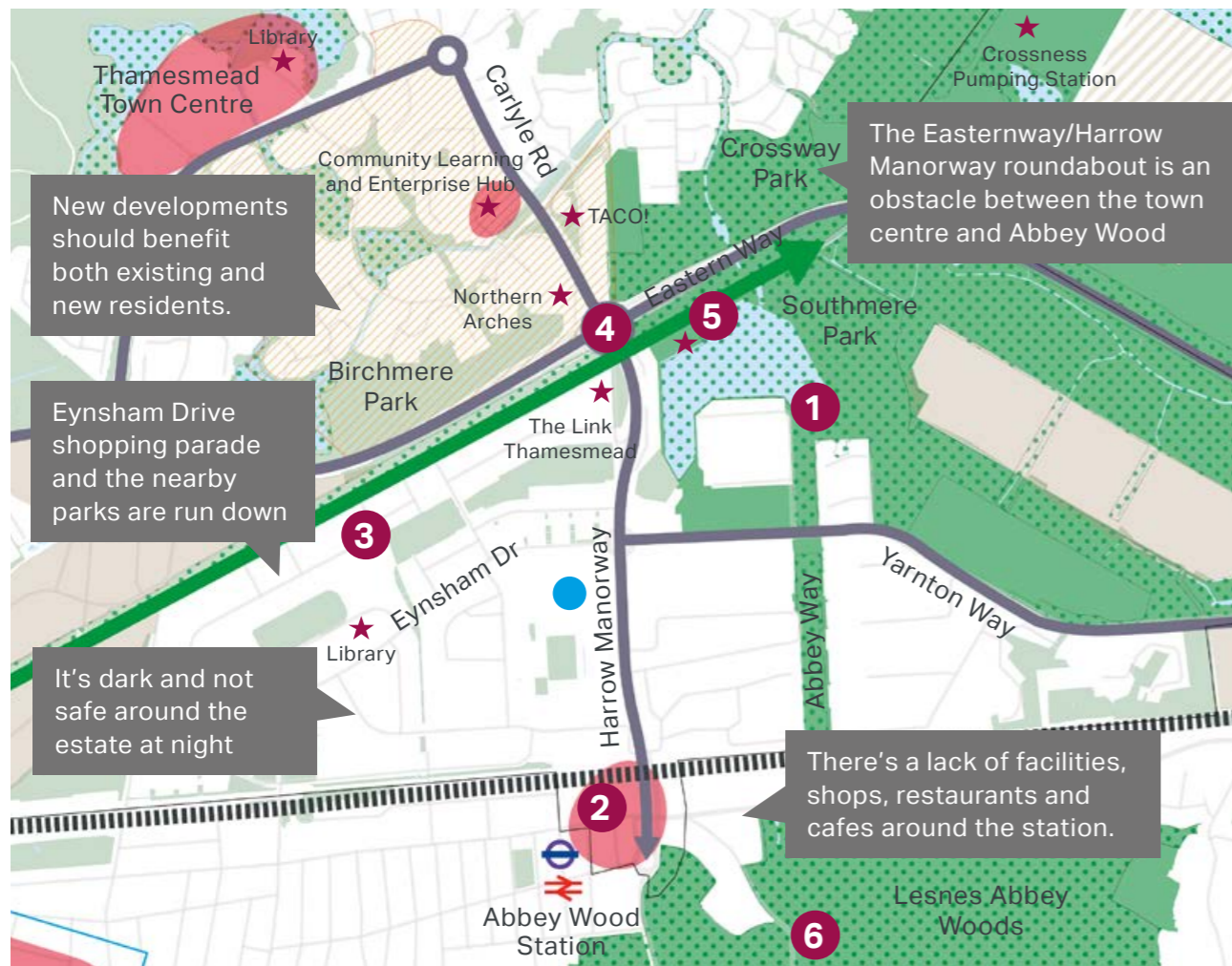


FIG 4.52 Abbey Wood - Existing context

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

- PHYSICAL SEVERANCE**
- Ridgeway
 - Major roads
 - Railway tracks



FIG 4.53 The open space next to Southmere Lake provides a space for a range of activities, such as local markets, outdoor screenings and performances



FIG 4.54 Abbey Wood village provides local conveniences and is located next to Abbey Wood station



FIG 4.55 Abbey Wood estate can feel separated from northern areas of the OA as a result of physical obstacles such as the Ridgeway



FIG 4.56 Highways cause major severance and create barriers to walking and cycling. In the evening, underpasses can feel unsafe and isolated



FIG 4.57 Lakeside Centre was reopened by Bow Arts as a major cultural hub, supported by the Mayor of London's Regeneration Fund. It includes a gallery space, community cafe, early years nursery and affordable creative workspaces for local artists.



FIG 4.58 Lesnes Abbey Woods is the second largest park in the London Borough of Bexley. The Abbey ruins are a Scheduled Ancient Monument (SAM) and Grade II listed. The facility is served by a new visitor facility including learning centre and cafe.

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4.5

What this OAPF means for Abbey Wood



FIG 4.59 Potential improvements at Abbey Wood

EXISTING	PROPOSED
Local centre	Approved / outline permission sites
Strategic Industrial Locations	Potential areas of change
Green space	Proposed bus transit pilot
Moorings Neighbourhood Forum	Potential bus transit extension to Belvedere
Protected Gypsy and Traveller site	Proposed major road intervention
OA boundary	Proposed green corridors

For further details see:
 Town Centre and Economy [pg. 52](#)
 Culture and Heritage [pg. 56](#)
 Social and Community Infrastructure [pg. 72](#) & [pg. 82](#)
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VISION FOR ABBEY WOOD

The arrival of the Elizabeth line and the **proposed bus transit** will enhance the areas' role as a **gateway** into the OA. **Leisure, cultural and amenity uses** in this local centre will be centered around the station with a new, improved route that links to the emerging **community hub at Southmere Lake**. Harrow Manorway will be more comfortable to **walk and cycle** along when travelling to the surrounding neighbourhoods, green spaces and Thames waterfront. The street will be lined by **attractive, activity generating uses**, such as community facilities, shops, and food and drink businesses. The area will offer a range of **job opportunities and town centre uses** - giving local businesses space to grow, and civic and cultural uses to take a foothold. East of the OA has potential for a world-class built environment education facility.

1 Eastern Way and Ridgeway (see pg. 151).

2 Southmere Lake
 Restore this defining feature of Thamesmead by continuing to clean up the lake and making it a leisure destination with improved facilities for fishing, a new Boating Club to bring boating back to the lake, and a circular walk. Continue desilting to increase the flood storage water capacity of the lake. Improve the public realm and create a new hub for sports, health, cultural and community facilities. Potential for public art commissions in the public realm.

3 Abbey Wood local centre
 Provide a range of commercial spaces that attract both independent and well-established businesses (see pg. 52).

4 Harrow Manorway
 Create a safe, inviting environment for walking and cycling. Developments along the road should maximise active frontages.

5 Yarnton Way
 Reallocate carriageway space to prioritise public transport, walking and cycling. Ensure improvements to Yarnton Way take into consideration future potential public transport provisions (see pg. 151).

6 Abbey Way
 Improve this space as a leisure space for young people and a green link for the local and wider community, and enhance its strategic wildlife corridor function.



FIG 4.60 Orford Road, Walthamstow



FIG 4.61 Sheffield riverside business district

Harrow Manorway Opportunities

- Promote and deliver more diverse uses including those which contribute to social value and community cohesion.
- Promote places for leisure and non-retail experiences, particularly for families.
- Explore innovative models of community-led development which enable communities to participate in local business ownership/investment.

See [GLA's 'High Streets & Town Centre Adaptive Strategies'](#) for further guidance

What this OAPF means for connecting Abbey Wood

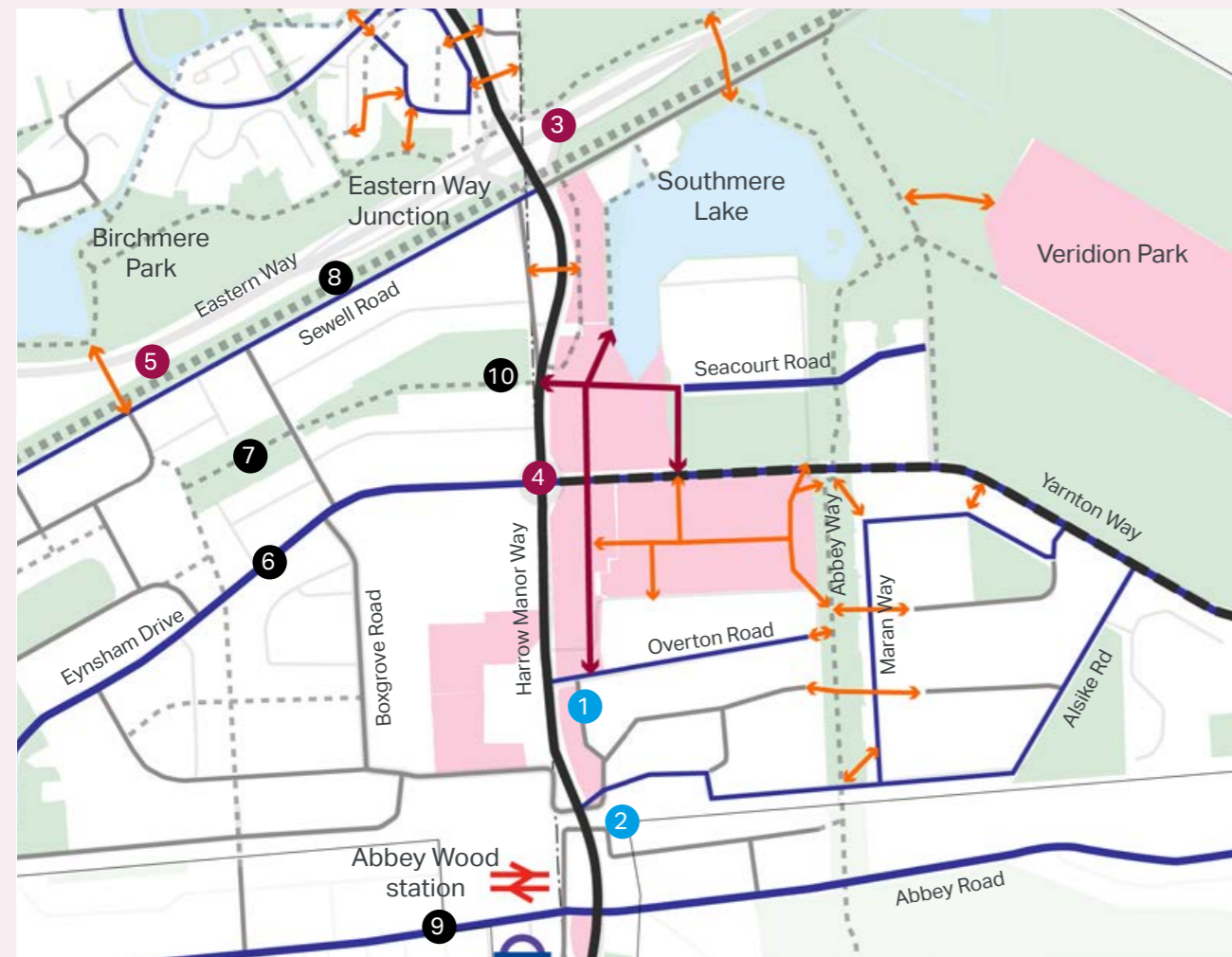


FIG 4.62 Potential local connections at Abbey Wood

- Transit-related projects
- Major intervention projects
- Walking, cycling & public realm projects
- Proposed bus transit route
- Potential bus transit extension to Belvedere
- Potential new connection
- Potential new/improved walking/cycling routes
- Potential improvements to existing connections
- Existing quieter street, suitable for walking/cycling
- Existing off-carriageway connection

Potential local connections

- 1 Harrow Manorway transit works / Abbey Wood Hub**
Works associated with the potential bus transit scheme - interchange at Abbey Wood, transit stops, corridor treatments and local walking and cycling accessibility to the services. Improvements to make walking and cycling both along and across Harrow Manorway safer and more attractive.
- 2 Wood Hub**
Works associated with the potential bus transit scheme - interchange at Abbey Wood, transit stops, corridor treatments and local walking and cycling accessibility to the services. Improvements to make walking and cycling both along and across Harrow Manorway safer and more attractive.
- 3 Eastern Way Junction**
Potential for a major intervention to provide a continuous on-street walking and cycling connection. Multiple options will need to be considered, such as replacing the existing narrow bridge through the centre of the junction.
- 4 Yarnon Way Roundabout**
Make both walking and cycling easier, safer and more pleasant at this junction, with improved public space. Provide better crossings for cyclists and pedestrians. Provide bus priority solutions through the junction (especially north-south).
- 5 Sewell Road to Birchmere Lake crossing**
New bridge connection for pedestrians and cyclists over Eastern Way and the Ridgeway to open up a high-quality link between neighbourhoods.
- 6 Eynsham Drive**
High-quality facilities for pedestrians and cyclists along this key route, which serves schools and community facilities, could enable safe journeys that do not rely on the car.
- 7 Abbey Wood Park and the Groves**
Potential improvements to the green corridors through the area as well as Abbey Wood Park to make these attractive and appealing green links for people to use to travel through the area. Under-used pockets of greenspace could become active and animated spaces that provide a social space for the community and traffic-free walking and cycle routes through the area.
- 8 Sewell Road**
Development of small sites, such as existing garages, along Sewell Road could provide passive surveillance over the southern boundary of the Ridgeway. This would help make people feel safer and unlock the potential for the Ridgeway as an important connector.
- 9 Connecting to Crossrail**
High quality, 24-hour walking and cycling routes, connecting Abbey Wood with other neighbourhoods and local destinations could support development of an enhanced and extended town centre, featuring local retail, commercial opportunities and services, set within a high quality, people focused public realm.
- 10 Path to Southmere Lake**
Potential to improve the quality and experience for people using the east-west link north of Ampleforth Road, beneath Harrow Manorway, connecting South Thamesmead to Southmere Lake.

Estate Regeneration

Many of the potential development sites within the Bexley side of the OA are estate regeneration sites. Policy H8 of the emerging London Plan and the Mayor's Good Practice Guide to Estate Regeneration (2018) sets out principles and policies for estate regeneration in London. The following section does not introduce new concepts but seeks to apply existing Mayoral guidance and policy to the unique circumstances of Thamesmead.

Rehousing

Partnership working is important to develop a managed and fully funded programme of estate renewal, phased in such a way as to enable a practicable rehousing strategy which does not reduce the overall supply of affordable housing and increases it wherever possible. This is important to reduce the negative impact of regeneration schemes and to ensure there are sufficient resources to deliver them.

The use of outline applications incorporating a large site, or number of connected sites, can provide an opportunity to explore the phasing of development so as to mitigate the disruptive impacts of rehousing. The 'right of return', as advocated by the Mayor, should be considered as part of decant strategies.

See Mayor's Good Practice Guide to Estate Regeneration and Policy H8 of the emerging London Plan

Phasing and demolition

It is important to consider the implications of rehousing strategies and the phasing of demolition/rebuild to ensure the overall affordable stock is not compromised. New housing provided through estate renewal should re-provide the existing level of affordable housing with equivalent levels of affordable housing floorspace on an identical or equivalent basis, or potentially increase provision, on-site or as part of a wider programme approach. The dwelling mix should meet the borough's current and projected housing need. To assess the maximum level of affordable housing that a scheme can deliver, applications must follow the Viability Tested Route.

See emerging London Plan Policy H8 and H5; and the Mayor's Good Practice Guide to Estate Regeneration

Resident engagement and securing buy-in

Staying close to friends or family can help provide informal support for residents affected by regeneration. By providing a mix of accommodation types, existing residents are provided with a choice in terms of size and tenure, creating options to stay in the area if they wish and for new residents to join a strong and stable local community. Effective engagement with existing communities is essential and it is important that the impacts of regeneration proposals on community cohesion is considered. A ballot for regeneration proposals that affects more than 150 residents, as required by the London Mayor, is good practice and a

positive result demonstrates local buy in for regeneration proposal.

See the Mayor's Good Practice Guide to Estate Regeneration

CPO powers

Land assembly can be used to unlock sites for comprehensive redevelopment, and the use of a Council's statutory Compulsory Purchase Powers (CPO) enables this to happen. CPO powers are only used under carefully selective circumstances, in the public interest, to enable comprehensive redevelopment for high quality regeneration. There must be a strong, evidenced business case to support redevelopment and its benefits must be clearly demonstrated.

See the London Housing Strategy (2018)

Meanwhile uses pending redevelopment

The benefits of 'meanwhile' use on sites pending redevelopment guided by planning policy should be reviewed, as appropriate. The provision of meanwhile use is a material consideration in the determination of planning applications; schemes that provide temporary public realm, meanwhile use for housing, or pop-up spaces for cultural or creative activities are considered to provide a public benefit and are encouraged.

Some sites on the Bexley side of the OA have been cleared and have opportunities to utilise this space. While permanent arrangements are secured, developers and landowners of empty sites should

consult LB Bexley and consider the potential to supply good quality temporary accommodation (TA). This could also include the use of short-term lettings in regeneration scheme properties that are empty awaiting redevelopment. The use of modular housing on 'meanwhile sites' should also be considered, particularly in sites awaiting redevelopment in locations offering quality, accessible local accommodation for families.

See emerging London Plan Policy D7, H4 and HC5

Infrastructure

Major developments consider the opportunities, challenges, and spatial requirements of potential future infrastructure, such as the bus transit and DLR, and seek to safeguard space for its delivery, and retain the potential of adjacent sites and spaces. Major development sites close to the North Kent Line should be designed to ensure they do not preclude future four-tracking, and schemes along Yarnton Way should provide sufficient space to accommodate the potential extension of the bus transit to Belvedere.

Large-scale development are also expected to contribute to additional social and community infrastructure requirements, such as school. For example, Peabody are contributing the cost of a 1 x FE (First Entry) in the Housing Zone in Bexley.

See emerging London Plan Policy S1, S3 and T3

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Existing context and character

East Thamesmead & Veridion Park



URBAN STRUCTURE

- The area is bounded by the railway to the south, Eastern Way to the north, and open space to the west
- The strategic road network supports industrial activities, with Eastern Way providing HGV access away from residential communities
- Yarnton Way serves both the residential and some of the industrial communities - it is car-dominated and suffers from poor street frontage
- The area is well served by green links, however this can lead to a perception of poor safety, particularly at night

PUBLIC SPACE

- Green space is predominantly marshland with dykes, nature reserves and woodlands - these have significant biodiversity value
- Much of the green space, such as Woodland Way, acts as a buffer to utilities and industrial uses
- There are some public footpaths through the area but these fall short of forming a joined-up network
- Southmere Park is a large green space but would benefit from facilities and landscaping to make it more attractive for recreation and relaxation

BUILDING TYPOLOGIES

- Large-span, modern industrial sheds and educational buildings of 2-3 storeys surrounded by open landscape to the north-east
- To the south are distinctive concrete Brutalist residential buildings - 3-to 4-storey maisonettes with cantilever terraces and 12-storey tower blocks
- Little street-level activity in these areas, with few building entrances and the ground level dominated by parking and garages
- Industrial and utilities structures are a key feature of the skyline, e.g. Cory Energy Plant, wind farms and gas holders

HERITAGE + COMMUNITY ASSETS

- Gas holders (unlisted) are a notable feature of the skyline
- Local views of Lesnes Towers (unlisted), within a wider setting of Southmere lake and park
- The area is home to a number of education uses, centring around The Harris Business Academy which has a distinctive, high-tech design

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4.6

Existing context and character East Thamesmead & Veridion Park

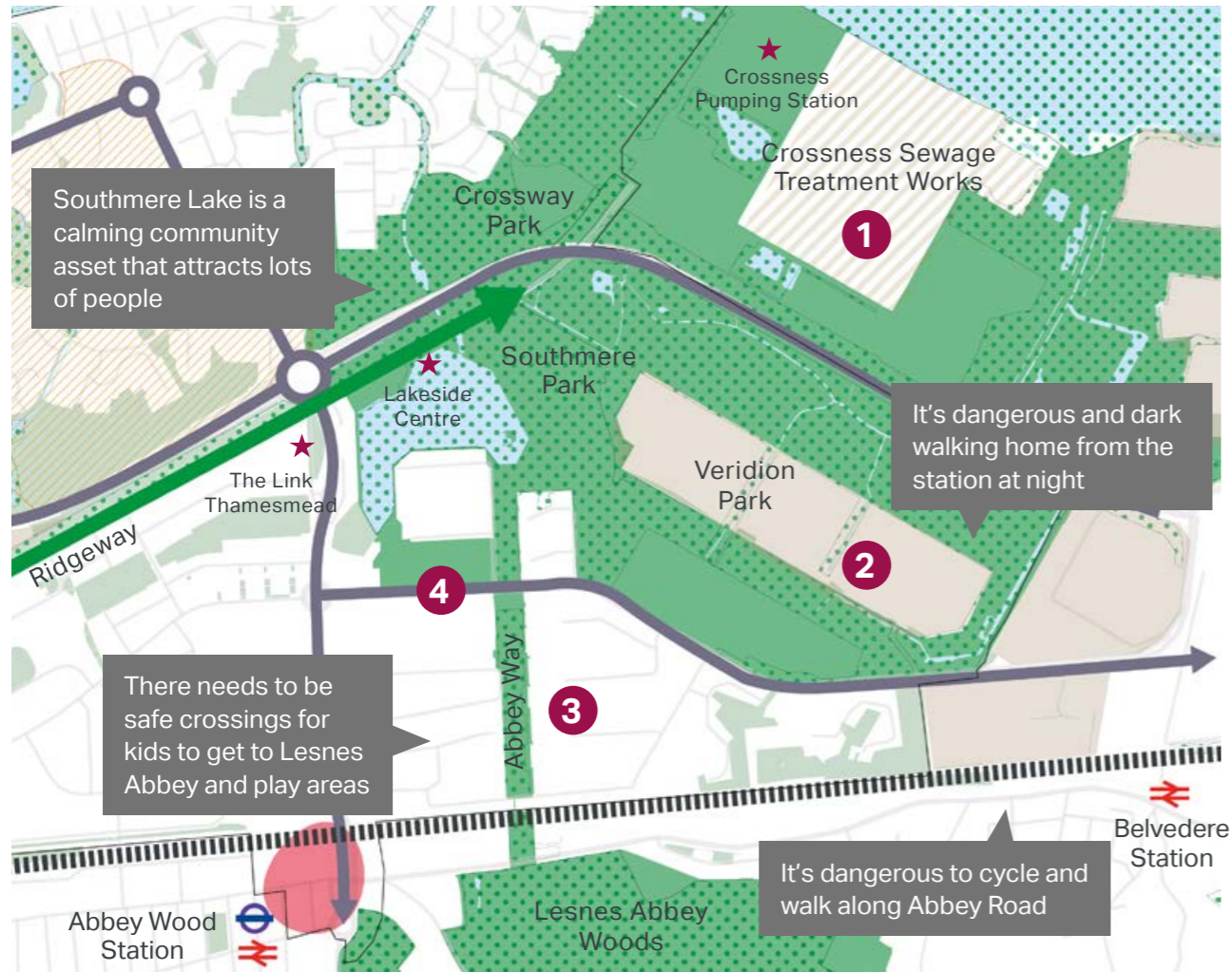


FIG 4.63 East Thamesmead and Veridion Park - Existing context

- Local centres
- Strategic Industrial Locations (SIL)
- Potential industrial designation - to be formalised through Bexley's Local Plan review
- Metropolitan Open Land (MOL)
- SINC
- Green space
- Cultural and heritage assets

PHYSICAL SEVERANCE

- Ridgeway
- Major roads
- Railway tracks

Local community feedback



FIG 4.64 Crossness Sewage Treatment Works is the second largest waste treatment plant in Europe



FIG 4.66 Playgrounds are located on the raised Abbey Way which leads to Lesnes Abbey Woods



FIG 4.65 The Engine House provides flexible studio and work spaces for startups and small to medium-sized businesses



FIG 4.67 Blank frontages and lack of passive surveillance onto Yarnton Way contribute to poor walking and cycling conditions along the road

P4
4.6

What this OAPF means for East Thamesmead & Veridion Park

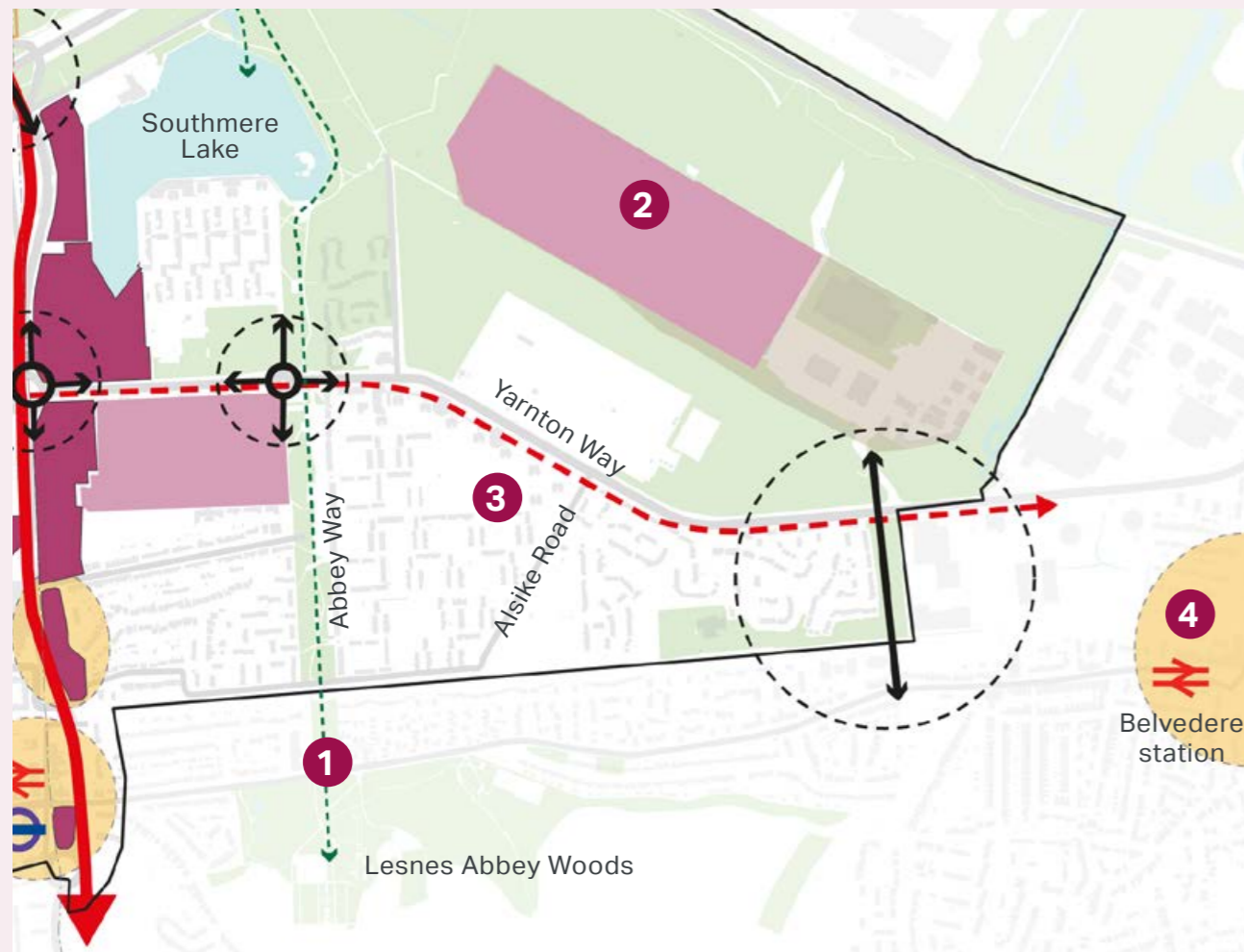


FIG 4.68 Potential improvements at East Thamesmead and Veridion Park

EXISTING	PROPOSED
District and local centres	Approved / outline permission sites
Strategic Industrial Locations	Potential areas of change
Green space	Potential bus transit extension to Belvedere
	Proposed major road intervention
	Proposed green corridors

For further details see:
 Town Centre and Economy [pg. 52](#)
 Culture and Heritage [pg. 56](#)
 Social and Community Infrastructure [pg. 72](#) & [pg. 82](#)
 Environment [pg. 86](#)

VISION FOR EAST THAMESMEAD & VERIDION PARK

New industrial facilities and potential for a construction-related, further education and skills training facility in East Thamesmead will boost **employment and industry** in the area. **Training opportunities** and **flexible workspaces** for SMEs and start-ups will encourage links with the wider industrial area. The abundance of **high-quality natural space** will be celebrated by improving the quality and management of the marshland and by activating green spaces through a **sports and recreation hub** between the former Sporting Club Thamesmead and educational uses to the south. These assets will be linked by improved **walking and cycling** provisions across Eastern Way and Yarnton Way. Estate regeneration opportunities will create high-quality new homes. The area east of the OA has potential for a **Place and Making Initiative**, a world-class facility to provide education across all aspects of the built environment - bringing together educators, researchers, and practitioners to facilitate enterprise and innovation for the built environment.

- 1 Abbey Way**
 Improve this space as a leisure space for young people and a green link for the local and wider community, and enhance its strategic wildlife corridor function.
- 2 Veridion Park Industrial Area**
 Intensify and make better use of industrial land to provide more opportunities for local employment (see pg. 66). Invest in infrastructure to provide new, direct local connections into the area, particularly from the south (see pg. 161).
- 3 Yarnton Way**
 Reallocate carriageway space to prioritise public transport, walking and cycling. Ensure improvements to Yarnton Way take into consideration future potential public transport provisions (see pg. 161).
- 4 Belvedere**
 While this OAPF does not provide guidance on Belvedere as it is outside the OA, Belvedere is recognised as an important area for people who live and work in the southeast of the OA. There is potential for improved public transport and a reinvigorated neighbourhood around the station.



FIG 4.69 Duisburg-Nord Landscape Park, Germany. Photo credit: Christa Panick



FIG 4.69 Vitsø HQ and production building, UK. Photo credit: Dirk Lindner



FIG 4.70 Prologis Urban Bow Yard. A multi-level industrial building with 'maker' spaces for creative/production agency, film and media companies, technology and storage enterprises.

What this OAPF means for East Thamesmead & Veridion Park

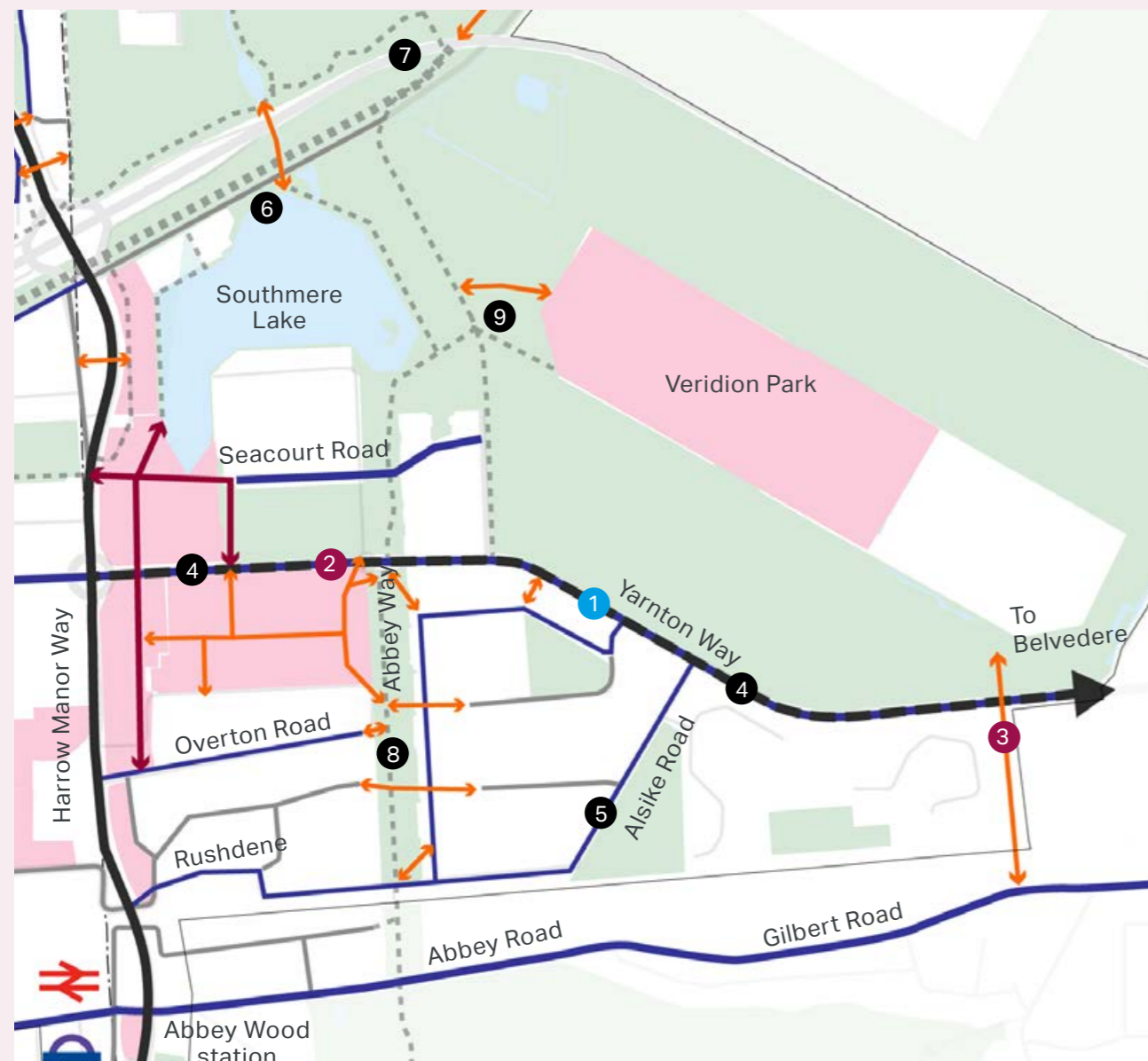


FIG 4.71 Potential local connections at East Thamesmead and Veridion Park

- | | |
|---|--|
| ● Transit-related projects | Proposed bus transit route |
| ● Major intervention projects | Potential bus transit extension to Belvedere |
| ● Walking, cycling & public realm projects | Potential new connection |
| | Potential new/improved walking/cycling routes |
| | Potential improvements to existing connections |
| | Existing quieter street, suitable for walking/cycling |
| | Existing off-carriageway connection |

Potential local connections

- 1 Yarnton Way transit works**
Opportunity for improvements to complement potential phase 2 bus transit scheme - transit stops, corridor treatments and local walking and cycling accessibility to the services.
- 2 Hartslock Drive / Wolvercote Road junction**
Opportunity to improve pedestrian and cycle facilities to complement the high-level footbridge connection, potentially involving removal of the two roundabouts.
- 3 Waldrist Way extension**
A new bridge connection between Yarnton Way and Abbey Road could help overcome severance caused by the North Kent Line. The Waldrist Way alignment is halfway between existing bridges at Belvedere station and west of Maran Way, and has potential to improve access to the employment areas north of Yarnton Way. Other alignment options could also be explored.
- 4 Yarnton Way Improvements**
Potential to reallocate highway space to prioritise buses and continuous, high quality connections for pedestrians and cyclists on Yarnton Way, serving local homes and businesses. These could be delivered ahead of, or as a first phase of, the phase 2 transit works.
- 5 Alsike Road**
Opportunities for investment in the quality of public realm on Alsike Road could create an alternative connection for walking or cycling between Abbey Wood station and local destinations.
- 6 Southmere access**
Potential for a new access point to the Ridgeway from Belvedere Road.
- 7 Path under Eastern Way**
Opportunity to enhance and activate the existing connection under Eastern Way, with potential to make for a safer, more comfortable link to Sporting Club Thamesmead.
- 8 Links to Lesnes**
Elevated link to Lesnes Abbey could be improved, potentially encouraging more people to use it and see Thamesmead and Abbey Wood from a unique perspective. Any new development or redevelopment could play a role in supporting better connections.
- 9 Yarnton Park future routes**
Realising opportunity for 24-hour walking and cycling routes through Yarnton Park and Southmere Park could help make these places more accessible, and play a role in integrating new and existing homes and jobs. Potential opportunities include connecting Yarnton Park to Crossness Nature Reserve with a bridge or pedestrian and cycle crossing on Eastern Way.

5 Delivery and Coordination

Chapter contents

- 5.1 What happens next?
- 5.2 Recommendations

What happens next?

Delivery in the OA has already started through ongoing regeneration by Peabody in parts of the Thamesmead Estate, and other further pockets of development activity across the OA.

This is not unusual in identified growth areas across London and presents an opportunity to ensure that early emerging development ambitions on individual sites reflect the aspirations of this collaborative planning framework.

Infrastructure is key to the delivery of this framework and will require major investment in transport, and planning and coordination of utilities and social infrastructure support the day-to-day lives of local people in the OA.

Realising the OA's full potential and ensuring smooth delivery of this framework requires close collaboration and positive partnerships between delivery partners, GLA, TfL, RB Greenwich, LB Bexley, and other major and local stakeholder.

Peabody Housing Association

Peabody is the largest landowner in the OA and is delivering a number of major projects in the area. Other local partners and stakeholders have also contributed to this OAPF and further engagement is invited as part of this consultation process.

Transport and Growth Scenarios

Growth in the OA is intrinsically linked to the delivery of strategic public transport connections. New public transport infrastructure is needed to support housing and employment growth, and vice-versa.

As a complementary and intermediate stage, it is envisaged that in the short-term, a potential bus transit could would communities in the OA with transport services at Abbey Wood and Woolwich. This could bring forward early phases of new housing development and other improvements at Thamesmead Town Centre.

In the longer term, a DLR extension to Thamesmead Town Centre would provide the necessary step-change in public transport connectivity and capacity to support development at the Thamesmead Waterfront site, and improve access to opportunities in the rest of London for the wider OA.

Delivering any major new public transport scheme in the area will depend on the scale of new growth to make a strong case for investment and on the availability of funding for construction, as the transport schemes identified in this OAPF are currently unfunded.

Next Stages for Transport Schemes

TfL is currently taking forward the development of the transport schemes necessary to support the growth scenarios presented in this OAPF, with support from RB Greenwich, LB Newham and a number of landowners and developers on either side of the river Thames.

As the case for the transport schemes is primarily growth dependent, external parties including RB Greenwich, LB Newham, Thamesmead Waterfront JV, St Williams and Aberdeen Standard Investments have agreed in principle to fund the next stage of work to develop the DLR scheme.

Outputs from the technical work will be used to make the case for the transport infrastructure schemes, and to help bids for funding contributions from other sources (for example from government funds similar to the current Housing Infrastructure Fund).

Funding of Transport Infrastructure

The transport schemes identified in this OAPF are currently unfunded. Delivering major new public transport schemes in the area will depend on the scale of new growth to make a strong case for investment and on the availability of funding for construction.

Growth in Thamesmead and Abbey Wood OA is intrinsically linked to the delivery of strategic public transport connections. New public transport infrastructure is needed to support housing and employment growth, and vice-versa.

As has been the case for other major infrastructure projects (such as the Elizabeth line and the Northern line extension), any funding package for new public transport connections is likely to include contributions from the new residential and commercial developments that the routes would serve.

Developer contributions would also be expected to help fund local transport improvements, such as new or improved walking and cycling routes and public spaces.

Recommendations

Recommendation 1 Delivery structures

A **Strategic Delivery Board** is recommended to oversee the overall framework programme, commercial objectives and funding strategy for delivering the potential proposals set out for this OA.

This could be a continuation of the existing Champion's Board, jointly-led by LB Bexley and RB Greenwich in collaboration with delivery partners (e.g. Peabody) and strategic partners (such as TfL and GLA).

Alongside this an **officer level contact** at each organisation could be identified and would be responsible for ensuring continued dialogue between Local Planning Authorities, delivery partners, utilities providers, planners, landowners and local communities.

The officer level contact could also be responsible for **Delivery Coordination** and a **Community Consultation Panel**.

The panel could consist of local resident groups, with representatives from each neighbourhood area, and would have a consultative function. Setting up such a panel would allow regular discussions and information sharing on issues relating to planning and development in the OA.

A process by which the Strategic Delivery Board considers recommendations made by the panel

should be set up. The procedures for the above panels and forums should be established by the Strategic Delivery Board to ensure an efficient and structured channel of communication and feedback is set in place.

Delivery Coordination

Successful delivery of integrated and sustainable infrastructure should minimise disruption and mitigate the impacts of future growth and development. The OA spans across two boroughs and will require careful planning and coordination. This could be facilitated by having:

- Strategic oversight over utilities infrastructure through the use of [GLA Infrastructure Coordination Service](#). Opportunities may include adopting a utilities coordinator for the OA, support developing technical and delivery strategies (see below Integrated Utilities Plan) and streetworks collaboration to minimise disruption in the area. In addition, an officer level contact could coordinate connections to strategic networks and providers across construction sites to minimise impact and disruption to local residents.
- An **Integrated Utilities Plan** to ensure a coordinated approach to delivering utilities infrastructure.
- Exploring opportunities for upfront funding to procure upgrades to utilities network.

Recommendation 2 Ongoing studies

Further detailed studies may be required to deliver the ambitions of the OAPF. As work on delivery progresses, it is also important to consider existing studies and evidence-bases that have been produced for Thamesmead.

Existing studies

- Charlton to Crayford Integrated Water Management Strategy (2017)
- Energy Masterplan - London Borough of Bexley (2015)
- Thamesmead & Belvedere - Heat Network Feasibility Study (2019)

Other potential studies

- DLR and bus transit scheme detailed assessment
- Riverside strategy
- Contaminated land remediation
- Waste management and circular economy strategy
- Integrated utilities plan (including Local Area Energy Plan that covers electricity, EV charging, gas and heat network planning), green and blue infrastructure strategy and digital connectivity
- Freight Area Management Plan
- Infrastructure delivery plan (incorporating street works collaboration opportunities and coordination of new connections)
- Archaeological review

Potential area-wide design strategies

- Further junction improvement studies
- Street lighting assessment
- Healthy Streets corridor studies (e.g. Western Way, Central Way, Carlyle Road, Harrow Manorway and Yarnton Way)
- Wayfinding strategy (e.g. Legible London)
- Creative and cultural strategy
- Detailed area masterplans (e.g. Thamesmead Waterfront and Town Centre)

Recommendation 3 Monitoring reports

As part of the ongoing monitoring of OAPFs, the GLA with support from local authorities, is developing methods to monitor the development changes in Opportunity Areas. The purpose of this is to understand the pace of delivery, challenges and lessons learnt, and to monitor ongoing changes to land uses and development across OAs in London.

It is recommended that delivery of social infrastructure and local services is reviewed at 5-year intervals to respond to demand thresholds in population growth.

Monitoring of the development pipeline by local authorities will be important for identifying development projects that have potential to align with the delivery of supporting infrastructure and projects.

Planning conditions could be applied which require developers to regularly update utilities on expected phasing so as to inform forward planning and delivery and ensure timely investment decisions.

Growth delivery status updates

Regular monitoring of growth delivery in the OA includes:

- Ongoing monitoring of the delivery of homes and jobs
- Changes to strategic and local industrial land and open space designations
- Reviewing infrastructure funding mechanisms linked to development and delivery
- Reviewing demographic change
- Identifying triggers for infrastructure over the next 5 years

Glossary A - Z

Affordable housing

Affordable housing is Social Rented, Affordable Rented and Intermediate Housing, provided to eligible households whose needs are not met by the market. Refer to the emerging London Plan for full definition.

Air Quality Management Areas

An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Biodiversity

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Building typology

A classification of building type, in terms of its structure, massing and height

Convenience retail/shopping

These refer to shopping for everyday essential items like food, drink, newspapers and confectionery.

Creative Industries

Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

CIL

The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.

Circular Economy

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Cultural and creative industries

Employment activities that describe themselves as cultural or creative, including notably architecture, archives and libraries, artistic crafts, audiovisual (such as film, television, video games and multimedia), cultural heritage, design, festivals, music, performing arts, publishing, radio and visual arts. (European Commission)

Density

A measure of the quantity of homes or people in a given area or space

District Heating

The supply of heat or hot water from one source to a district

Dual aspect dwelling

A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. The provision of a bay window does not constitute dual aspect.

DLR

Docklands Light Railway

Elizabeth Line

Elizabeth line is an east-west, cross central London rail link between Paddington and Whitechapel serving Heathrow Airport, Canary Wharf and Stratford. It will serve major development and regeneration corridors, and improve access to large areas of central and suburban London

Family housing

A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.

Green infrastructure

A network of green spaces – and features such as street trees and green roofs – that is planned, designed and managed to deliver a range of benefits. These include mitigating flooding, cooling the urban environment and enhancing biodiversity and ecological resilience, as well as providing more attractive places for people.

Green roofs/walls

Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.

GLA

Greater London Authority

LSIS

Locally Significant Industrial (LSIS) Sites are sites that have particular local importance for industrial and related functions, which complement provision in SILs.

MOL

Metropolitan Open Land. Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

Open space

All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

OA

Opportunity Area. London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

OAPF

Opportunity Area Planning Framework. These frameworks provide a sustainable development programme for Opportunity Areas. The frameworks may be prepared by the GLA Group, boroughs, developers or partners. While planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their Development Plans.

Public realm

Those parts of the highway to which the public have shared access and on which the spectrum of public life is carried out. This can include, among others, high streets, rural village streets, market squares and shopping streets but would not include roads of obvious and limited purpose such as motorways and dual carriageways. (Parliamentary Advisory Committee on Transport)

Section 106 agreements

These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Severance

The separation or rupture of street level activity creating detachment of people and places

SIL

Strategic Industrial Locations. London's main reservoirs of industrial, logistics and related capacity for uses that support the functioning of London's economy.

SMEs

Small and Medium Enterprises as defined by the European Commission

Social infrastructure

Covers facilities such as health provision, early years provision, schools, colleges and universities, community, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

Strategic Areas for Regeneration

These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need. They fall within the 20 per cent most deprived LSOAs in England, using the Index of Multiple Deprivation.

SuDS

Sustainable Urban Drainage Systems use sustainable drainage techniques and manage surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

TfL

Transport for London. One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

Town Centres

Places in London that provide access to a range of commercial, cultural and civic activities, including shopping, leisure, employment, entertainment, culture, and social and community facilities. Town centres are classified in the emerging London Plan according to their existing role and function in light of characteristics such as scale, mix of uses, economic performance and accessibility

Transit Oriented Development

A type of urban development that optimises the amount of residential, business and leisure space within walking distance of public transport.

Thames Path National Trail

The Thames Path is a long distance walking trail, following the Thames River for 184 miles through several rural counties and on into the heart of London.

Urban greening

Urban greening describes the green infrastructure elements that are most applicable in central London and London's town centres. Due to the morphology and density of the built environment in these areas, green roofs, street trees, and techniques such as soft landscaping, are the most appropriate elements of green infrastructure.

Supporting evidence

The following reports have been prepared to support the Thamesmead and Abbey Wood OAPF. These documents form an evidence-base for this OAPF and should be consulted for more information.

- The **Transport Strategy** prepared by TfL sets out the transport vision for the area, highlighting its challenges and opportunities for transport infrastructure upgrades for the short, medium and long term.
- **Integrated Impact Assessment (IIA) Scoping Post Consultation Report.** This accounts for responses received to the consultation scoping report which was published on 6 November 2019.
- **Integrated Impact Assessment (IIA)** The IIA fulfils requirements for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). It includes requirements for **Health Impact Assessment and Equalities Impact Assessment.** This approach seeks to avoid the duplication of assessment work and benefits from a shared understanding of the policies.
- **Habitats Regulations Assessment Screening (HRA)** This directive requires the assessment of plans and projects for their potential to affect sites of European nature conservation importance.
- **Engagement and Consultation Summary**

Referenced material

The OAPF considers the evidence base and materials produced for Local Plans and other adopted policies. This includes:

- Thamesmead and Abbey Wood SPD (adopted 2009)
- Royal Borough of Greenwich Local Plan: Core Strategy with Detailed Policies (adopted 2014)
- Royal Borough of Greenwich Site Allocations Preferred Approach (Aug 2019)
- London Borough of Bexley Growth Strategy (adopted 2017)
- London Borough of Bexley Local Plan (adopted 2012) - Local Plan review (Reg 18, Feb 2019)
- TE2100, Managing flood risk through London and the Thames Estuary, TE2100 Plan - Environment Agency
- Charlton to Bexley Riverside Integrated Water Management Study, Aecom (2017)
- Energy Masterplan, London Borough of Bexley (2015)
- London Heat Map Study , London Borough of Bexley (2011)

For More Information

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