# Woolwich’s Elizabeth Line station faces pressure over future access as Armourer’s Court development is approved



Greenwich councillors have approved the Armourer’s Court development at the eastern end of Woolwich’s Elizabeth Line station, a project that will add 575 new homes, including 138 for social rent and 49 for shared ownership. The development, a joint venture between Berkeley Homes and Transport for London (TfL), involves the construction of towers up to 26 storeys high around the station’s emergency exit. Despite concerns about the station’s capacity and frequent crowding, the plans do not include a second entrance to the station, and TfL maintains that there is currently insufficient demand for an additional access point.

TfL’s position, as presented to the council, is that the station’s crowding issues largely stem from passengers choosing to travel in the rear carriages of trains, rather than from a lack of access points. The agency has trialled queuing systems at Woolwich to manage the passenger flow, but it insists that the existing single entrance can accommodate current demand. The developers and TfL have assured the council that the construction of new residential towers will not preclude the addition of a second entrance in the future, though no firm commitments have been made. Berkeley Homes' development director, Paul Pritchard, pointed out that while the new buildings would not prevent a future second access on land to the east, the decision lies with TfL, which operates and maintains the station.

The question of a second entrance has been contentious since Woolwich was left off original Crossrail plans due to concerns over cost-effectiveness. Early efforts to secure a station at the Royal Arsenal saw a basic station built with only one entrance, funded partly by Berkeley and Greenwich Council. Since the station opened, Woolwich has become the 33rd busiest mainline station in Great Britain, leading to struggles with passenger overcrowding. Local residents and councillors have raised calls for foresight in planning, urging stakeholders to allocate space now for any future infrastructure enhancements. Jane Amantula, a resident from Thamesmead, commended Berkeley Homes and its late founder Tony Pidgley for their investment in the station but urged greater planning for future capacity, highlighting the importance of safeguarding space for a potential eastern entrance now before the area becomes more densely built.

Greenwich councillor David Gardner echoed these concerns, stressing the importance of preserving the possibility of a second entrance to accommodate anticipated growth and improve connectivity. Gardner also highlighted the potential commercial benefits to developers from improved station access, as it would make nearby developments, including Berkeley’s other project at Lombard Square in Thamesmead, more attractive to residents by shortening walking distances. He also suggested the need for a taxi rank at the station, pointing to ongoing challenges with station access and transport options.

Despite these local concerns, no representatives from TfL attended the council meeting, leaving questions around future station development plans unanswered. Greenwich Council has previously stated its willingness to support a second entrance if TfL were to present viable proposals. However, land acquisition to the east of Armourer’s Court and the high costs involved in constructing a new entrance appear to limit the prospects of such an addition in the near term.

The Armourer’s Court project is set to deliver significant community benefits funded through planning contributions. These include approximately £7.1 million in community infrastructure levy payments to the council, along with allocations for local healthcare, walking and cycling improvements—such as the Cycleway 4 extension to Plumstead—as well as funding for local employment services and carbon offsetting measures. The scheme received unanimous approval, with councillors recognising its merits despite reservations over building height and the absence of immediate provisions for enhanced station access or taxi facilities.

In summary, while the Armourer’s Court development promises to boost housing supply and contribute to local infrastructure, the pressing issue of Woolwich station’s capacity and ease of access remains a challenge. The developer’s assurances that future expansions remain possible offer some reassurance, but without concrete plans or TfL’s active engagement, the urgency of addressing crowding and access constraints at this busy station continues to be a matter of local concern.

### 📌 Reference Map:

* Paragraph 1 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire), [[2]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire)
* Paragraph 2 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire), [[3]](https://www.fromthemurkydepths.co.uk/2025/10/14/woolwich-towers-above-elizabeth-line-to-be-decided-with-no-second-station-entrance/) (From The Murky Depths), [[4]](https://greenwichwire.co.uk/2025/10/14/woolwich-elizabeth-line-crossrail-station-second-entrance/) (Greenwich Wire)
* Paragraph 3 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire), [[5]](https://www.ianvisits.co.uk/articles/decision-tonight-could-seal-the-fate-of-a-second-entrance-at-woolwichs-elizabeth-line-station-84843/) (IanVisits)
* Paragraph 4 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire), [[6]](https://www.fromthemurkydepths.co.uk/2025/06/03/no-second-entrance-for-woolwichs-elizabeth-line-station-under-new-towers/) (From The Murky Depths)
* Paragraph 5 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire)
* Paragraph 6 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire)
* Paragraph 7 – [[1]](https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/) (Greenwich Wire), [[7]](https://www.fromthemurkydepths.co.uk/2022/12/01/woolwich-elizabeth-line-station-set-to-see-523-homes-in-four-towers-approved/) (From The Murky Depths)

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/> - Please view link - unable to able to access data
2. <https://greenwichwire.co.uk/2025/10/22/woolwich-elizabeth-line-second-entrance-armourers-court-approved/> - Greenwich councillors have approved plans for the Armourer's Court development, which involves constructing 575 new homes atop the eastern end of Woolwich's Elizabeth Line station. The development, a joint venture between Berkeley Homes and Transport for London (TfL), includes towers up to 26 storeys high. Despite concerns about overcrowding, TfL has stated there is insufficient demand for a second station entrance, attributing the crowding to passengers predominantly using the rear carriages of trains. The developers have assured that the project will not preclude the addition of a second entrance in the future.
3. <https://www.fromthemurkydepths.co.uk/2025/10/14/woolwich-towers-above-elizabeth-line-to-be-decided-with-no-second-station-entrance/> - Plans for towers above the eastern end of Woolwich Elizabeth Line station are set to be approved, with no new station entrance included. The Armourers Court development, a joint venture between TfL and Berkeley Homes, proposes 575 homes in four towers, with 138 designated for social rent. Despite the station's high usage, a report indicates no capacity issues, and the addition of a second entrance is not currently planned.
4. <https://greenwichwire.co.uk/2025/10/14/woolwich-elizabeth-line-crossrail-station-second-entrance/> - Greenwich Council's planning officers have concluded that there are too few passengers to justify building a second entrance at Woolwich's Elizabeth Line station, despite complaints about crowding. A report indicates that the number of passengers using the station would not support a second entrance, and the new development would not generate enough journeys to warrant one.
5. <https://www.ianvisits.co.uk/articles/decision-tonight-could-seal-the-fate-of-a-second-entrance-at-woolwichs-elizabeth-line-station-84843/> - A planning meeting is set to decide whether the Elizabeth Line's Woolwich station can ever have a second entrance added in the future. The meeting will determine if the Armourer's Court housing development, proposed above the far end of the station, should be built, which could prevent a second entrance from being added later.
6. <https://www.fromthemurkydepths.co.uk/2025/06/03/no-second-entrance-for-woolwichs-elizabeth-line-station-under-new-towers/> - Developers behind plans for new tower blocks over the eastern end of Woolwich's Elizabeth Line station have confirmed that they do not plan to build a second entrance. Despite Greenwich Council expressing a desire for a new way in and out of the station, the developers have stated that the station was not designed to have a second entrance.
7. <https://www.fromthemurkydepths.co.uk/2022/12/01/woolwich-elizabeth-line-station-set-to-see-523-homes-in-four-towers-approved/> - Greenwich planners have recommended approval for hundreds of homes to be built over the eastern side of Woolwich Elizabeth Line station. The Armourer's Court development, a joint venture between TfL and Berkeley Homes, includes four blocks of up to 26 storeys, with 523 homes and 15% affordable housing. Despite the station's high usage, there is no plan for a second station entrance to aid people here or at a large number of developments to the east.