

1.

I would like to draw the attention of the Inspectorate to the recently announced intention by the government to create 12 new towns. These would be from 10 to 13 thousand new homes in each new town.

Reference

<https://www.royalgreenwich.gov.uk/news/2025/thamesmead-shortlisted-governments-new-towns-programme#:~:text=New%20Towns%E2%80%99%20programme-.Thamesmead%20shortlisted%20for%20Government%E2%80%99s%20%E2%80%98New%20Towns%E2%80%99%20programme,-Wednesday%201%20October>

2.

To the west of the Crossness Nature reserve an area has been designated as Thamesmead Riverside. Whilst this is not at the top of the government list, plans are already in existence for a large development in Thamesmead. An agreement has been reached between local housing provider, Peabody; and Lendlease which is a long-established, large-scale developer; to provide a major housing development in Thamesmead.

Lendlease website states -Thamesmead Waterfront is a 100-hectare development site on the southern bank of the River Thames within the Royal Borough of Greenwich. It is one of the few remaining undeveloped waterfront sites in London and the South East that offers the scale and capacity to accommodate significant, sustainable, long-term economic growth and housing, particularly in a post COVID-19 world. With appropriate, timely support and investment, Thamesmead Waterfront offers London and the South East a fresh opportunity to deliver on its current and future needs with a new, connected, sustainable and liveable quarter. With approximately 2km of river frontage.,

3.

The Mayor of London is investing funds towards the planning of a tunnel under the Thames to bring the Docklands Light Railway to Thamesmead and stimulate housing growth. The earmarked site is currently vacant, opposite Gallions Reach Shopping Park. The new station would form part of a redeveloped town centre, with residential developments, employment, retail, and community facilities, according to TfL. The track would descend underground into a tunnel (from Beckton) to cross under the Thames towards Thamesmead. The track would come out of the tunnel onto a viaduct to pass over the Twin Tumps and Thamesmere Site of Importance for Nature Conservation before terminating at an elevated station in Thamesmead town centre on the current site of Cannon Retail Park. part of a 100-hectare site proposed regeneration site owned by the Peabody housing association.

Reference

[Seize the moment!' Rachel Reeves urged to give green light to £1.7bn DLR extension to Thamesmead Pressure grows on Chancellor to help fund new DLR route under the Thames -source ROSS LYDALL @ROSSLYDALL 15 SEPTEMBER 2025 THE STANDARD](#)

This would seem to indicate that yet more natural habitat at Thamesmere could be lost from the local area

4.

As part of the push to create more homes, Development Corporations will be set up, possibly able to set aside or overrule local authority decisions. This could affect any compensatory biodiversity offset agreed during the current enquiry. One example could be the former Thamesmead Golf course. This could be a “quick win” for any developer providing an estate of homes, overruling any existing arrangements made.

Reference

<https://www.burges-salmon.com/> September 2025 Report by [REDACTED]

The Government's preferred method of delivery is through development corporations, and they will be assessing delivery vehicle options on a case-by-case basis as part of the next steps. The focus is on the provision of long term certainty for communities in new towns which will involve public and private sector collaboration. The intention is that the corporations will be resourced to use CPO powers to assemble land as a priority. The 'no-scheme principle' of compensation for compulsory purchase will apply, so compensation will not include any land value generated by the new town scheme.

The Government expects delivery bodies to use the power introduced by the Levelling-up and Regeneration Act 2023 to acquire land for new town development by compulsory purchase with a direction removing 'hope value' compensation, where affordable housing is to be provided by the development and the direction is justified in the public interest. If a 'hope value' direction is confirmed over any land required for a new town, the relevant landowners will not be compensated for any value associated with the prospect of a new planning permission being granted for that land. This includes any value associated with the prospect of a new planning permission being granted for speculative development.

The Taskforce has also recommended that the Government considers the role of tax in housing delivery, and a working group will be set up with the Treasury to look at this. There will be separate guidance which is forthcoming on viability and land value considerations for new towns. The Government's objective is to protect landowner return while minimising development cost in a fair way.

5.

Should a new town go ahead, then more riverside would be lost, with very little remaining marshland in the area. To the south of the nature reserve at Crayford marshes, part of the land has been sold to Berkeley Homes. More residents would need more open spaces, whereas the Cory proposal seek to reduce the existing nature reserve. A previous application by the company did not find any equivalent offset land within the local area. The original incinerator application illustration showed a drawing of trees masking part of the site. These were either not planted or not cared for, as they would be mature trees now. At a previous community consultation Cory gave information about creating “living walls” again to screen. I believe this was eventually only used for sedum covering the bike shed roof. Should the former golf club be chosen for offsetting it would seem vulnerable to change. Another factor could be the possible re designation of some Greenbelt to Grey belt land. (As mentioned in the BBC1 Panorama programme of 20th October 2025, titled “The race to build 1.5 million homes”.)