SITES CAPACITY TESTING

Summary Report

London Borough of Newham

Find your site

Tab 1 **Schedule**

SITE ALLOCATION	DOCUMENT	CHAPTER
N1.SA1 North Woolwich Gateway	Part 2	2 - Site capacity review (Post Reg 18)
N1.SA2 Rymill Street	Part 1	1 - Site capacity testing (Reg 18)
N2.SA1 Silvertown Quays	Part 2	2 - Site capacity review (Post Reg 18)
N2.SA2 Lyle Park West	Part 2	2 - Site capacity review (Post Reg 18)
N2.SA3 Connaught Riverside	Part 2	2 - Site capacity review (Post Reg 18)
N2.SA4 Thameside West	Part 2	2 - Site capacity review (Post Reg 18)
N2.SA5 Excel Western Entrance	Part 2	3 - Site capacity testing (Post Reg 18)
N3.SA1 Royal Albert North	Part 1	1 - Site capacity testing (Reg 18)- Connaught part
	Part 2	2 - Site capacity review (Post Reg 18) - Beckton part
N4.SA1 Canning Town East	Part 2	2 - Site capacity review (Post Reg 18)
N4.SA2 Silvertown Way East	Part 1	1 - Site capacity testing (Reg 18)
N4.SA3 Canning Town Holiday Inn	Part 1	1 - Site capacity testing (Reg 18)
N4.SA4 Limmo	Part 1	1 - Site capacity testing (Reg 18)
N4.SA5 Canning Town Riverside	Part 2	2 - Site capacity review (Post Reg 18)
N5.SA1 Custom House Land surrounding Freemasons Road	Part 2	2 - Site capacity review (Post Reg 18)
N5.SA2 Custom House Coolfin North	Part 2	2 - Site capacity review (Post Reg 18)
N5.SA3 Custom House Land between Russell Road and Maplin Road	Part 1	1 - Site capacity testing (Reg 18)
N5.SA4 Royal Road	Part 1	1 - Site capacity testing (Reg 18)
N7.SA1 Abbey Mills	Part 1	1 - Site capacity testing (Reg 18)
N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	Part 2	2 - Site capacity review (Post Reg 18)
N7.SA3 Sugar House Island	Part 2	2 - Site capacity review (Post Reg 18)
N8.SA1 Stratford Central	Part 2	2 - Site capacity review (Post Reg 18)
N8.SA2 Stratford Station	Part 1	2 - Site capacity review (Post Reg 18)
N8.SA3 Greater Carpenters District	N/A	No capacity tested
N8.SA4 Stratford High Street Bingo Hall	Part 1	1 - Site capacity testing (Reg 18)
N8.SA5 Stratford Town Centre West	Part 1	1 - Site capacity testing (Reg 18)
	Part 2	3 - Site capacity testing (Post Reg 18) - Plot M7B Stratford - New plot within N8.SA5
	Part 2	3 - Site capacity testing (Post Reg 18) - Stratford Waterfront North - - New plot within N8.SA5
N8.SA6 Stratford Waterfront South	N/A	No capacity tested
N8.SA7 Rick Roberts Way	Part 2	2 - Site capacity review (Post Reg 18)
N8.SA8 Bridgewater Road	Part 2	2 - Site capacity review (Post Reg 18)
N8.SA9 Pudding Mill	Part 1	1 - Site capacity testing (Reg 18)
N8.SA10 Chobham Farm North	Part 1	1 - Site capacity testing (Reg 18)
N9.SA1 Plaistow North	Part 1	1 - Site capacity testing (Reg 18)
N10.SA1 Balaam Leisure Centre	Part 1	1 - Site capacity testing (Reg 18)
N10.SA2 Newham 6th Form College	Part 1	1 - Site capacity testing (Reg 18)
N10.SA3 Newham Leisure Centre	Part 2	2 - Site capacity review (Post Reg 18)
N10.SA4 Balaam Street Health Complex	Part 1	1 - Site capacity testing (Reg 18)
N11.SA1 East Beckton Town Centre	Part 2	2 - Site capacity review (Post Reg 18)
N11.SA2 Cyprus	Part 2	1 - Site capacity testing (Reg 18)
N11.SA3 Alpine Way	Part 2	3 - Site capacity testing (Post Reg 18)
N13.SA1 East Ham Western Gateway	Part 1	1 - Site capacity testing (Reg 18)
N13.SA2 East Ham Primark	Part 1	1 - Site capacity testing (Reg 18)
N13.SA3 Former East Ham Gasworks	Part 1	1 - Site capacity testing (Reg 18)
N14.SA1 Shrewsbury Road health complex	Part 1	1 - Site capacity testing (Reg 18)
N15.SA1 Lord Lister Health Centre	Part 1	1 - Site capacity testing (Reg 18)
N15.SA2 Woodgrange Road West	Part 1	1 - Site capacity testing (Reg 18)
N17.SA1 Beckton Riverside	Part 2	2 - Site capacity review (Post Reg 18)

Site Capacity Testing

Introduction

This document summarises the site capacity testing that has provided the housing capacity figure which has informed the housing trajectory.

It is divided into three sections:

1. Site capacity testing (Reg 18)

2. Site capacity review (Post Reg 18)

3. Site capacity testing (Post Reg 18)

Section 1 includes the sites that have been capacity tested by Maccreanor Lavington as part of the Newham Characterisation Study.

Stratford Waterfront South and Carpenters Estate did not undergo capacity testing due to extensive masterplanning processes.

Section 1 excludes the sites that were subject to further capacity testing following Regulation 18 consultation. Those sites are illustrated in Section 2.

Section 2 includes all the sites that were subject to further capacity testing between Regulation 18 and Regulation 19. This capacity testing was done internally and followed the same methodology as the work undertaken by Maccreanor Lavington.

Section 3 illustrates the capacity testing of additional sites (including plots within existing draft site allocations). This capacity testing was done internally and followed the same methodology as the work undertaken by Maccreanor Lavington.

This document should be read in conjunction with the Site Allocation and Housing Trajectory Methodology (2025).

However it is worth noting that all the sites have been tested based on the following housing mix, which has been incorporated in to the GLA Indicative Site Capacity Calculator shown for each site in this document.

Tab 2 **Housing mix and tenure**

%	All tenures
Studio	5%
1 bed	10%
2 bed	45%
3 bed	35%
4 bed	5%

Although the capacity testing has followed the same methodology through the plan making process, the visual representations for each site do differ slightly as they are representative of different design teams undertaking the study.

Content

Part 1

1 Site Capacity Testing (Reg 18)

1.1 N1.SA2 Rymill Street

1.1.1 Key information

INFO

Neighbourhood: N1 North Woolwich

Degree of change: Transform

Site Area: 0.59 ha

Landownership: GLA & LBN

Planning History: 16/01376/FUL; 17/01444/FUL

PTAL: 2-3

Flood Risk: Zone 2-3

Tall Building Zone: TBZ7: King George V / Pier Parade (32m)

Heritage: Royal Docks Archaeological Priority Area (Tier 3)

1.1.2 Constraints and Opportunity

N1.SA2 Rymill Street	
Site address	Rymill Street E16 2TX
Neighbourhood	North Woolwich
Site area	0.59 hectares
Public Transport Accessibility Level	2 to 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also pluvial flood risk at the site in the 0.1% AEP event.
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3)
Natural environment Designations	In an area of deficiency of access to Regional, Metropolitan, District and Small Open Space and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Area
Existing uses	Vacant land and former temporary school.

1.1.3 Future potential

- Consideration of potential uses: Residential and town centre uses. Site is to be designated as an extension to North Woolwich Local Centre. For capacity testing, assume some non-residential frontages along Rymill Street.
- Infrastructure uses: Green space to address local deficiencies in access. Health centre, minimum 1,200 sqm, to address access deficiency / NHS identified need.
- Tall buildings: Within TBZ7: King George V / Pier Parade. Suitable for some tall element(s) 21- 32m to respond to the context. Consider legibility alongside emerging cluster of tall buildings to the south on Pier Road – on existing S04 North Woolwich site allocation. Investigate impact on Beckton radar sight line requirement traversing diagonally through site.

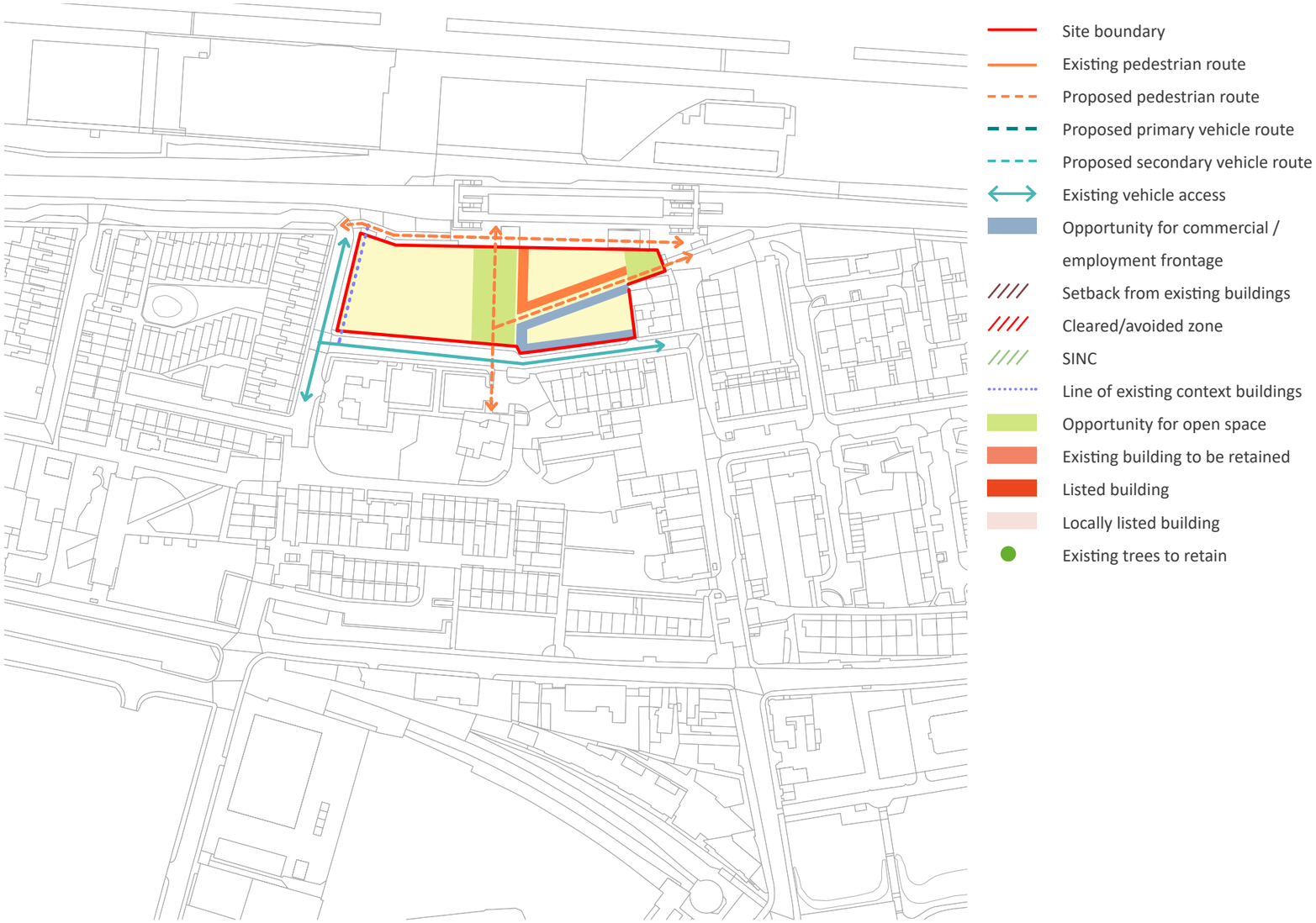
1.1.4 Design assumptions

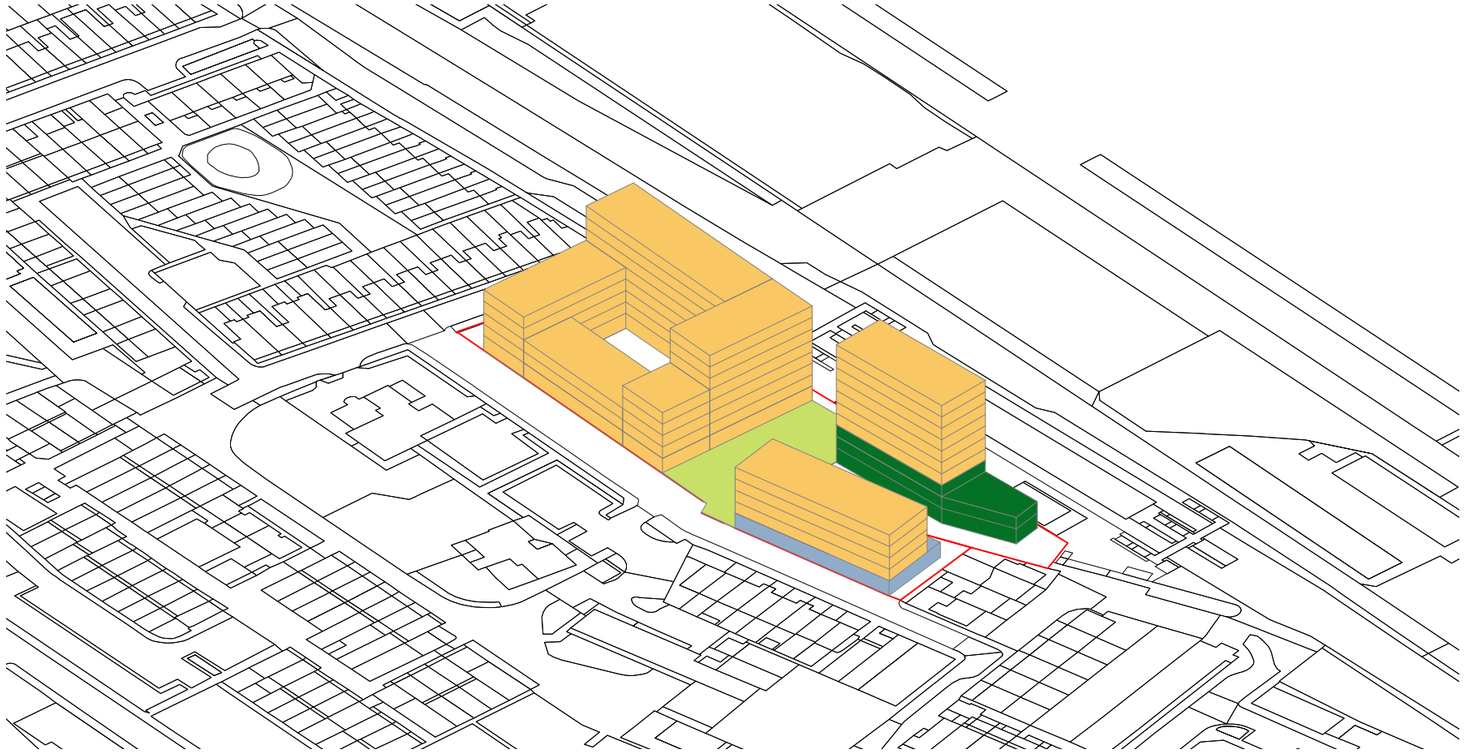
- Active frontages proposed on the central street connecting to King George V station.
- Proposed new access link to King George V DLR step access through north-south route across the site.

1.1.5 Design principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.1.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.1.7 Capacity Calculation

Tab 3 **Schedule**

N1.SA2 RYMILL STREET	
Uses	**GEA (sqm)**
Residential	16,927
Community and healthcare	1,617
Commercial	738
Green Space	961

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**16,927**	m2
Non-residential	0	m2
Residential GIA	15,234	m2
Residential NIA	10,664	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	6,932	Studio	**5%**	39	8.0	39.0	8.9	8
			1 bed	**10%**	50	13.0	50.0	13.9	13
			2 bed	**45%**	70	44.0	70.0	44.6	44
			3 bed	**35%**	86	28.0	86.0	28.2	28
			4 bed	**5%**	108	3.0	108.0	3.2	3
				100%	Total				96
Affordable (Intermediate)	**12.25%**	1,306	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	2.0	50.0	2.6	2
			2 bed	**45%**	70	8.0	70.0	8.4	8
			3 bed	**35%**	86	5.0	86.0	5.3	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				15
Affordable (Rented)	**22.75%**	2,426	Studio	**5%**	39	3.0	39.0	3.1	3
			1 bed	**10%**	50	4.0	50.0	4.9	4
			2 bed	**45%**	70	15.0	70.0	15.6	15
			3 bed	**35%**	86	9.0	86.0	9.9	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
	100%			100%	Total				32
					Indicative Site Capacity				**143**
					Indicative capacity impact of accommodating car parking				7

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.2 N3.SA1 Royal Albert North

1.2.1 Key information

INFO

Neighbourhood: N3 Royal Albert North

Degree of change: Transform

Site Area: 29.8 ha

Landownership: Varied

Planning History:

- 114/00618/OUT
- 18/00251/REM

PTAL: 4 – 1a , 5 – 1a (2031)

Flood Risk: Zones 2-3

Tall Building Zone: TBZ9: Royal Albert North (32m)

Heritage:

- The Connaught Tavern (Grade II)
- Dock manager's office (Grade II) (Heritage at Risk Register)
- Central buffet at Custom House (Grade II) (Heritage at Risk Register)
- Compressor House (Locally listed)
- Hydraulic Accumulator Tower (Locally listed)
- Royal Docks archaeological priority area (Tier 3)

1.2.2 Constraints and Opportunity

N3.SA1 Royal Albert North	
Site address	Land North of Royal Albert Dock, Beckton London
Neighbourhood	Royal Albert North
Site area	29.8 hectares
Public Transport Accessibility Level	4 – 1a 5 – 1a (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead transmission line route
Heritage Designations	The Connaught Tavern (Grade II) Dock manager's office (Grade II) (Heritage at Risk Register) Central buffet at Custom House (Grade II) (Heritage at Risk Register) Compressor House (Locally listed) Hydraulic Accumulator Tower (Locally listed) Royal Docks archaeological priority area (Tier 3)
Natural environment Designations	Ham Creek Wood (Pylon Walk) Site of Importance for Nature Conservation Adjacent to the Royal Docks Site of Importance for Nature Conservation. The site is separated from the Beckton parks Site of Importance for Nature Conservation by Royal Albert Way. Open space at Victoria Dock Road Amenity Greenspace, Prince Regent Railsides, Lynx Way, Pylon Walk and Royal Albert Station Greenspace. In an area of deficiency of access to all types of park. Air Quality Management Area Hazard Zone (London City Airport and Tate and Lyle)
Existing uses	The site contains a cluster of hotel developments, a listed public house, water sports centre, restaurant and gym to the west of the site. Office space has been delivered as part of the first phase of 14/00618/OUT. London Design and Engineering University Technical College is located to the east of the site. The site also contains car parking, open space, a temporary energy centre and a variety of heritage buildings.

1.2.3 Future potential

The future potential considerations cover both sites: Connaught Road and Beckton within N3.SA1 Royal Albert North Site Allocation.

- Consideration of the potential uses:
  - Residential. Suitability of placement of residential should carefully consider the proximity of London City Airport, and its implications for amenity and heights. Extant planning consent and City Airport height constraints should guide the quantity, height and placement of residential within the site boundary.
  - Opportunity for smaller flexible office and workshop style/light industrial/maker units for SMEs. Existing office spaces and hotels that have recently been delivered, likely to remain and should be incorporated into the site modelling.
  - Any existing community facilities within the site, including the Council Offices/Ambulance Training at Dockside building, Gym and Regatta centre, Fox public house and London Design and Engineering UTC should be retained and incorporated into the modelling.
- Infrastructure requirements: Provision of open space given potential for number of homes and deficiency in wider area. Connaught North – Aspiration to realign Royal Albert Way and northern Connaught roundabout.

1.2.4 Design assumptions (Connaught North)

- Listed buildings and recently built blocks on site to be retained.
- Roads and blocks arranged to reflect Connaught North feasibility study.
- Building heights to be in line with TBZ9: Royal Albert North (32m).

1.2.5 Design Principles (Connaught North)

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.2.6 Urban Design Framework (Connaught North)

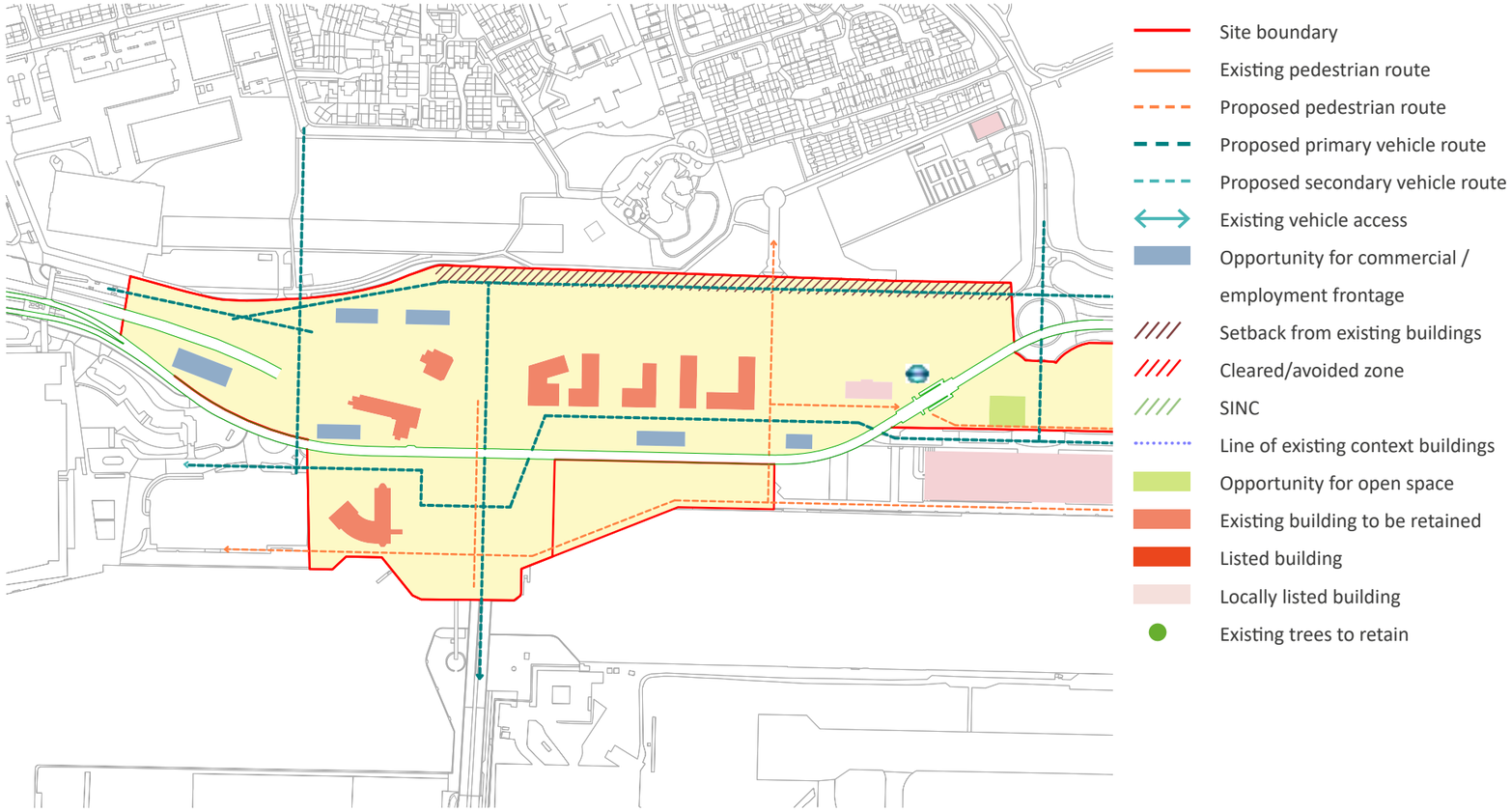


Fig 1 **Connaught North site within N3.SA1 Royal Albert North site allocation**

Fig 2 **Connaught North site within N3.SA1 Royal Albert North site allocation**

1.2.7 Capacity Calculation - Royal Albert North - Connaught North

Tab 4 **Schedule**

N3.SA1 ROYAL ALBERT NORTH CONNAUGHT NORTH	
Uses	**GEA (sqm)**
Residential	89,423
Employment*	17,255

** The employment floorspace capacity figures presented for sites proposing stacked industrial formats are indicative and subject to adjustment through detail design. These layouts are conceptual which are intended to illustrate potential development scenarios. Final employment floorspace delivery will depend on the actual format and feasibility of individual schemes.*

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**89,423**	m2
Non-residential	0	m2
Residential GIA	80,481	m2
Residential NIA	56,336	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	28,168	Studio	**5%**	39	36.0	39.0	36.1	36
			1 bed	**10%**	50	56.0	50.0	56.3	56
			2 bed	**45%**	70	181.0	70.0	181.1	181
			3 bed	**35%**	86	114.0	86.0	114.6	114
			4 bed	**5%**	108	13.0	108.0	13.0	13
				100%	Total				400
Affordable (Intermediate)	**17.5%**	9,859	Studio	**5%**	39	12.0	39.0	0.0	0
			1 bed	**10%**	50	19.0	50.0	19.7	19
			2 bed	**45%**	70	63.0	70.0	63.4	63
			3 bed	**35%**	86	40.0	86.0	40.1	40
			4 bed	**5%**	108	4.0	108.0	4.6	4
				100%	Total				126
Affordable (Rented)	**32.5%**	18,309	Studio	**5%**	39	23.0	39.0	23.5	23
			1 bed	**10%**	50	36.0	50.0	36.6	36
			2 bed	**45%**	70	117.0	70.0	117.7	117
			3 bed	**35%**	86	74.0	86.0	74.5	74
			4 bed	**5%**	108	8.0	108.0	8.5	8
	100%			100%	Total				258
					Indicative Site Capacity				**784**
					Indicative capacity impact of accommodating car parking				24

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.3 N4.SA2 Silvertown Way East

1.3.1 Key information

INFO

Neighbourhood: N4 Canning Town

Degree of change: Transform

Site Area: 0.77 ha

Landownership: Varied

Planning History: N/A

PTAL: 3-4

Flood Risk: Zone 2-3

Tall Building Zone: TBZ13: Canning Town (50m)

Heritage: Tier 3 Archaeological Priority Zone. Site is in proximity of Church of St Luke.

1.3.2 Constraints and Opportunity

N4.SA2 Silvertown Way East	
Site address	Fen Street; Nelson Street; Caxton Street North; Huntingdon Street
Neighbourhood	Canning Town
Site area	0.77 hectares
Public Transport Accessibility Level	3 – 4
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 1% plus climate change and 0.1% AEP event.
Heritage Designations	Archaeological Priority Zone (Canning Town / Newham Way) In the vicinity of Church of St Luke (Grade II)
Natural environment Designations	Air quality Management Area Air Quality Focus Area. In an area of deficiency of access to all types of park, apart from local parks and of under provision to publicly accessible open space by head of population now and in 2038.
Existing uses	Industrial uses and community facility in the form of a gym and boxing club.

1.3.3 Future potential

- Consideration of potential uses: Residential. Site should provide modern light industrial floorspace on the ground floor, which should be neighbourly to surrounding residential uses. There should be no net loss of existing industrial capacity. The gym/boxing club floorspace should be re-provided within the masterplan. Likely positioned on the ground floor.
- Building heights to be in line with TBZ13: Canning Town (50m).

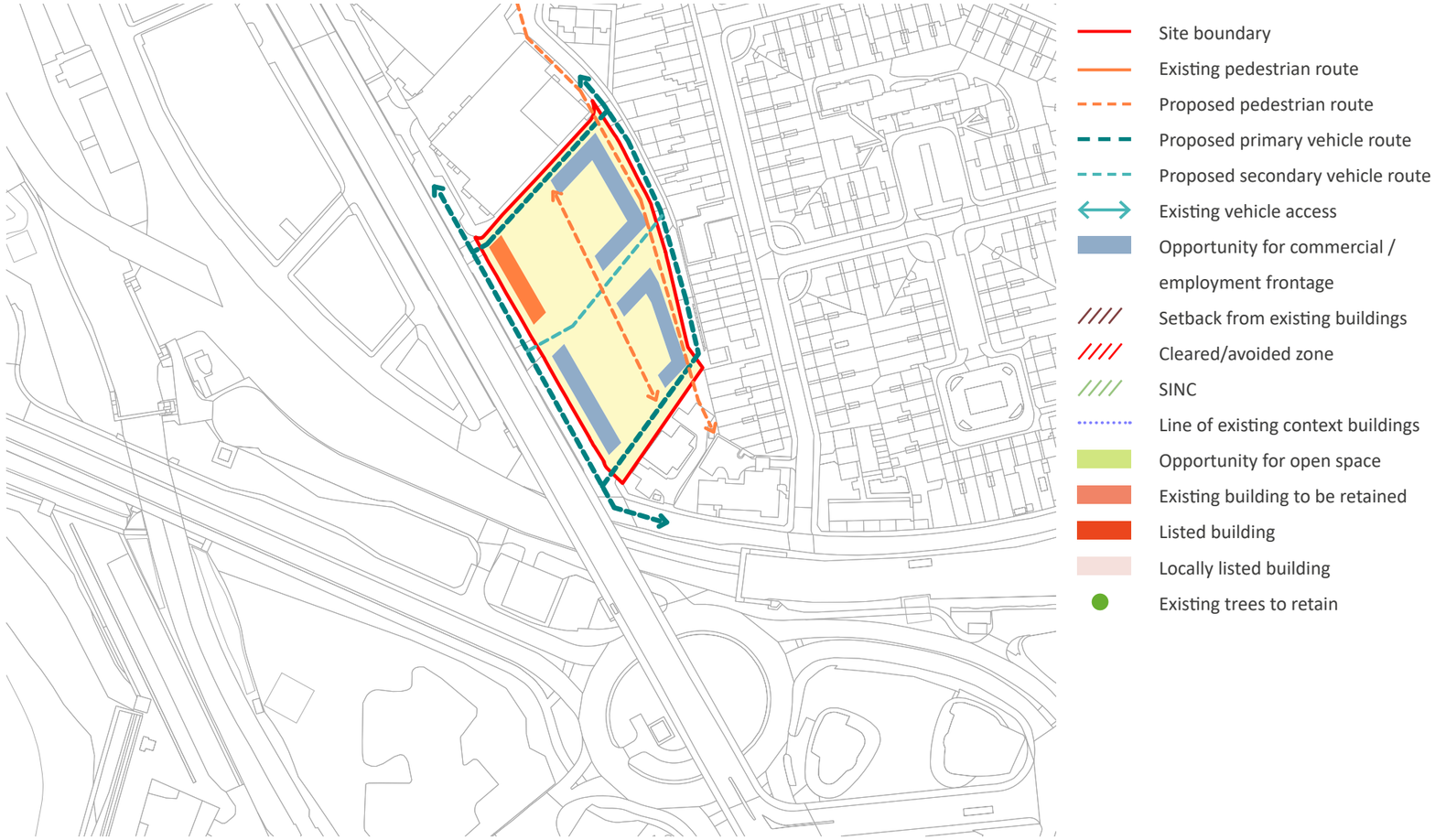
1.3.4 Design assumptions

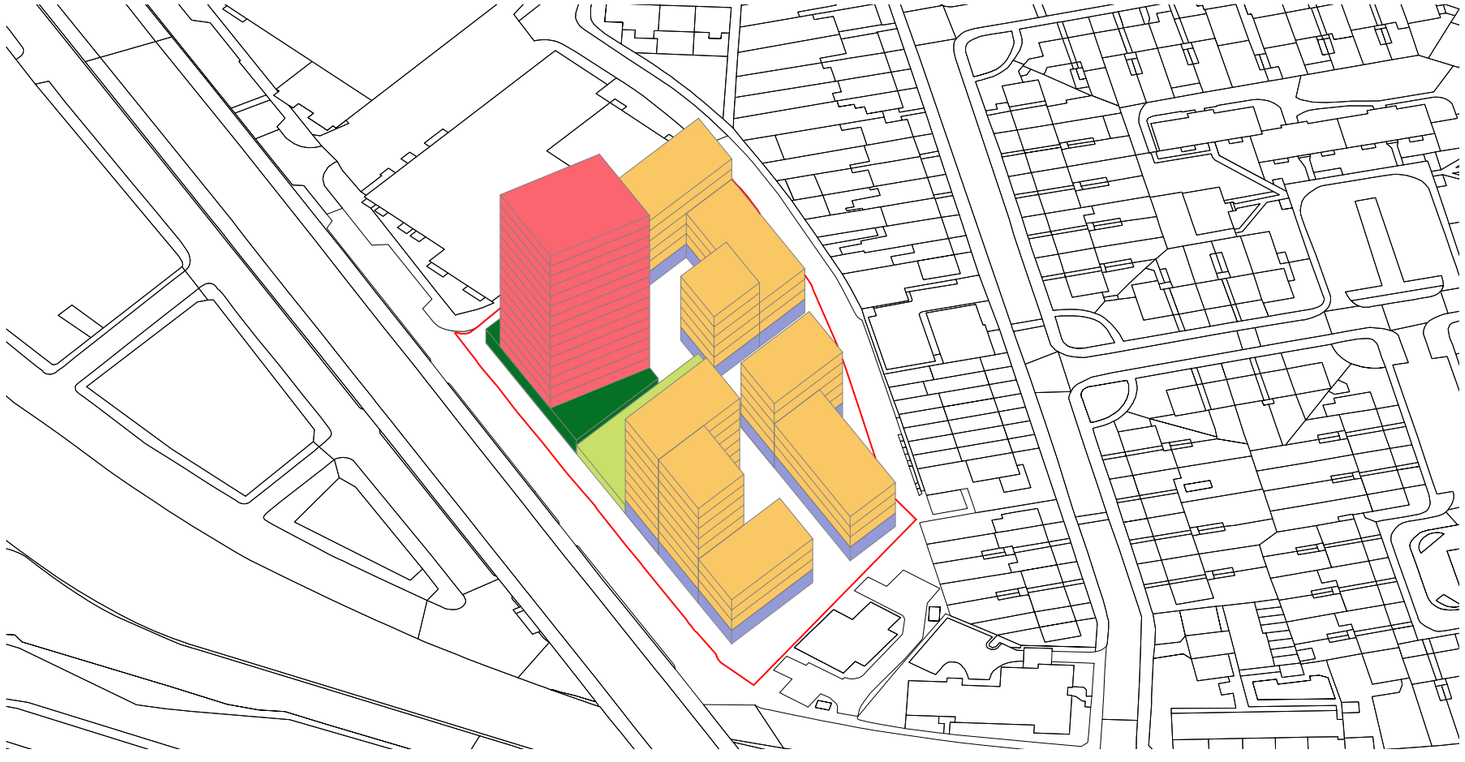
- Building heights to be in line with TBZ13: Canning Town. Opportunity for tall elements up to 50m alongside Silvertown Way for more prominent high street frontage and to reduce overshadowing to neighbouring sites to the north.
- Varied massing heights for a more pleasant urban space, stepping down towards the south of the site to integrate with low rise context.

1.3.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.3.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.3.7 Capacity Calculation

Tab 5 **Schedule**

N4.SA2 SILVERTOWN WAY EAST	
Uses	**GEA (sqm)**
Residential	19,622
Community and healthcare	910
Employment	2,545
Green Space	731

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**19,622**	m2
Non-residential	0	m2
Residential GIA	17,660	m2
Residential NIA	12,362	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65.00%**	8,035	Studio	**5%**	39	10.0	39.0	10.3	10
			1 bed	**10%**	50	16.0	50.0	16.1	16
			2 bed	**45%**	70	51.0	70.0	51.7	51
			3 bed	**35%**	86	32.0	86.0	32.7	32
			4 bed	**5%**	108	3.0	108.0	3.7	3
				100%	Total				112
Affordable (Intermediate)	**12.25%**	1,514	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	3.0	50.0	3.0	3
			2 bed	**45%**	70	9.0	70.0	9.7	9
			3 bed	**35%**	86	6.0	86.0	6.2	6
			4 bed	**5%**	108	0.0	108.0	0.7	0
				100%	Total				18
Affordable (Rented)	**22.75%**	2,812	Studio	**5%**	39	3.0	39.0	3.6	3
			1 bed	**10%**	50	5.0	50.0	5.6	5
			2 bed	**45%**	70	18.0	70.0	18.1	18
			3 bed	**35%**	86	11.0	86.0	11.4	11
			4 bed	**5%**	108	1.0	108.0	1.3	1
	100%			100%	Total				38
					Indicative Site Capacity				**168**
					Indicative capacity impact of accommodating car parking				9

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.4 N4.SA3 Canning Town Holiday Inn - Option 1 & Option 2

1.4.1 Key information

INFO

Neighbourhood: N4 Canning Town

Degree of change: Transform

Site Area:

- 0.36 ha (Option 1)
- 0.66 ha (Option 2)

Landownership: Redefine Hotels Portfolio , IV Limited

Planning History: N/A

PTAL: 4-6a, rising to 5-6a in 2031

Flood Risk: Zone 2-3

Tall Building Zone: TBZ13: Canning Town (50m)

Heritage: - Tier 3 Archaeological Priority Zone – Canning Town / Newham Way. The site is in proximity of:

• St Lukes listed church to the east

• Locally listed Amirs, 57 Hallsville Road to the north

1.4.2 Constraints and Opportunity

N4.SA3 Canning Town Holiday Inn	
Site address	Holiday Inn Express, 1 - 3 Silvertown Way, Canning Town, London, E16 1EA and Shirley Street Canning Town, London
Neighbourhood	Canning Town
Site area	0.66 hectares
Public Transport Accessibility Level	4 – 6a 5 – 6a (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Archaeological priority zone Tier 3 (Canning Town / Newham Way) In the vicinity of: Church of St Luke (Grade II) Amirs, 57 Hallsville Road, Canning Town, London E16 1EE (Locally listed) 1930's building (former PH) (Locally listed) Chapel of St George and St Helena at former Dockland Settlement No. 1 (Grade II) The Christian Care Centre, 5 Cooper Street, Canning Town, London E16 1QU, also known as 'Mayflower Docklands Settlement' (Locally listed)

N4.SA3 Canning Town Holiday Inn	
Natural environment Designations	In an area of deficiency of access to all types of park, apart from local parks and of under provision to publicly accessible open space by head of population now and in 2038. Air Quality Management Area Air Quality Focus Area
Existing uses	Hotel and associated car parking to the south-western half of the site. To the north-east are a range of employment uses.

1.4.3 Future potential

- Consideration of potential uses: Residential. Should provide a main town centre use as an active frontage to the ground floor, aligned with district centre designation.

1.4.4 Design assumptions (Option 1)

- Open space on the south to be public area to improve connection with St Lukes Church.
- Community amenity area to be on the raised podium.
- Building to be serviced from route at the back.
- Building heights to be in line with TBZ13: Canning Town. Opportunity for tall elements up to 50m alongside Silvertown Way for a prominent frontage and to reduce overshadowing to the neighbouring site at North.

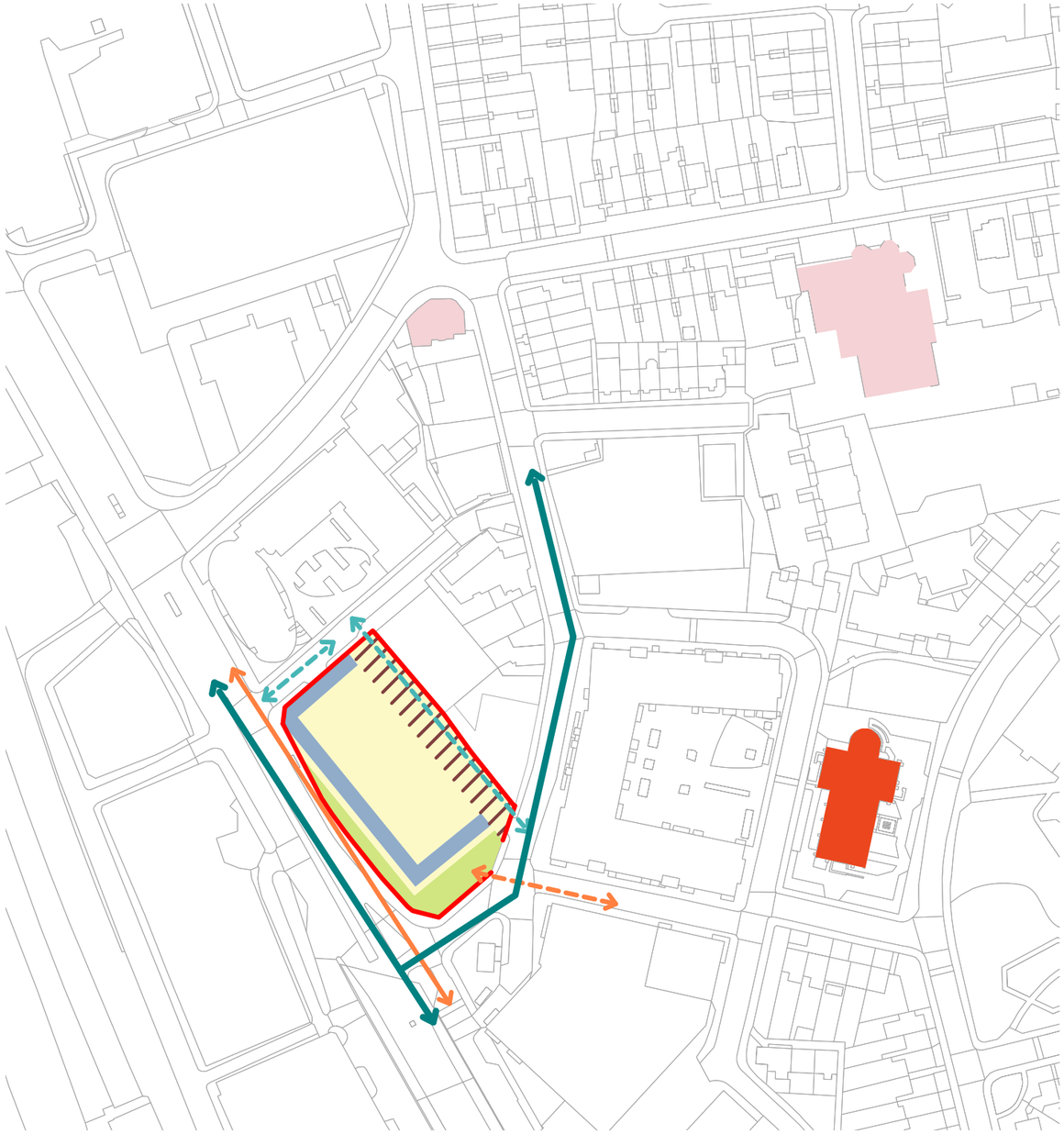
1.4.5 Design assumptions (Option 2)

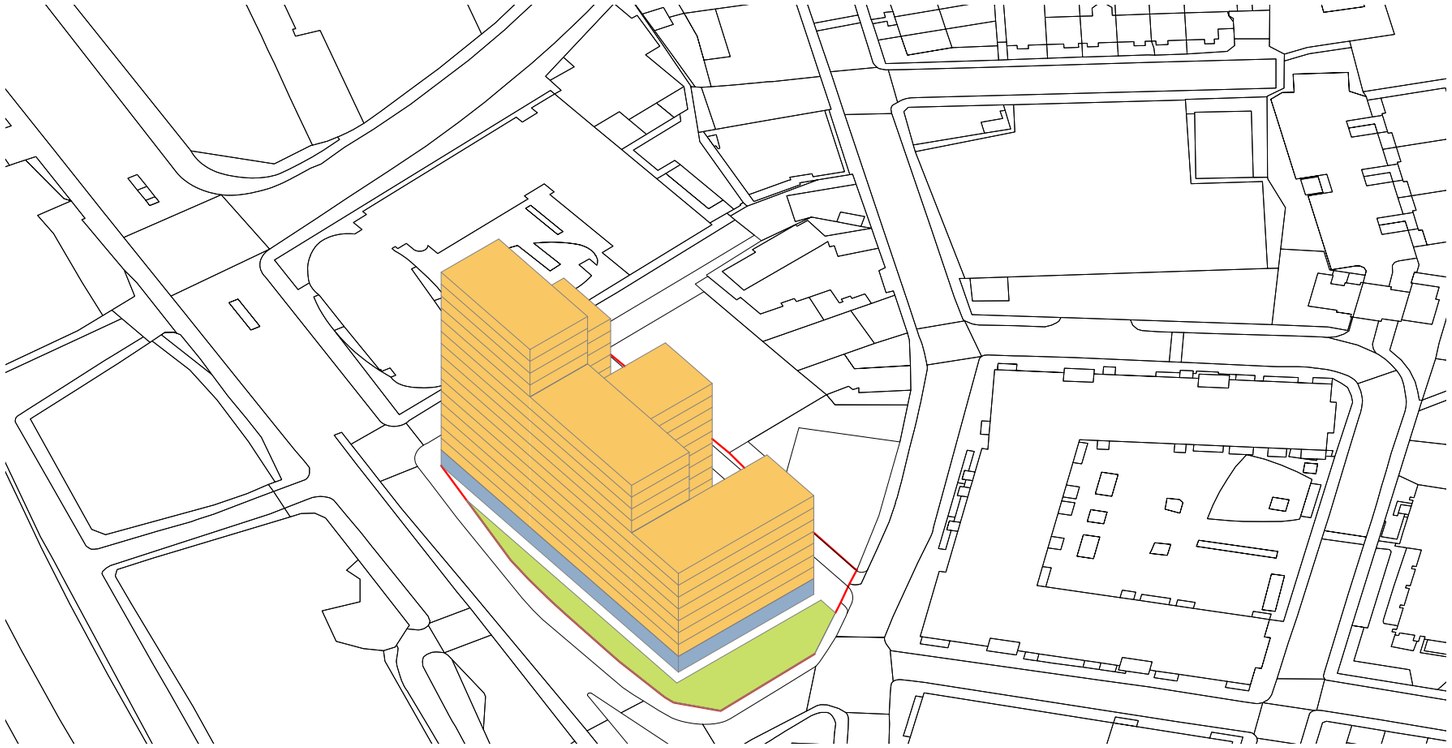
- Open space on the south to be public area to improve connection with St Lukes Church.
- Community amenity area to be on the raised podium.
- Light industrial to be serviced from Brunel Street.
- Building heights to be in line with TBZ13: Canning Town. Opportunity for tall elements up to 50m alongside Silvertown Way for a prominent frontage and to reduce overshadowing to the neighbouring site at North.

1.4.6 Design Principles - Option 1

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.4.7 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.4.8 Capacity Calculation Option 1

Tab 6 **Schedule**

N4.SA3 CANNING TOWN HOLIDAY INN - OPTION 1	
Uses	**GEA (sqm)**
Residential	16,229
Commercial	2,212
Green space	537

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**16,229**	m2
Non-residential	0	m2
Residential GIA	14,606	m2
Residential NIA	10,224	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	6,646	Studio	**5%**	39	8.0	39.0	8.5	8
			1 bed	**10%**	50	13.0	50.0	13.3	13
			2 bed	**45%**	70	42.0	70.0	42.7	42
			3 bed	**35%**	86	27.0	86.0	27.0	27
			4 bed	**5%**	108	3.0	108.0	3.1	3
				100%	Total				93
Affordable (Intermediate)	**12.25%**	1,252	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	2.0	50.0	2.5	2
			2 bed	**45%**	70	8.0	70.0	8.1	8
			3 bed	**35%**	86	5.0	86.0	5.1	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				15
Affordable (Rented)	**22.75%**	2,326	Studio	**5%**	39	2.0	39.0	3.0	2
			1 bed	**10%**	50	4.0	50.0	4.7	4
			2 bed	**45%**	70	14.0	70.0	15.0	14
			3 bed	**35%**	86	9.0	86.0	9.5	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
	100%			100%	Total				30
					Indicative Site Capacity				**138**
					Indicative capacity impact of accommodating car parking				7

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

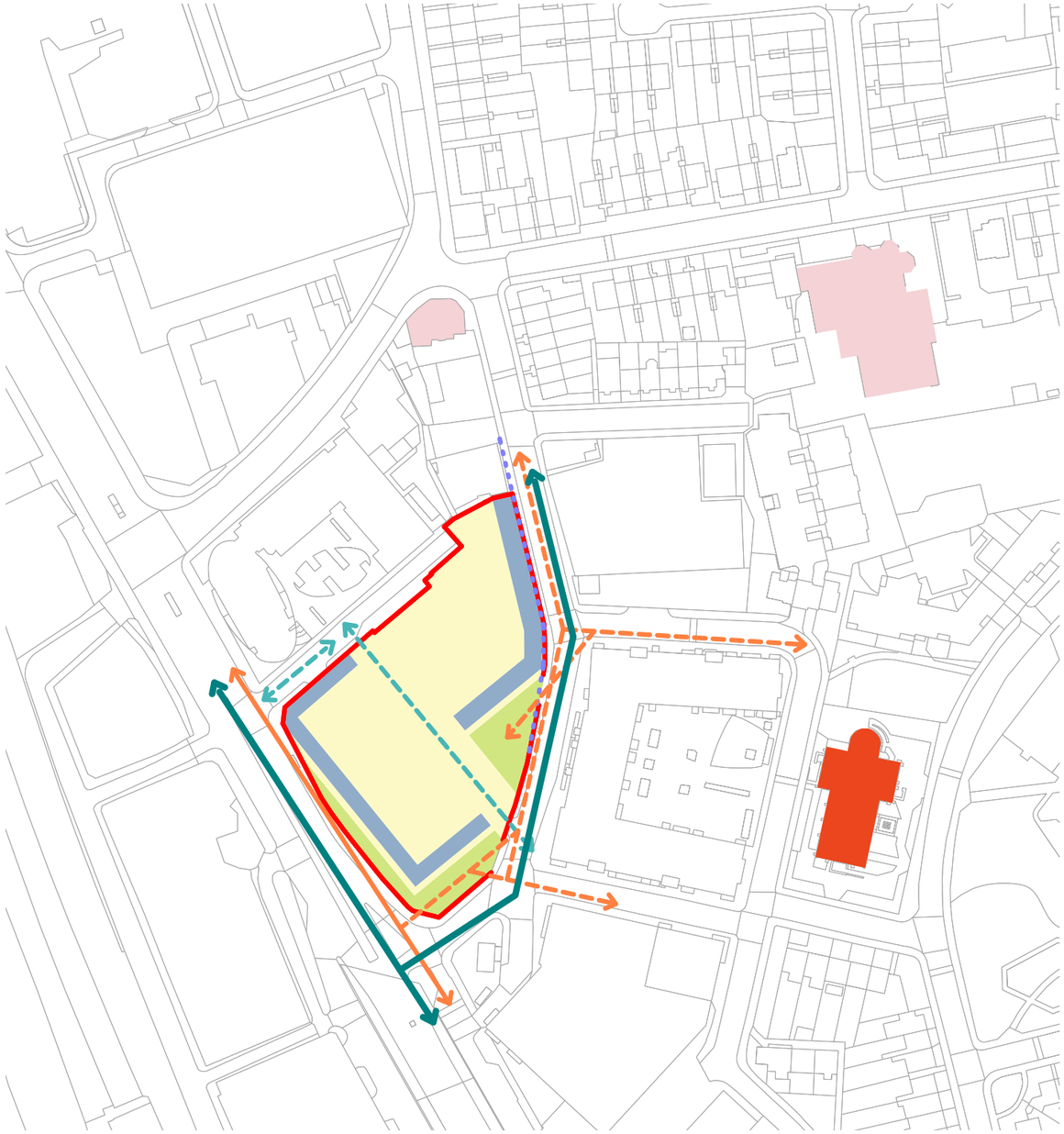
Notes:

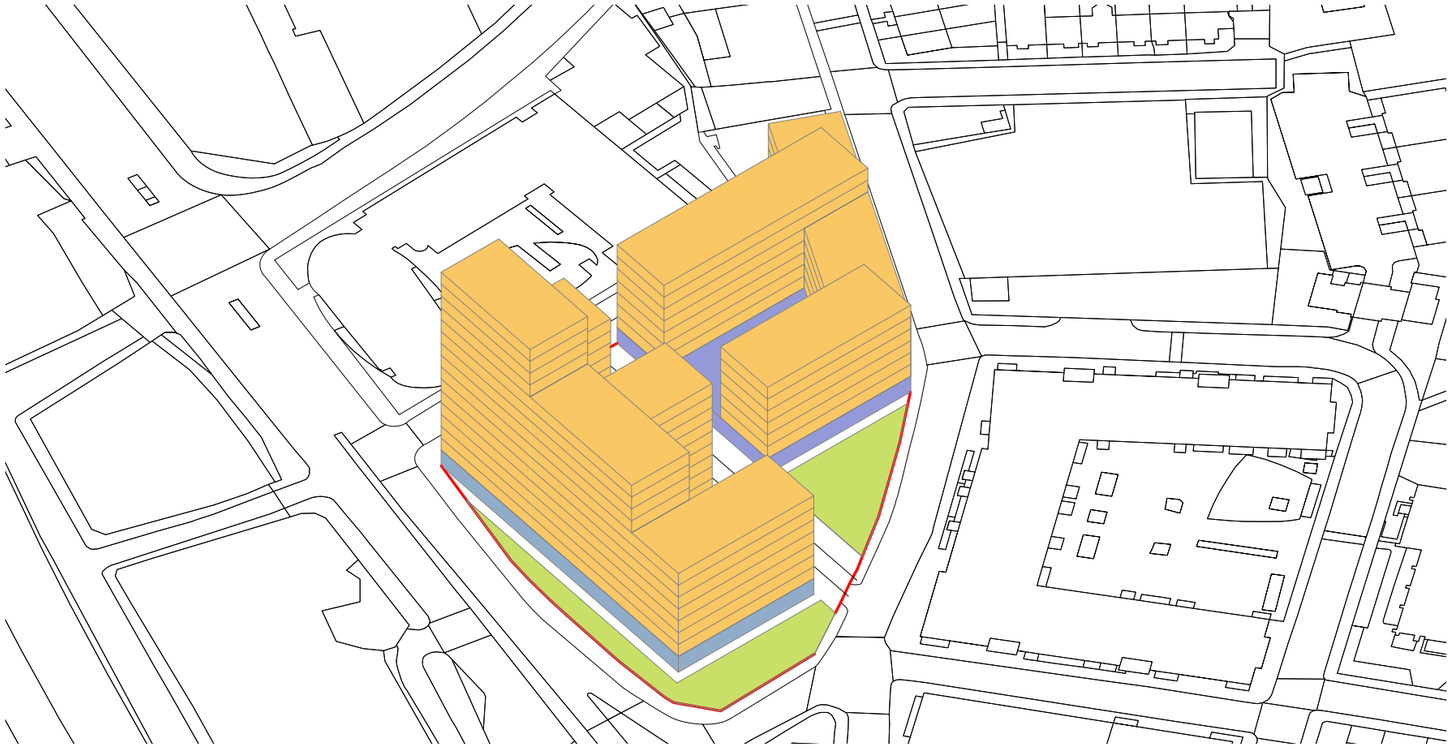
- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.4.9 Design Principles - Option 2

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.4.10 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.4.11 Capacity Calculation Option 2

Tab 7 **Schedule**

N4.SA3 CANNING TOWN HOLIDAY INN - OPTION 2	
Uses	**GEA (sqm)**
Residential	26,046
Commercial	2,212
Employment	2,255
Green space	941

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**26,046**	m2
Non-residential	0	m2
Residential GIA	23,441	m2
Residential NIA	16,409	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	10,666	Studio	**5%**	39	13.0	39.0	13.7	13
			1 bed	**10%**	50	21.0	50.0	21.3	21
			2 bed	**45%**	70	68.0	70.0	68.6	68
			3 bed	**35%**	86	43.0	86.0	43.4	43
			4 bed	**5%**	108	4.0	108.0	4.9	4
				100%	Total				149
Affordable (Intermediate)	**12.25%**	2,010	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	4.0	50.0	4.0	4
			2 bed	**45%**	70	12.0	70.0	12.9	12
			3 bed	**35%**	86	8.0	86.0	8.2	8
			4 bed	**5%**	108	0.0	108.0	0.9	0
				100%	Total				24
Affordable (Rented)	**22.75%**	3,733	Studio	**5%**	39	4.0	39.0	4.8	4
			1 bed	**10%**	50	7.0	50.0	7.5	7
			2 bed	**45%**	70	23.0	70.0	24.0	23
			3 bed	**35%**	86	15.0	86.0	15.2	15
			4 bed	**5%**	108	1.0	108.0	1.7	1
	100%			100%	Total				50
					Indicative Site Capacity				**223**
					Indicative capacity impact of accommodating car parking				11

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.5 N4.SA4 Limmo

1.5.1 Key information

INFO

Neighbourhood: N4 Canning Town

Degree of change: Transform

Site Area: 6.66 ha

Landownership: TFL

Planning History: 20/01313/FUL

PTAL: 0-6a

Flood Risk: Zone 2-3

Tall Building Zone: TBZ13: Canning Town (60m)

Heritage: Thames Ironworks Archaeological Priority Area (Tier 2)

1.5.2 Constraints and Opportunity

N4.SA4 Limmo	
Site address	Limmo Site, Lower Lea Crossing, Canning Town London
Neighbourhood	Canning Town
Site area	6.66 hectares
Public Transport Accessibility Level	0 – 6a
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer Overhead transmission line route.
Heritage Designations	Thames Ironworks Archaeological Priority Area (Tier 2) In the vicinity of: Royal Oak Public House (Grade II) St Margarets RC Church, 79 Barking Road, Canning Town, London E16 4HB (Locally listed) Former NatWest Bank, no.51-53 Barking Road (Locally listed) Amirs, 57 Hallsville Road, Canning Town, London E16 1EE (Locally listed) Canning Town Area of Townscape Value

N4.SA4 Limmo	
Natural environment Designations	Adjacent to the River Thames and tidal tributaries and Thames Wharf Sites of Importance for Nature Conservation In an area of in an area of deficiency of access to district, local, small and pocket parks and of under provision to publicly accessible open space by head of population now and in 2038. Air Quality Management Area Air Quality Focus Area. Lee Valley Regional Park
Existing uses	Site contains Canning Town Station and Bus Station, structures and buildings associated with the Elizabeth Line alongside vacant land and scrubland.

1.5.3 Future potential

- Consideration of potential uses: Residential to the south of the site. Residential will need to be designed so as to limit the impacts from the busy road junctions to the south. Employment-led mixed use – light industrial use and residential to north. Buffer industrial building against SIL boundaries to the north and east.
- Infrastructure requirements: Bridge to Canning Town through Brunel Street Works. This would extend over the train tracks. Should provide 24 hour non-fare paying access to the town centre. Provision of open space given potential for number of homes and deficiency in wider area. Open space required on the peninsula and recreational footpath and cycleway contributing to Lea River Park – need also to re-provide functionality of existing greenspaces. Should be a 2ha park (i.e. equivalent to local scale park in London Plan). Location should be positioned so as to avoid noise canyoning effect from the Jubilee line. Need to re-provide the bus station. The site is an active bus station, in order for the development to co-locate with the bus station there will need to be careful consideration of how the site is developed as to not interrupt the operational capacity of the station. Masterplanning work should enable redesign of the bus station.

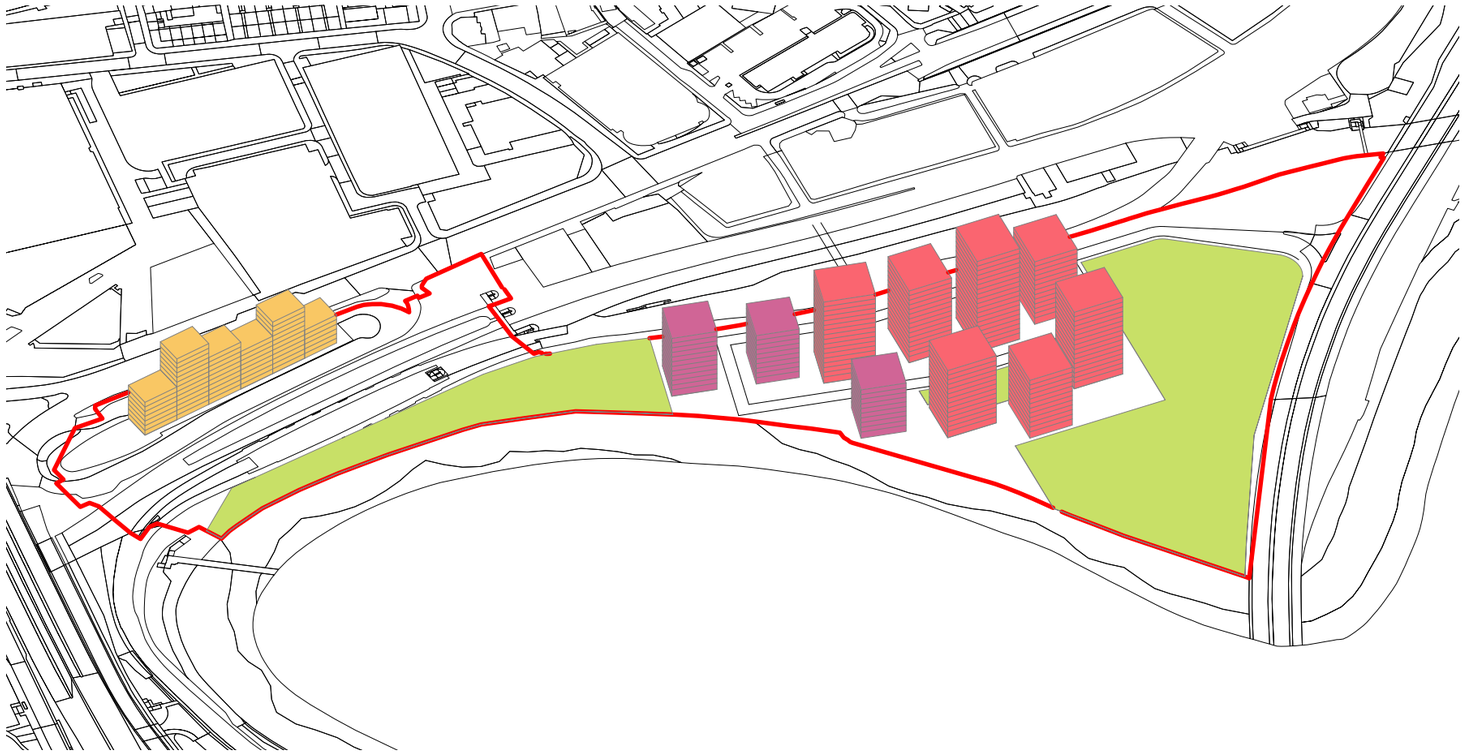
1.5.4 Design assumptions

- New residential block to be added on top of the existing bus station on the northern part of the site.
- Crossrail buildings on site to be retained.
- Pedestrian bridge to be included to improve connection with Silvertown Way.
- Building heights to be in line with TBZ13: Canning Town (60m). Suitable for tall buildings between 6-19 storeys.

1.5.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals should establish a street hierarchy through appropriate building line, street width, scale, massing, façade articulation and mix of uses that combine to characterise the different role and function of each street or space that any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.5.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.5.7 Capacity Calculation

Tab 8 **Schedule**

N4.SA4 LIMMO	
Uses	**GEA (sqm)**
Residential	79,665
Green Space	22,668

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**79,665**	m2
Non-residential	0	m2
Residential GIA	71,699	m2
Residential NIA	50,189	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	25,094	Studio	**5%**	39	32.0	39.0	32.2	32
			1 bed	**10%**	50	50.0	50.0	50.2	50
			2 bed	**45%**	70	161.0	70.0	161.3	161
			3 bed	**35%**	86	102.0	86.0	102.1	102
			4 bed	**5%**	108	11.0	108.0	11.6	11
				100%	Total				356
Affordable (Intermediate)	**17.5%**	8,783	Studio	**5%**	39	11.0	39.0	0.0	0
			1 bed	**10%**	50	17.0	50.0	17.6	17
			2 bed	**45%**	70	56.0	70.0	56.5	56
			3 bed	**35%**	86	35.0	86.0	35.7	35
			4 bed	**5%**	108	4.0	108.0	4.1	4
				100%	Total				112
Affordable (Rented)	**32.5%**	16,311	Studio	**5%**	39	20.0	39.0	20.9	20
			1 bed	**10%**	50	32.0	50.0	32.6	32
			2 bed	**45%**	70	104.0	70.0	104.9	104
			3 bed	**35%**	86	66.0	86.0	66.4	66
			4 bed	**5%**	108	7.0	108.0	7.6	7
	100%			100%	Total				229
					Indicative Site Capacity				**697**
					Indicative capacity impact of accommodating car parking				21

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.6 N5.SA3 Custom House Land between Russell Road and Maplin Road

1.6.1 Key information

INFO

Neighbourhood: N5 Custom House

Degree of change: Transform

Site Area: 1.36 ha

Landownership: LBN

Planning History: N/A

PTAL: 2; predicted as PTAL 3 by 2031

Flood Risk: Zone 2-3(2031)

Tall Building Zone: N/A

Heritage: Canning Town / Newham Way Archaeological Priority Zone (Tier 3)

1.6.2 Constraints and Opportunity

N5.SA3 Custom House – Land between Russell Road and Maplin Road	
Site address	Russell Road; Burrard Road; Maplin Road; Chevron Close; Butchers Road; and Freemasons Road, E16
Neighbourhood	Custom House
Site area	1.36 hectares
Public Transport Accessibility Level	2 3 (2031)
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and 3 as well as being at minor - moderate pluvial flood risk in the 3.3%, 1%, and 0.1% AEP events. The site is also shown to be at significant flood risk if the River Thames were to breach its banks or defences were to fail.
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3)
Natural environment Designations	In an area of deficiency of access to all types of parks, except district and local parks. Air Quality Management Area Adjacent to Ashburton Wood Site of Importance for Nature Conservation
Existing uses	Residential and retail shop.

1.6.3 Future potential

- Consideration of the potential uses: Residential.
- Infrastructure requirements: Open space.

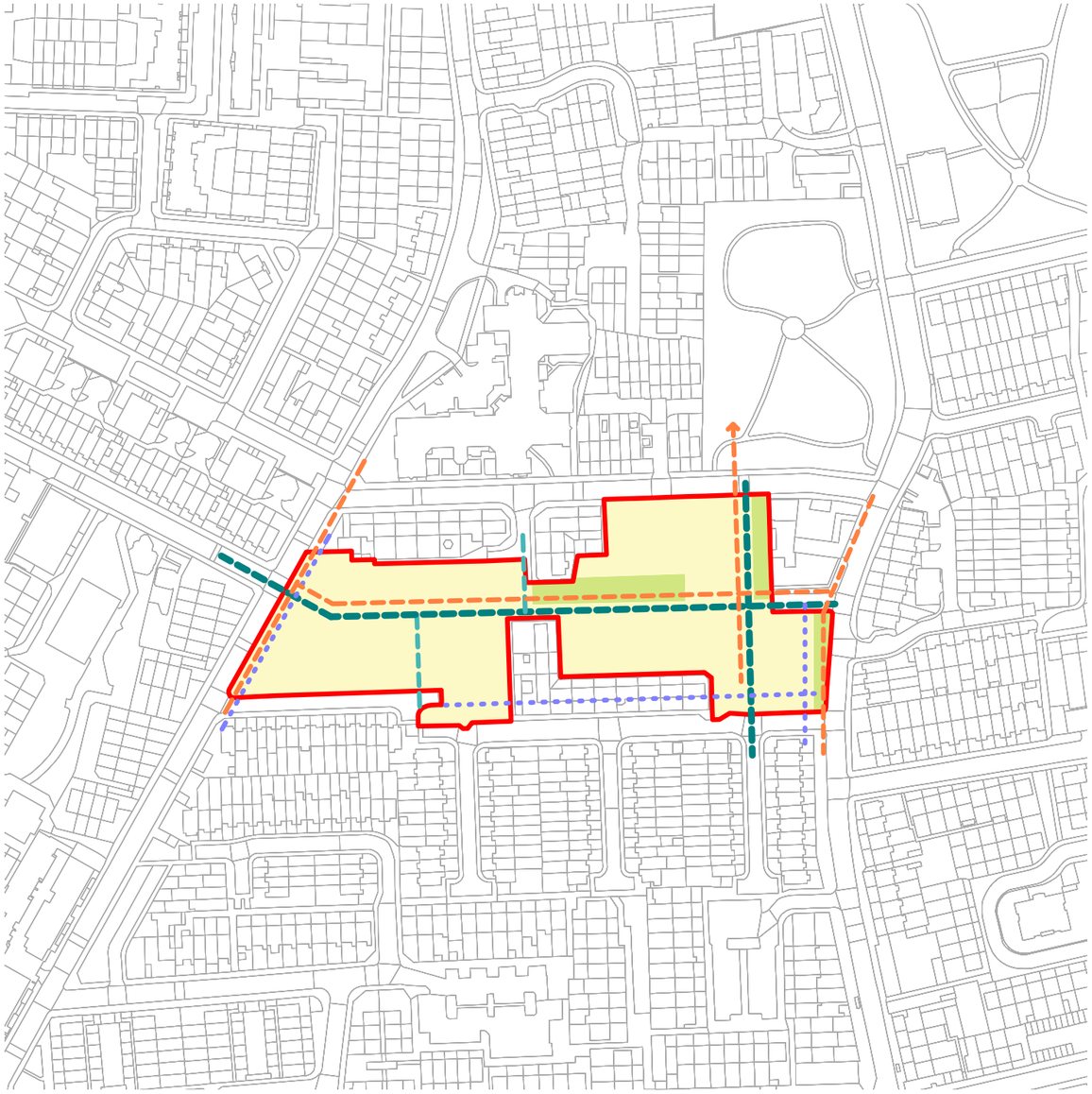
1.6.4 Design assumptions

- Public open spaces to improve east-west connection and link to Ashburton Wood.
- Tall buildings: Not a tall building zone, suitable for mid-rise buildings below 21m (3-6 storeys) to sensitively integrate with the scale of the context.

1.6.5 Design Principles

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid ‘leftover’ spaces.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council’s Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.6.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.6.7 Capacity Calculation

Tab 9 **Schedule**

N5.SA3 CUSTOM HOUSE LAND BETWEEN RUSSELL ROAD AND MAPLIN ROAD	
Uses	**GEA (sqm)**
Residential	22,416
Green Space	949

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**22,416**	m2
Non-residential	0	m2
Residential GIA	20,174	m2
Residential NIA	14,122	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	7,061	Studio	**5%**	39	9.0	39.0	9.1	9
			1 bed	**10%**	50	14.0	50.0	14.1	14
			2 bed	**45%**	70	45.0	70.0	45.4	45
			3 bed	**35%**	86	28.0	86.0	28.7	28
			4 bed	**5%**	108	3.0	108.0	3.3	3
				100%	Total				99
Affordable (Intermediate)	**17.5%**	2,471	Studio	**5%**	39	3.0	39.0	0.0	0
			1 bed	**10%**	50	4.0	50.0	4.9	4
			2 bed	**45%**	70	15.0	70.0	15.9	15
			3 bed	**35%**	86	10.0	86.0	10.1	10
			4 bed	**5%**	108	1.0	108.0	1.1	1
				100%	Total				30
Affordable (Rented)	**32.5%**	4,590	Studio	**5%**	39	5.0	39.0	5.9	5
			1 bed	**10%**	50	9.0	50.0	9.2	9
			2 bed	**45%**	70	29.0	70.0	29.5	29
			3 bed	**35%**	86	18.0	86.0	18.7	18
			4 bed	**5%**	108	2.0	108.0	2.1	2
	100%			100%	Total				63
					Indicative Site Capacity				**192**
					Indicative capacity impact of accommodating car parking				6

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.7 N5.SA4 Royal Road

1.7.1 Key information

INFO

Neighbourhood: N5 Custom House

Degree of change: Enhance

Site Area: 1.62 ha

Landownership: LBN

Planning History: N/A

PTAL: 1b-3 and projected to increase to 1b-4 by 2031

Flood Risk: Zone 2-3

Tall Building Zone: N/A

Heritage: Canning Town/Newham Way Archaeological Priority Area (Tier 3)

In the vicinity of: Church of the Ascension (Locally-listed)

1.7.2 Constraints and Opportunity

N5.SA4 Royal Road	
Site address	Land at Royal Road, E16 3HS
Neighbourhood	Beckton
Site area	1.62 hectares
Public Transport Accessibility Level	1b to 3 1b to 4(2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zones 2 and 3, as well as at high risk if the Thames were to breach its bank and defences were to fail during the 0.5% AEP 2115 epoch event.
Heritage Designations	Canning Town/Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Church of the Ascension (Locally-listed)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except District and Local Parks. Adjacent to Ham Creek Wood SINC Air Quality Management Area
Existing uses	Fenced greenspace currently inaccessible to the public.

1.7.3 Future potential

- Consideration of the potential uses: Mixed use with residential to enable the SEND provision and open space. The SEND school would have 105 places for pupils aged 5-19 (SEND schools do not have FEs)
- Tall buildings: LCY hazard zone. Not a tall building zone, suitable for mid-rise buildings below 21m.
- Infrastructure requirements: The SEND specification will be used to develop the size depending on the SEND needs (approx. 4194sqm). The facilities, including the classroom designs, are normally different from mainstream places, such as the need for disabled parking provision.

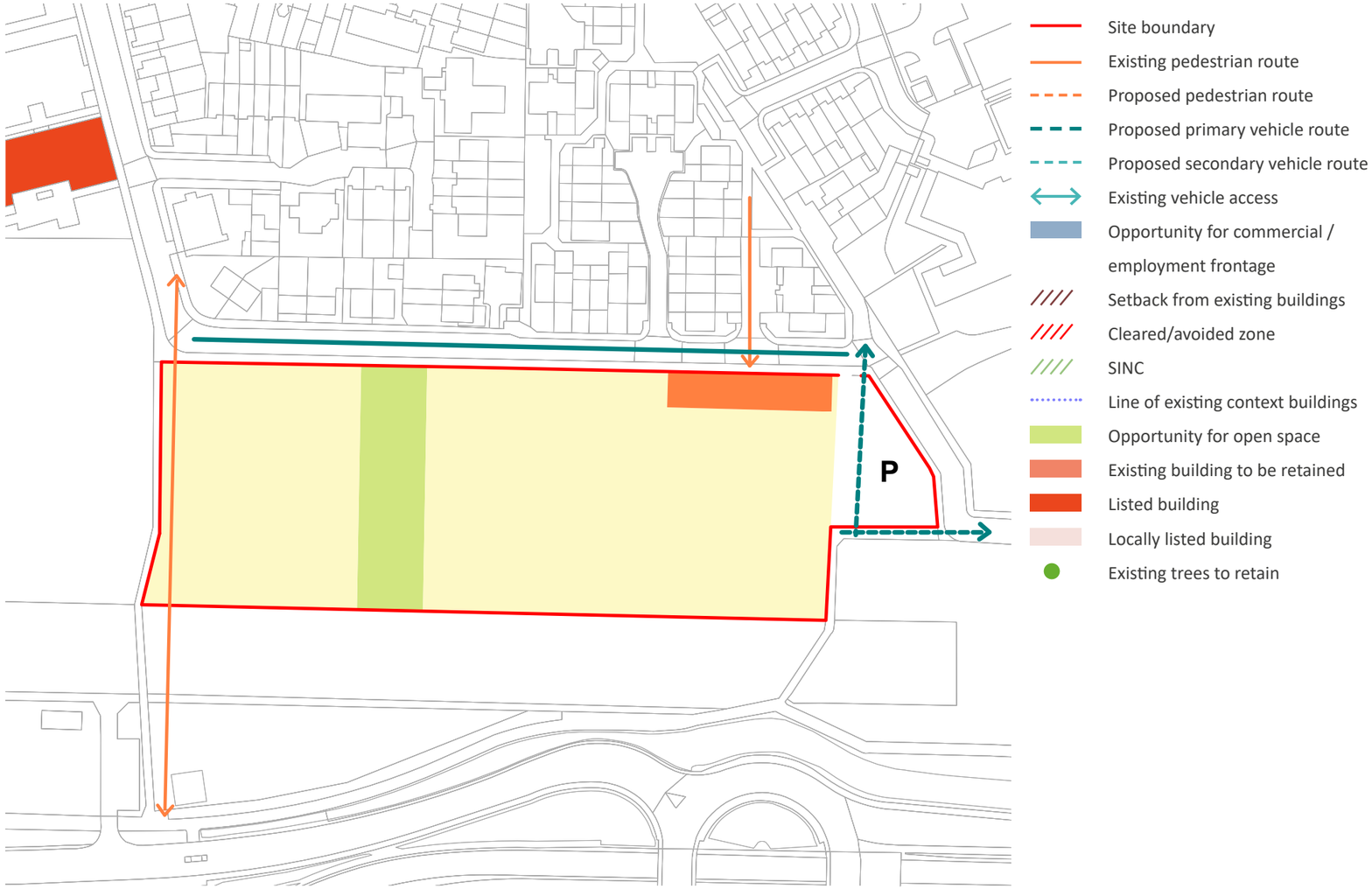
1.7.4 Design Assumptions

- Drop/off pick up space and disabled parking area in the triangle to the east of the school.
- Buildings to be served via Royal Road only.
- Not a tall building zone, suitable for mid-rise buildings below 21m (2-5 storeys).

1.7.5 Design Principles

- Connected street network: Proposal should establish a connected network of streets and spaces that stitches into the wider movement network, improving pedestrian connection from Royal Rd to south and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy. Residential buildings and parking and drop off school will be accessible from Royal Rd only.
- Positive public spaces: Open space between building and school should be well-overlooked and have sense of enclosure provided by surrounding building and landscape.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging residential blocks and school in perimeter.
- Mediating through scale: Proposal should step down in scale, using massing to sensitively integrate with the context (park and allotments).
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.7.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.7.7 Capacity Calculation

Tab 10 **Schedule**

N5.SA4 ROYAL ROAD	
Uses	**GEA (sqm)**
Residential	11,832
Education	5,000
Education - external area (including parking & playspace)	10,262
Green space	1,482

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**11,832**	m2
Non-residential	0	m2
Residential GIA	10,649	m2
Residential NIA	7,454	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	3,727	Studio	**5%**	39	4.0	39.0	4.8	4
			1 bed	**10%**	50	7.0	50.0	7.5	7
			2 bed	**45%**	70	23.0	70.0	24.0	23
			3 bed	**35%**	86	15.0	86.0	15.2	15
			4 bed	**5%**	108	1.0	108.0	1.7	1
				100%	Total				50
Affordable (Intermediate)	**17.5%**	1,304	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	2.0	50.0	2.6	2
			2 bed	**45%**	70	8.0	70.0	8.4	8
			3 bed	**35%**	86	5.0	86.0	5.3	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				15
Affordable (Rented)	**32.5%**	2,423	Studio	**5%**	39	3.0	39.0	3.1	3
			1 bed	**10%**	50	4.0	50.0	4.8	4
			2 bed	**45%**	70	15.0	70.0	15.6	15
			3 bed	**35%**	86	9.0	86.0	9.9	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
	100%			100%	Total				32
					Indicative Site Capacity				**97**
					Indicative capacity impact of accommodating car parking				3

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.8 N7.SA1 Abbey Mills

1.8.1 Key information

INFO

Neighbourhood: N7 Three Mills

Degree of change: Transform

Site Area: 7 ha

Landownership: Trustees of Anjuman-e-Islahul Musilemeen of (London) UK

Planning History: N/A

PTAL: 4-6

Flood Risk: Zone 1-2-3

Tall Building Zone: TBZ16: Abbey Mills (40m)

Heritage: - Adjacent to Three Mills Conservation Area including listed Abbey Mills Pumping Station – layout and design of site to consider impact of these assets to the west of the site. Grade II listed Engine House at West Ham Pumping Station to north of site. Grade II Listed Northern Outfall Sewer Bridge Over Channelsea River and Grade II Listed Abbey Mills Pumping Station to west of the site. In Canning Town/Newham Way Archaeological Priority Zone.

1.8.2 Constraints and Opportunity

N7.SA1 Abbey Mills	
Site address	Land at Canning Road
Neighbourhood	Three Mills
Site area	7 hectares
Public Transport Accessibility Level	4 – 6
Flood Risk	The site is shown to be at risk of flooding during surface water flooding mainly during the 0.1% AEP and 1% AEP pus 40% AEP events. The majority of the site is within Flood Zone 1 and the east and west areas are affected by flooding (Flood Zone 3 and Flood Zone 2). Additionally, the site is risk if the Thames were to breach its bank and defences were to fail.
Utilities	In proximity to Thames Water Sewage Pumping Station (within 20m) Underground cable route
Heritage Designations	Canning Town / Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Three Mills Conservation Area Bromley by Bow Gasholders (Grade II) Engine House at West Ham Pumping Station (Grade II) Abbey Mills Pumping Station (Grade II*) Stores Building at Abbey Mills to West of Pumping Station (Grade II) Offices (Former Superintendent's House) at Abbey Mills (Grade II) Gate Lodge at Abbey Mills (Grade II) Gates and Gatepiers at Entrance to Abbey Mills Pumping Station (Grade II)

N7.SA1 Abbey Mills	
Heritage Designations	Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II) Ancillary Pump House To South East of Pumping Station (Grade II) Nos 116 to 130 (even) Abbey Lane (Grade II) C Station, with associated Valve House, Abbey Mills Pumping Station (Grade II) The Ironmongers Stone in Leather Gardens to the East of Abbey Road (Grade II) Tide Mill (known as the House Mill) (Grade I) Offices opposite Clock Mill (Custom House) (Grade II) Clock Mill and 3 drying kilns (Grade I) Paved Roadway extending from west side of House Mill to wall and gate on east side of clock mill (Grade II) The Still, 3 Mills Distillery (Locally Listed)
Natural environment Designations	Greenway Site of Importance for Nature Conservation and Metropolitan Open Land In an area of deficiency of access to all types of parks, except regional parks and of under provision to publicly accessible open space by head of population in 2038. Adjacent to River Thames and Mill Meads Site of Importance for Nature Conservation Air Quality Management Area Source Protection Zone 1 Lee Valley Regional Park
Existing uses	Temporary community facility and vacant land with open space.

1.8.3 Future Potential

- Consideration of potential uses: Residential and community use floorspace (approx. 1,300sqm – current scale) – located near the station and as part of the new local centre.
- Infrastructure requirements: Open space. NHS have also identified a need of 1500sqm health centre near West Ham station so could be on this site or the Parcelforce site. Design view on best location. A link to West Ham station and facilitation of a possible future link to Parcelforce.
- Tall buildings: Within TBZ16: Abbey Mills (40m).

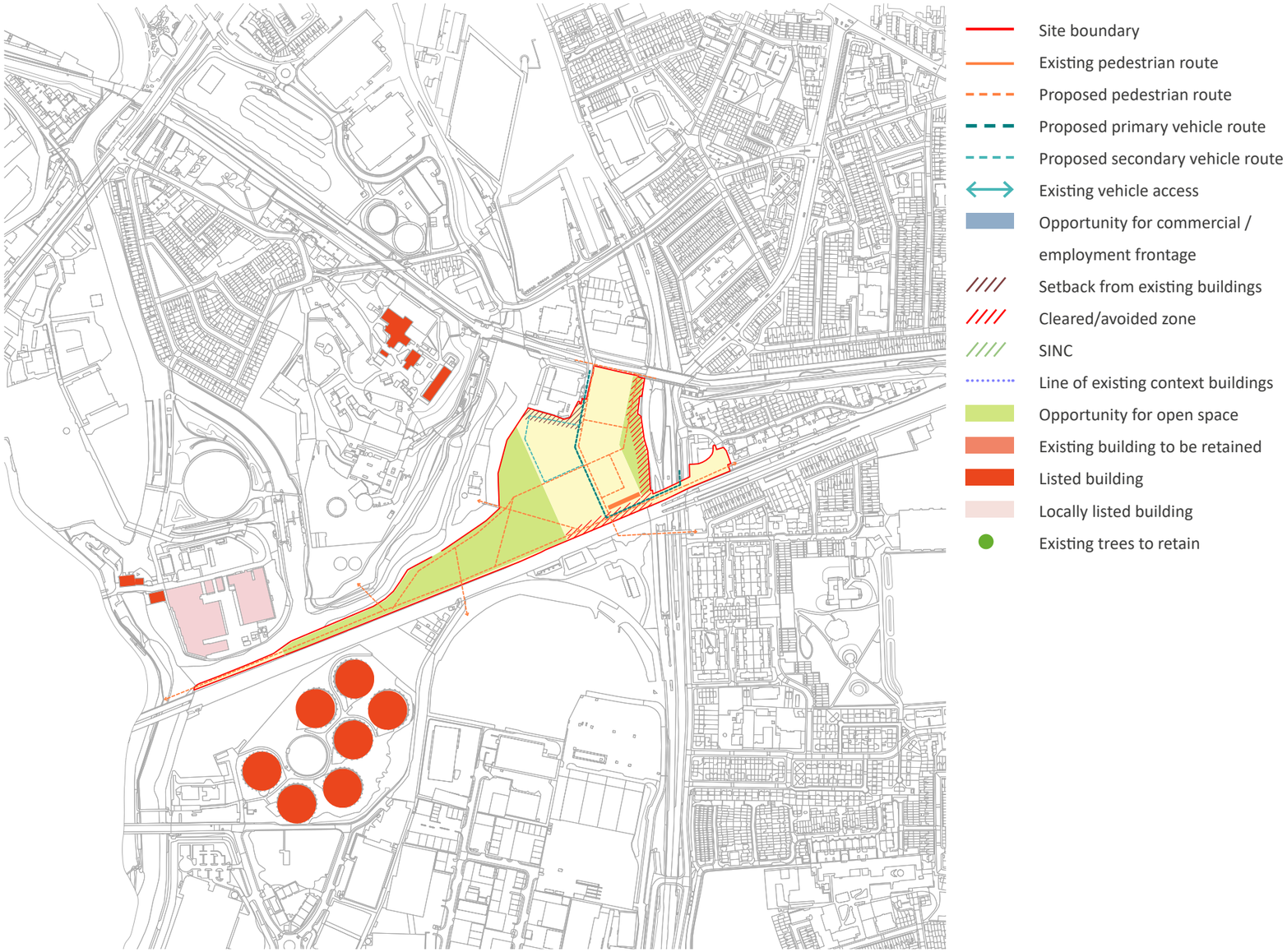
1.8.4 Design assumptions

- Community building to be in the south of the site to improve connection with West Ham station.
- Pedestrian bridge / link to surrounding heritage assets.
- Building heights to be in line with TBZ16: Abbey Mills (40m). Suitable for tall buildings between 6-12 storeys to avoid impact on heritage assets.

1.8.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals should establish a street hierarchy through appropriate building line, street width, scale, massing, façade articulation and mix of uses that combine to characterise the different role and function of each street or space that any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.8.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.8.7 Capacity Calculation

Tab 11 **Schedule**

N7.SA1 ABBEY MILLS	
Uses	**GEA (sqm)**
Residential	68,197
Community and healthcare	5,068
Green Space	29,658

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**68,197**	m2
Non-residential	0	m2
Residential GIA	61,377	m2
Residential NIA	42,964	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	27,927	Studio	**5%**	39	35.0	39.0	35.8	35
			1 bed	**10%**	50	55.0	50.0	55.9	55
			2 bed	**45%**	70	179.0	70.0	179.5	179
			3 bed	**35%**	86	113.0	86.0	113.7	113
			4 bed	**5%**	108	12.0	108.0	12.9	12
				100%	Total				394
Affordable (Intermediate)	**12.25%**	5,263	Studio	**5%**	39	6.0	39.0	0.0	0
			1 bed	**10%**	50	10.0	50.0	10.5	10
			2 bed	**45%**	70	33.0	70.0	33.8	33
			3 bed	**35%**	86	21.0	86.0	21.4	21
			4 bed	**5%**	108	2.0	108.0	2.4	2
				100%	Total				66
Affordable (Rented)	**22.75%**	9,774	Studio	**5%**	39	12.0	39.0	12.5	12
			1 bed	**10%**	50	19.0	50.0	19.5	19
			2 bed	**45%**	70	62.0	70.0	62.8	62
			3 bed	**35%**	86	39.0	86.0	39.8	39
			4 bed	**5%**	108	4.0	108.0	4.5	4
	100%			100%	Total				136
					Indicative Site Capacity				**596**
					Indicative capacity impact of accommodating car parking				29

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.9 N8.SA4 Stratford High Street Bingo Hall

1.9.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 0.63 ha

Landownership: Single ownership

Planning History: N/A

PTAL: 2-6

Flood Risk: Zone 2-3

Tall Building Zone: TBZ18: Stratford High Street (32-40m)

Heritage: River Lea Archaeological Priority Area (Tier 3).

In the vicinity of:

- Stratford workshops (Locally listed)
- Stratford market Station (Locally listed)
- The Rex (Locally listed), 306 – 308 High Street (Locally listed)
- The Log Cabin (Grade II)
- Stratford St John's Conservation Area

1.9.2 Constraints and Opportunity

N8.SA4 Stratford High Street Bingo Hall	
Site address	341 – 351 High Street
Neighbourhood	Stratford and Maryland
Site area	0.63 hectares
Public Transport Accessibility Level	2 – 6
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Stratford workshops (Locally listed) Stratford market Station (Locally listed) The Rex (Locally listed) 306 – 308 High Street (Locally listed) The Log Cabin (Grade II) Stratford St John's Conservation Area
Natural environment Designations	Air Quality Management Air Quality Focus Area In an area of deficiency of access to all parks except metropolitan parks and of under provision to publicly accessible open space by head of population in 2038. Source Protection Zone 3
Existing uses	Bingo Hall and car park.

1.9.3 Future potential

- Consideration of potential uses: Residential with light industrial uses.
- Tall buildings: within TBZ18: Stratford High Street.

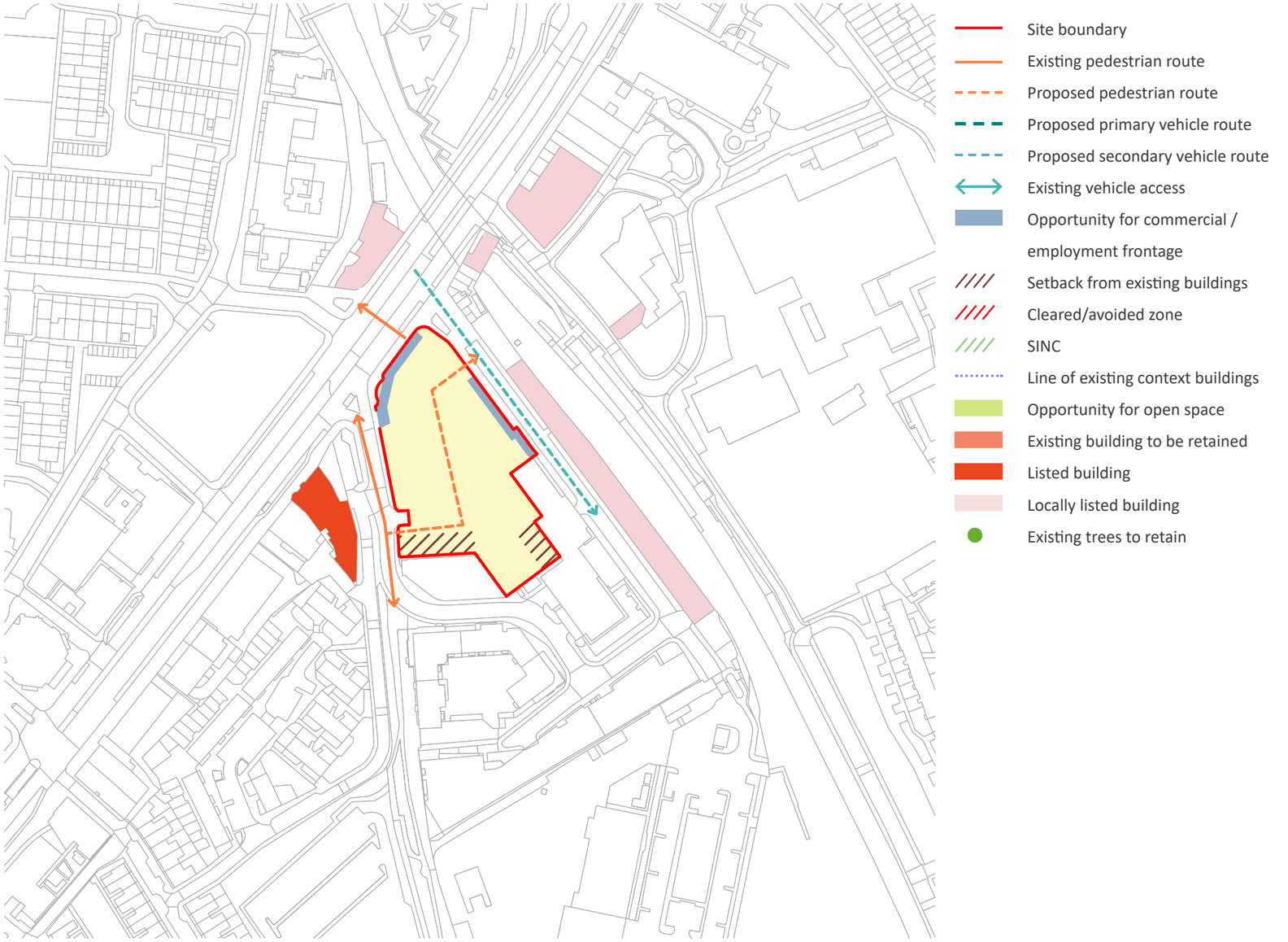
1.9.4 Design assumptions

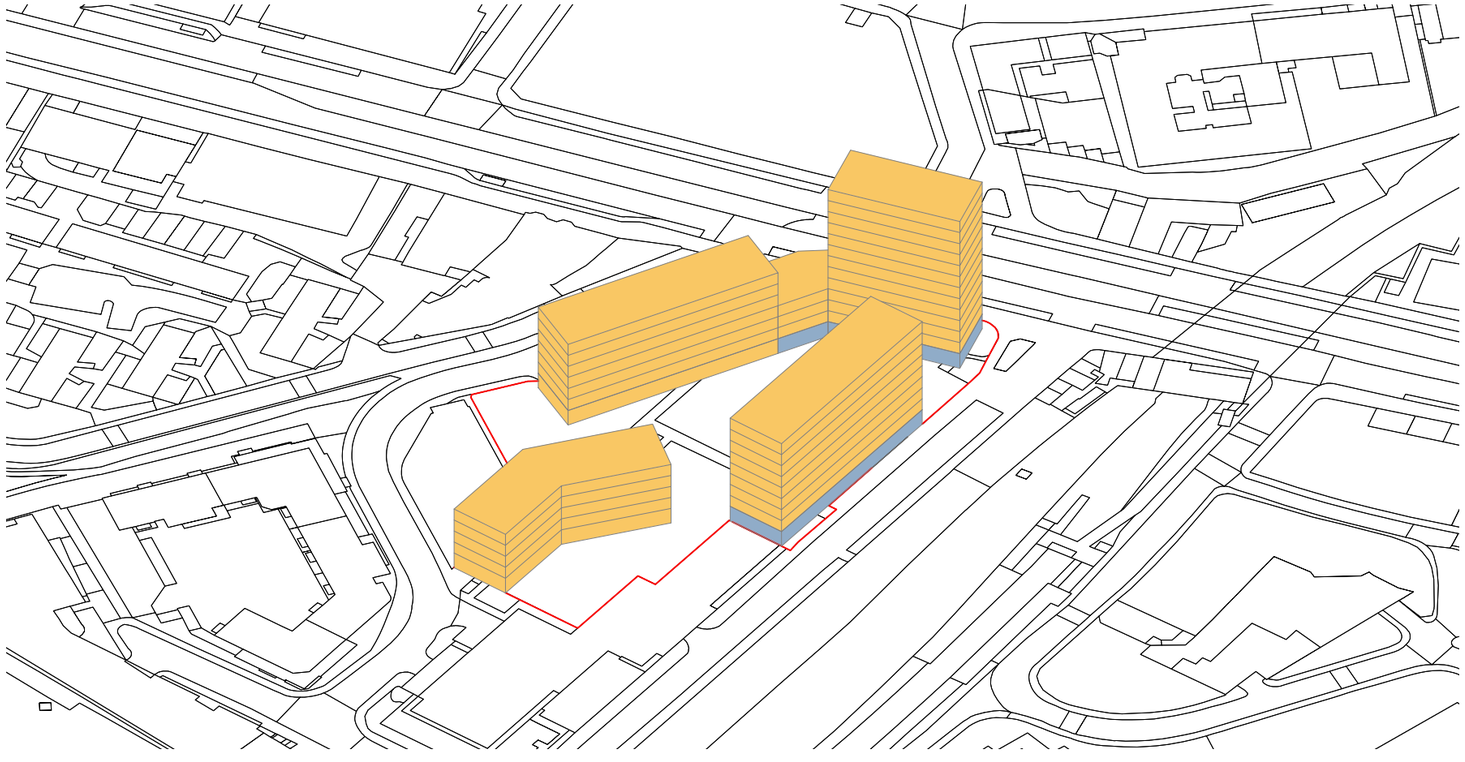
- Building heights to be in line with TBZ18: Stratford High Street. Suitable for buildings between 4-13 storeys to integrate with the context.
- Light industrial to be serviced from Burford Road.
- Central open space to provide private amenity space.

1.9.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site

1.9.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.9.7 Capacity Calculation

Tab 12 **Schedule**

N8.SA4 STRATFORD HIGH STREET BINGO HALL	
Uses	**GEA (sqm)**
Residential	18,126
Commercial	1,249

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**18,126**	m2
Non-residential	0	m2
Residential GIA	16,313	m2
Residential NIA	11,419	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	7,423	Studio	**5%**	39	9.0	39.0	9.5	9
			1 bed	**10%**	50	14.0	50.0	14.8	14
			2 bed	**45%**	70	47.0	70.0	47.7	47
			3 bed	**35%**	86	30.0	86.0	30.2	30
			4 bed	**5%**	108	3.0	108.0	3.4	3
				100%	Total				103
Affordable (Intermediate)	**12.25%**	1,399	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	2.0	50.0	2.8	2
			2 bed	**45%**	70	8.0	70.0	9.0	8
			3 bed	**35%**	86	5.0	86.0	5.7	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				15
Affordable (Rented)	**22.75%**	2,598	Studio	**5%**	39	3.0	39.0	3.3	3
			1 bed	**10%**	50	5.0	50.0	5.2	5
			2 bed	**45%**	70	16.0	70.0	16.7	16
			3 bed	**35%**	86	10.0	86.0	10.6	10
			4 bed	**5%**	108	1.0	108.0	1.2	1
	100%			100%	Total				35
					Indicative Site Capacity				**153**
					Indicative capacity impact of accommodating car parking				8

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.10 N8.SA5 Stratford Town Centre West

1.10.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 34.5 ha

Landownership: Varied

Planning History:

- Stratford City scheme
- 22/00190/FUL
- 21/00393/FUL
- 19/00097/FUL
- 21/00416/FUL

PTAL: 2-6

Flood Risk: Zone 2-3

Tall Building Zone: TBZ19: Stratford Central (60-100m)

Heritage: Part Stratford Railworks Archaeological Priority Area (Tier 2)

1.10.2 Constraints and Opportunity

N8.SA5 Stratford Town Centre West	
Site address	Land at Westfield Stratford City, north of Stratford International Station, Chobham Farm South, International Quarter and Cherry Park
Neighbourhood	Stratford and Maryland
Site area	34.5 hectares
Public Transport Accessibility Level	2 – 6
Flood Risk	The site is shown to be at risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 1% and 0.1% AEP event.
Heritage Designations	Part Stratford Railworks Archaeological Priority Area (Tier 2)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to all types of parks, except metropolitan parks and of under provision to publicly accessible open space by head of population in 2038. Open space along the railway corridor and small amount of Queen Elizabeth Olympic Park. Source Protection Zone 1
Existing uses	Stratford International Station, Westfield shopping centre, Stratford City bus station, Stratford International bus station, coach and taxi provision, vacant land, office, retail and leisure uses.

1.10.3 Future Potential

- Consideration of potential uses: Residential, employment, other main town centre uses, particularly ground floor active frontages and open space.
- Infrastructure requirements: Consider need for connectivity enhancement to improve accessibility. Explore whether there is an opportunity for a community garden on IQL north.

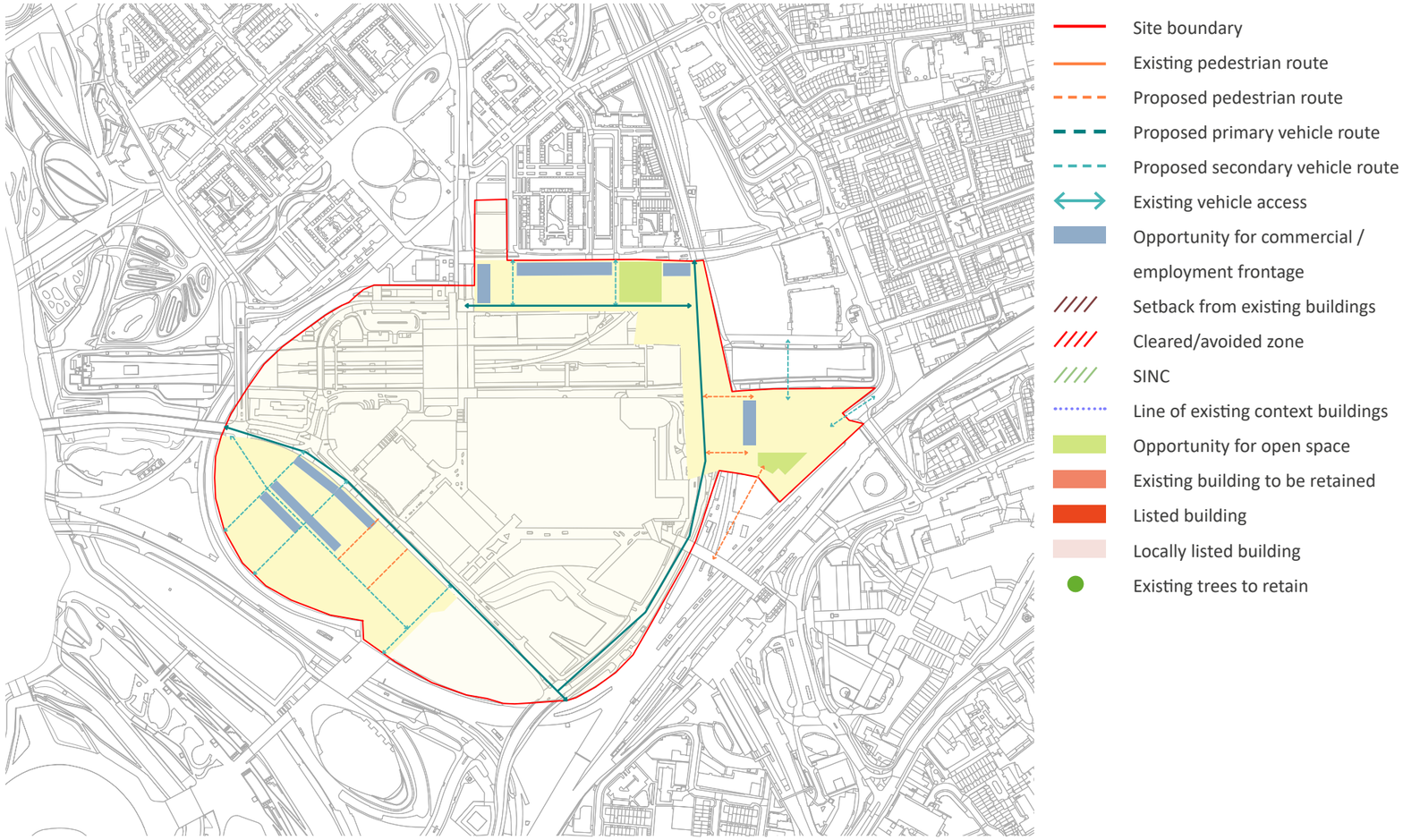
1.10.4 Design Assumptions

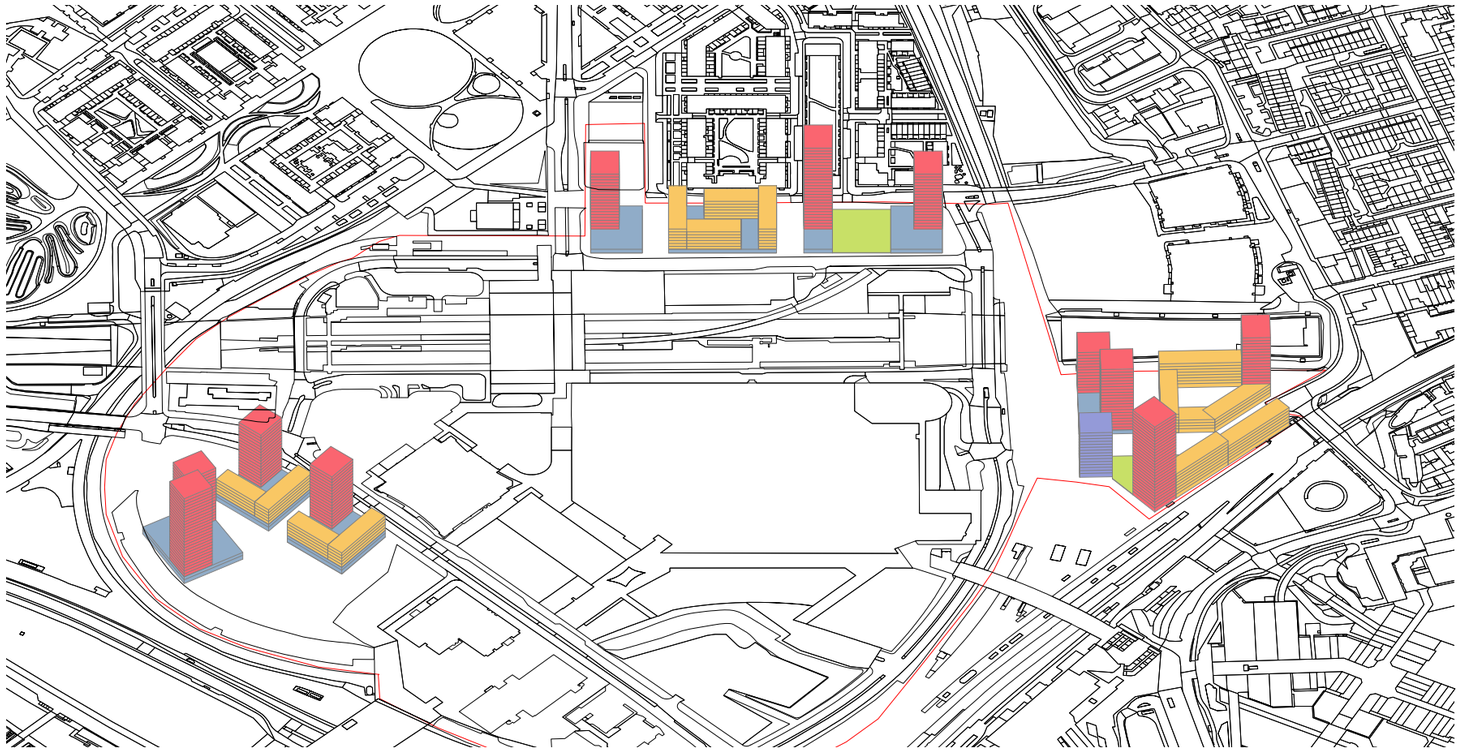
- IQL South: consider capacity for plots S2, S3 and S10.
- Architecture shouldering the railway to deal with noise issues.
- Proposed connections in line with existing site allocation.

1.10.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.10.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.10.7 Capacity Calculation

Tab 13 **Schedule**

N8.SA5 STRATFORD TOWN CENTRE WEST - MSG PLOT	
Uses	**GEA (sqm)**
Residential	68,183
Commercial	2,403
Employment	7,560
Green Space	1,901

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**68,183**	m2
Non-residential	0	m2
Residential GIA	61,365	m2
Residential NIA	42,955	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	27,921	Studio	**5%**	39	35.0	39.0	35.8	35
			1 bed	**10%**	50	55.0	50.0	55.8	55
			2 bed	**45%**	70	179.0	70.0	179.5	179
			3 bed	**35%**	86	113.0	86.0	113.6	113
			4 bed	**5%**	108	12.0	108.0	12.9	12
				100%	Total				394
Affordable (Intermediate)	**12.25%**	5,262	Studio	**5%**	39	6.0	39.0	0.0	0
			1 bed	**10%**	50	10.0	50.0	10.5	10
			2 bed	**45%**	70	33.0	70.0	33.8	33
			3 bed	**35%**	86	21.0	86.0	21.4	21
			4 bed	**5%**	108	2.0	108.0	2.4	2
				100%	Total				66
Affordable (Rented)	**22.75%**	9,772	Studio	**5%**	39	12.0	39.0	12.5	12
			1 bed	**10%**	50	19.0	50.0	19.5	19
			2 bed	**45%**	70	62.0	70.0	62.8	62
			3 bed	**35%**	86	39.0	86.0	39.8	39
			4 bed	**5%**	108	4.0	108.0	4.5	4
	100%			100%	Total				136
					Indicative Site Capacity				**596**
					Indicative capacity impact of accommodating car parking				29

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.10.8 Capacity Calculation

Tab 14 **Schedule**

N8.SA5 STRATFORD TOWN CENTRE WEST - IQL SOUTH	
Uses	**GEA (sqm)**
Residential	51,158
Commercial	16,200
Employment	0
Green Space	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**51,158**	m2
Non-residential	0	m2
Residential GIA	46,042	m2
Residential NIA	32,230	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	20,949	Studio	**5%**	39	26.0	39.0	26.9	26
			1 bed	**10%**	50	41.0	50.0	41.9	41
			2 bed	**45%**	70	134.0	70.0	134.7	134
			3 bed	**35%**	86	85.0	86.0	85.3	85
			4 bed	**5%**	108	9.0	108.0	9.7	9
				100%	Total				295
Affordable (Intermediate)	**12.25%**	3,948	Studio	**5%**	39	5.0	39.0	0.0	0
			1 bed	**10%**	50	7.0	50.0	7.9	7
			2 bed	**45%**	70	25.0	70.0	25.4	25
			3 bed	**35%**	86	16.0	86.0	16.1	16
			4 bed	**5%**	108	1.0	108.0	1.8	1
				100%	Total				49
Affordable (Rented)	**22.75%**	7,332	Studio	**5%**	39	9.0	39.0	9.4	9
			1 bed	**10%**	50	14.0	50.0	14.7	14
			2 bed	**45%**	70	47.0	70.0	47.1	47
			3 bed	**35%**	86	29.0	86.0	29.8	29
			4 bed	**5%**	108	3.0	108.0	3.4	3
	100%			100%	Total				102
					Indicative Site Capacity				**446**
					Indicative capacity impact of accommodating car parking				21

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.10.9 Capacity Calculation

Tab 15 **Schedule**

N8.SA5 STRATFORD TOWN CENTRE WEST - IQL NORTH	
Uses	**GEA (sqm)**
Residential	48,027
Commercial	7,933
Employment	0
Green Space	1,927

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**48,027**	m2
Non-residential	0	m2
Residential GIA	43,224	m2
Residential NIA	30,257	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	19,667	Studio	**5%**	39	25.0	39.0	25.2	25
			1 bed	**10%**	50	39.0	50.0	39.3	39
			2 bed	**45%**	70	126.0	70.0	126.4	126
			3 bed	**35%**	86	80.0	86.0	80.0	80
			4 bed	**5%**	108	9.0	108.0	9.1	9
				100%	Total				279
Affordable (Intermediate)	**12.25%**	3,706	Studio	**5%**	39	4.0	39.0	0.0	0
			1 bed	**10%**	50	7.0	50.0	7.4	7
			2 bed	**45%**	70	23.0	70.0	23.8	23
			3 bed	**35%**	86	15.0	86.0	15.1	15
			4 bed	**5%**	108	1.0	108.0	1.7	1
				100%	Total				46
Affordable (Rented)	**22.75%**	6,883	Studio	**5%**	39	8.0	39.0	8.8	8
			1 bed	**10%**	50	13.0	50.0	13.8	13
			2 bed	**45%**	70	44.0	70.0	44.3	44
			3 bed	**35%**	86	28.0	86.0	28.0	28
			4 bed	**5%**	108	3.0	108.0	3.2	3
	100%			100%	Total				96
					Indicative Site Capacity				**421**
					Indicative capacity impact of accommodating car parking				21

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.11 N8.SA9 Pudding Mill

1.11.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 15.68 ha

Landownership: Varied

Planning History:

- 11/90621/OUTODA
- 21/00574/OUT
- 15/00392/FUL
- 14/00422/FUL
- 20/00307/FUL

PTAL: 1 – 5; 1 – 6 (forecast by 2031)

Flood Risk: Zone 2-3

Tall Building Zone: TBZ18: Stratford High Street (50m)

Heritage: River Lea Archaeological Priority Area (Tier 3).

In the vicinity of:

- Lockkeeper’s Cottage (Locally Listed)
- Sugar House Lane Conservation Area

1.11.2 Constraints and Opportunity

N8.SA9 Pudding Mill	
Site address	Land to the south of Queen Elizabeth Olympic Park, bounded by the River Lea to the west, City Mill river to the east, Bow Back Creek to the south and the DLR line to the north
Neighbourhood	Stratford and Maryland
Site area	15.68 hectares
Public Transport Accessibility Level	1 – 5 1 – 6 (forecast by 2031)
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and Flood Zone 3 as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Utilities	In proximity to Thames Water Sewage Pumping Station (within 20m) Electrical Substation Underground cable route
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Lockkeeper's Cottage (Locally Listed) Sugar House Lane Conservation Area
Natural environment Designations	Air Quality Management Area Open space deficiency Adjacent to Site of Importance for Nature Conservation
Existing uses	Pudding Mill DLR Station, residential, industrial, employment, utilities infrastructure, vacant land and temporary leisure and hotel use. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Barbers Road Facility and Vulcans Wharf (City Oils Limited)).

1.11.3 Future Potential

- Consideration of potential uses: Residential, employment uses, main town centre uses and social infrastructure including community facilities and health centre, open space.
- Infrastructure requirements: Open space. Provide a health centre up to 2,000 sqm.

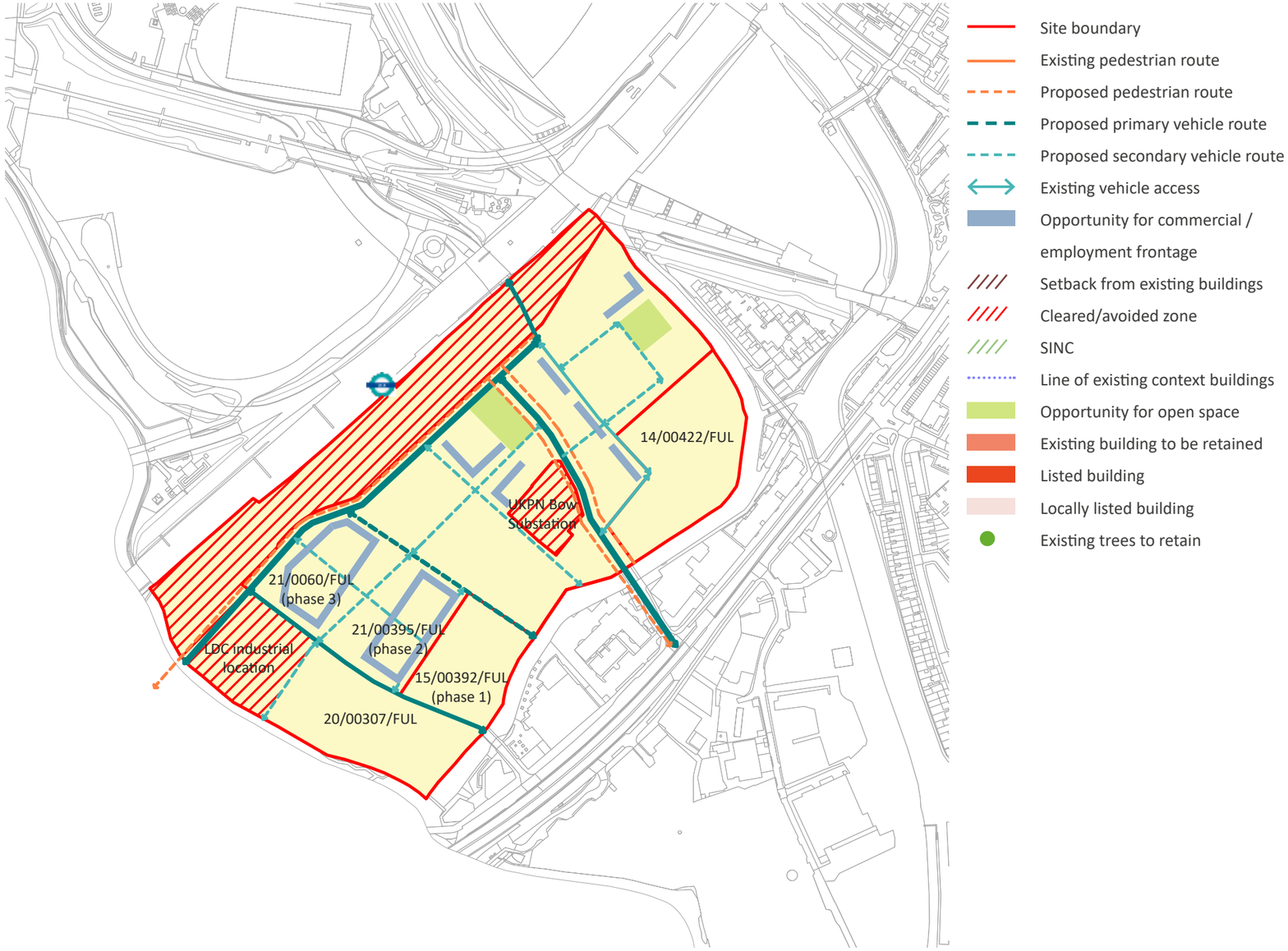
1.11.4 Design Assumptions

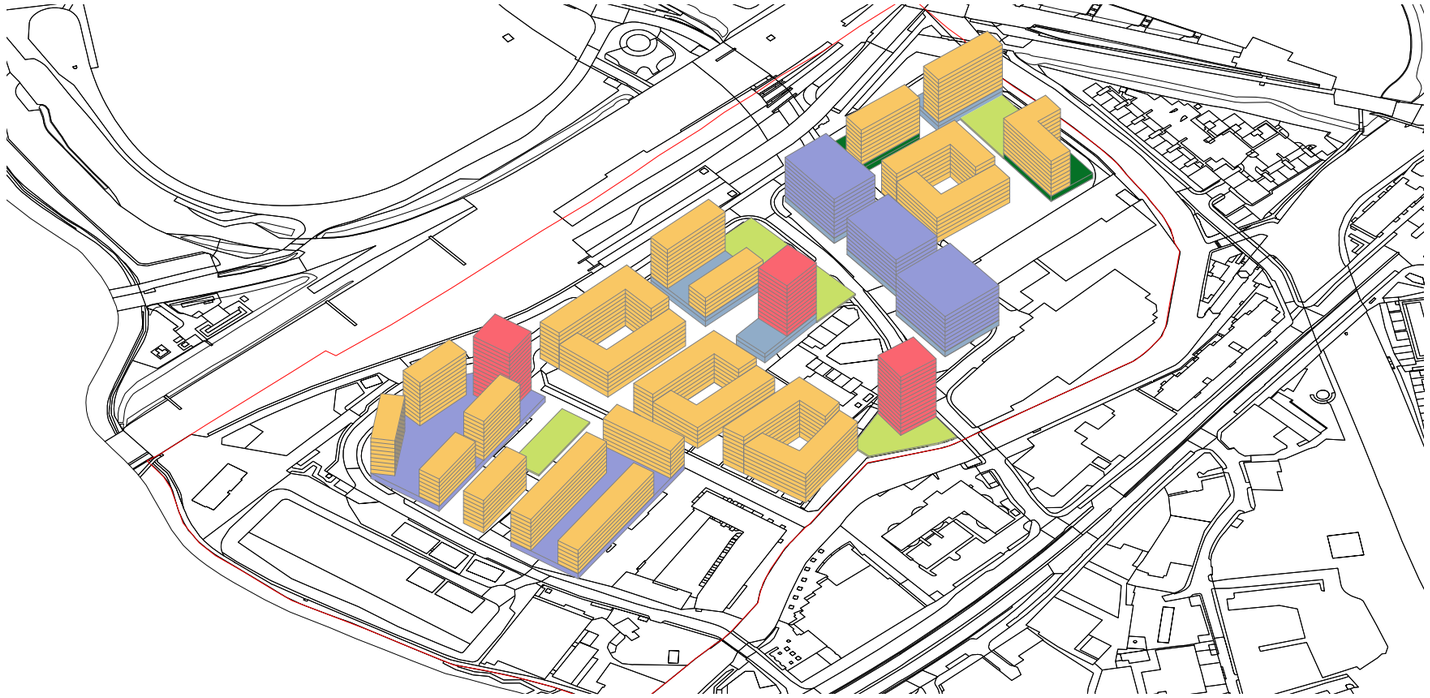
- Consolidated commercial uses alongside primary vehicle & pedestrian route - Pudding Mill lane adjacent to station.
- Improved East-West connections through the site.
- Safeguarded rail area boundaries to the North of the site assumed – please refer to UDF.
- 21/00395/FUL and 21/0060/FUL plots modelled as per planning permissions.

1.11.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals should establish a street hierarchy through appropriate building line, street width, scale, massing, façade articulation and mix of uses that combine to characterise the different role and function of each street or space that any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.11.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.11.7 Capacity Calculation

Tab 16 **Schedule**

N8.SA9 PUDDING MILL TOWN CENTRE	
Uses	**GEA (sqm)**
Residential	99,105
Community and healthcare	3,113
Commercial	11,638
Employment	36,355
Green Space	4,670

** The employment floorspace capacity figures presented for sites proposing stacked industrial formats are indicative and subject to adjustment through detail design. These layouts are conceptual which are intended to illustrate potential development scenarios. Final employment floorspace delivery will depend on the actual format and feasibility of individual schemes.*

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**99,105**	m2
Non-residential	0	m2
Residential GIA	89,195	m2
Residential NIA	62,436	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	31,218	Studio	**5%**	39	40.0	39.0	40.0	40
			1 bed	**10%**	50	62.0	50.0	62.4	62
			2 bed	**45%**	70	200.0	70.0	200.7	200
			3 bed	**35%**	86	127.0	86.0	127.1	127
			4 bed	**5%**	108	14.0	108.0	14.5	14
				100%	Total				443
Affordable (Intermediate)	**17.5%**	10,926	Studio	**5%**	39	14.0	39.0	0.0	0
			1 bed	**10%**	50	21.0	50.0	21.9	21
			2 bed	**45%**	70	70.0	70.0	70.2	70
			3 bed	**35%**	86	44.0	86.0	44.5	44
			4 bed	**5%**	108	5.0	108.0	5.1	5
				100%	Total				140
Affordable (Rented)	**32.5%**	20,292	Studio	**5%**	39	26.0	39.0	26.0	26
			1 bed	**10%**	50	40.0	50.0	40.6	40
			2 bed	**45%**	70	130.0	70.0	130.4	130
			3 bed	**35%**	86	82.0	86.0	82.6	82
			4 bed	**5%**	108	9.0	108.0	9.4	9
	100%			100%	Total				287
					Indicative Site Capacity				**870**
					Indicative capacity impact of accommodating car parking				26

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.11.8 Capacity Calculation

Tab 17 **Schedule**

N8.SA9 PUDDING MILL PHASE 1 & 2	
Uses	**GEA (sqm)**
Residential	46,317
Community and healthcare	0
Commercial	0
Employment/Industrial	9,907
Green Space	901

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**46,317**	m2
Non-residential	0	m2
Residential GIA	41,685	m2
Residential NIA	29,180	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	18,967	Studio	**5%**	39	24.0	39.0	24.3	24
			1 bed	**10%**	50	37.0	50.0	37.9	37
			2 bed	**45%**	70	121.0	70.0	121.9	121
			3 bed	**35%**	86	77.0	86.0	77.2	77
			4 bed	**5%**	108	8.0	108.0	8.8	8
				100%	Total				267
Affordable (Intermediate)	**12.25%**	3,575	Studio	**5%**	39	4.0	39.0	0.0	0
			1 bed	**10%**	50	7.0	50.0	7.1	7
			2 bed	**45%**	70	22.0	70.0	23.0	22
			3 bed	**35%**	86	14.0	86.0	14.5	14
			4 bed	**5%**	108	1.0	108.0	1.7	1
				100%	Total				44
Affordable (Rented)	**22.75%**	6,638	Studio	**5%**	39	8.0	39.0	8.5	8
			1 bed	**10%**	50	13.0	50.0	13.3	13
			2 bed	**45%**	70	42.0	70.0	42.7	42
			3 bed	**35%**	86	27.0	86.0	27.0	27
			4 bed	**5%**	108	3.0	108.0	3.1	3
	100%			100%	Total				93
					Indicative Site Capacity				**404**
					Indicative capacity impact of accommodating car parking				20

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.12 N8.SA10 Chobham Farm North

1.12.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 1.35 ha

Landownership: LCR, LLDC and Newham

Planning History: Zone 5, 12/00146

PTAL: 6

Flood Risk: minor

Tall Building Zone: TBZ20: Chobham Manor / East Village (32-50m)

Heritage: Stratford Railways Archaeological Priority Area (Tier 2). In the vicinity of: The Eagle Public House (locally listed).

1.12.2 Constraints and Opportunity

N8.SA10 Chobham Farm North	
Site address	Land bounded by Liberty Bridge Road, Temple Mills, Leyton Road and the railway
Neighbourhood	Stratford and Maryland
Site area	1.35 hectares
Public Transport Accessibility Level	6
Flood Risk	The site is shown to be at minor fluvial risk from the River Lea as well as being at pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Stratford Railways Archaeological Priority Area (Tier 2) In the vicinity of: The Eagle Public House (locally listed)
Natural environment Designations	In an area of deficiency of access to District, Local and Pocket Parks and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Zone Source Protection Zone 3
Existing uses	Employment uses including yard space.

1.12.3 Future Potential

- Consideration of potential uses: Reconfiguration and reprovision of industrial floorspace with residential.
- Tall buildings: within TBZ20: Chobham Manor/East Village.

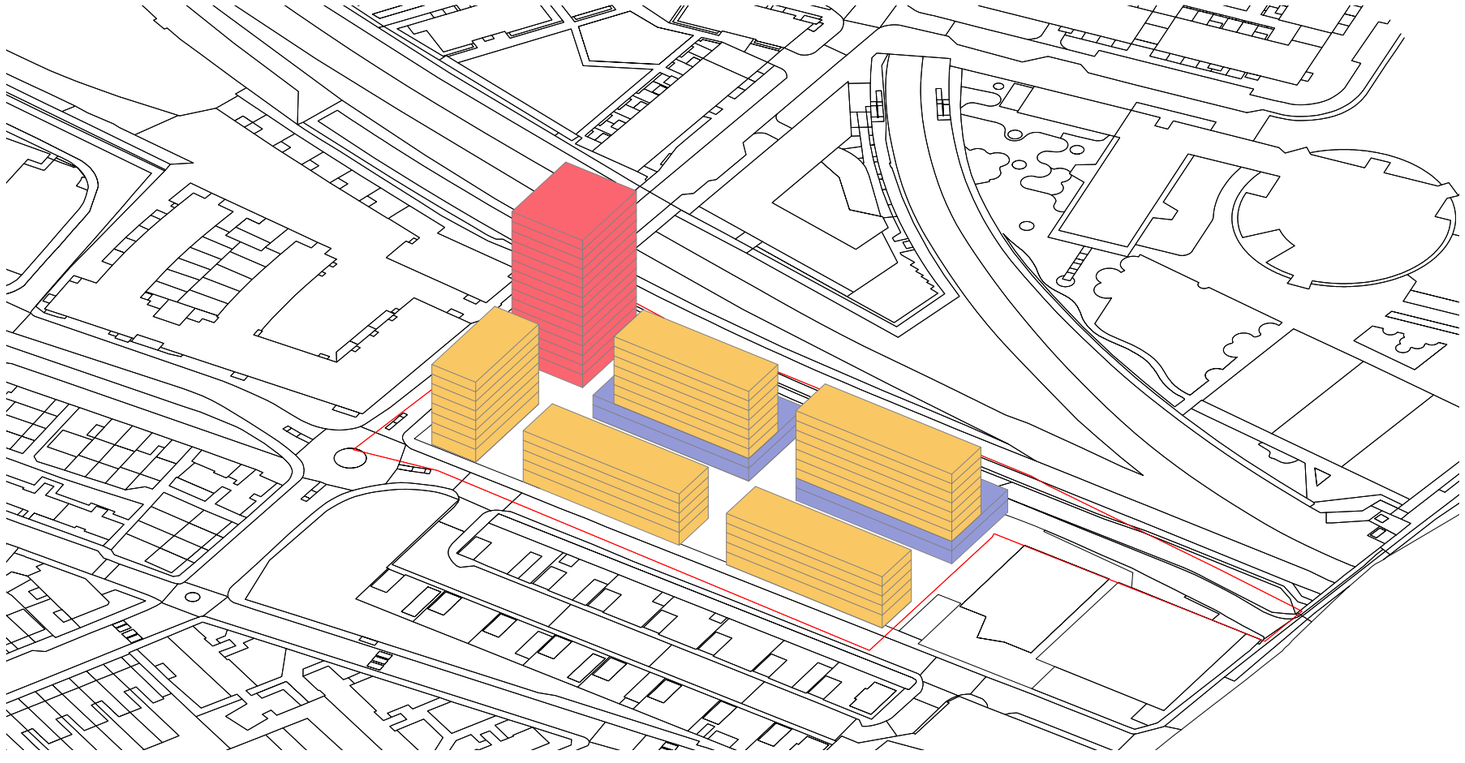
1.12.4 Design Assumptions

- Light industrial to be serviced from western route accessed from Temple Mills Lane.
- Building heights to be in line with TBZ20: Chobham Manor/East Village. Suitable for buildings between 5-15 storeys to integrate with the context and avoid overshadowing gyspy and traveller pitches. Taller element proposed along Liberty Bridge road to face context buildings that are of similar height.

1.12.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals should establish a street hierarchy through appropriate building line, street width, scale, massing, façade articulation and mix of uses that combine to characterise the different role and function of each street or space that any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Mediating through scale: Step up or down in scale at site edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.12.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.12.7 Capacity Calculation

Tab 18 **Schedule**

N8.SA10 CHOBAM FARM NORTH	
Uses	**GEA (sqm)**
Residential	24,338
Employment*	4,611

** The employment floorspace capacity figures presented for sites proposing stacked industrial formats are indicative and subject to adjustment through detail design. These layouts are conceptual which are intended to illustrate potential development scenarios. Final employment floorspace delivery will depend on the actual format and feasibility of individual schemes.*

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**24,338**	m2
Non-residential	0	m2
Residential GIA	21,904	m2
Residential NIA	15,333	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	9,966	Studio	**5%**	39	12.0	39.0	12.8	12
			1 bed	**10%**	50	19.0	50.0	19.9	19
			2 bed	**45%**	70	64.0	70.0	64.1	64
			3 bed	**35%**	86	40.0	86.0	40.6	40
			4 bed	**5%**	108	4.0	108.0	4.6	4
				100%	Total				139
Affordable (Intermediate)	**12.25%**	1,878	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	3.0	50.0	3.8	3
			2 bed	**45%**	70	12.0	70.0	12.1	12
			3 bed	**35%**	86	7.0	86.0	7.6	7
			4 bed	**5%**	108	0.0	108.0	0.9	0
				100%	Total				22
Affordable (Rented)	**22.75%**	3,488	Studio	**5%**	39	4.0	39.0	4.5	4
			1 bed	**10%**	50	6.0	50.0	7.0	6
			2 bed	**45%**	70	22.0	70.0	22.4	22
			3 bed	**35%**	86	14.0	86.0	14.2	14
			4 bed	**5%**	108	1.0	108.0	1.6	1
	100%			100%	Total				47
					Indicative Site Capacity				**208**
					Indicative capacity impact of accommodating car parking				10

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.13 N9.SA1 Plaistow North

1.13.1 Key information

INFO

Neighbourhood: N9 West Ham

Degree of change: Transform

Site Area: 1.8 ha

Landownership: The Secretaty of State, London Underground Limited

Planning History:

- 19/01933/PREAPP
- 17/02586/FUL
- 17/02702/PREAPP

PTAL: 2 to 6a

Flood Risk: Zone 2-3

Tall Building Zone: TBZ17: Plaistow Station (40/60m)

Heritage: In the vicinity of:

- Plaistow Station (Locally-listed)
- The Railway Tavern (Locally-listed)
- Willow Lodge Cottage (Grade II)

1.13.2 Constraints and Opportunity

N9.SA1 Plaistow North	
Site address	Plaistow Road, London E15 3EU
Neighbourhood	West Ham
Site area	1.8 hectares
Public Transport Accessibility Level	2 to 6a
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and Flood Zone 3, as well as being at pluvial flood risk in the 1% AEP +40% CC and the 0.1% AEP events and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	In the vicinity of: Plaistow Station (Locally-listed) The Railway Tavern (Locally-listed) Willow Lodge Cottage (Grade II)
Natural environment Designation	In an area of deficiency of access to all types of parks, except local parks. Adjacent to: District Line Railsides Green Corridors and Greenway SINC Air Quality Management Zone Epping Forest Mitigation Zone – 6.2km
Existing uses	Vacant site that was a former car showroom and servicing facility, as well as Plaistow Station railway tracks.

1.13.3 Future potential

- Consideration of potential uses: Mixed-use including residential and retail/community use for a new clearly defined local centre.
- Infrastructure requirements: Plaistow Station: Need to address need for step-free access at Plaistow station.
- Tall buildings: within TBZ17: Plaistow Station.

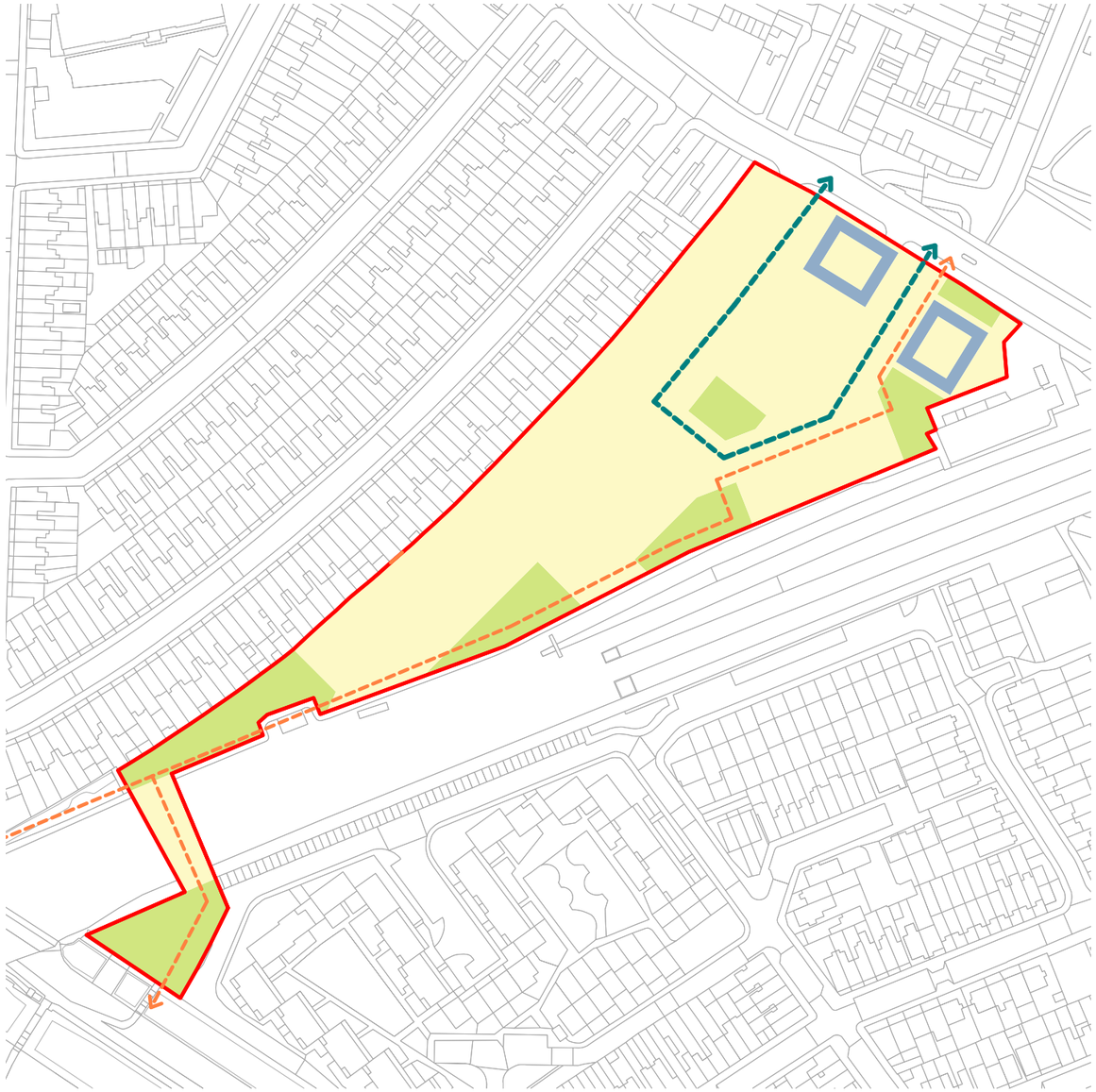
1.13.4 Design Assumptions

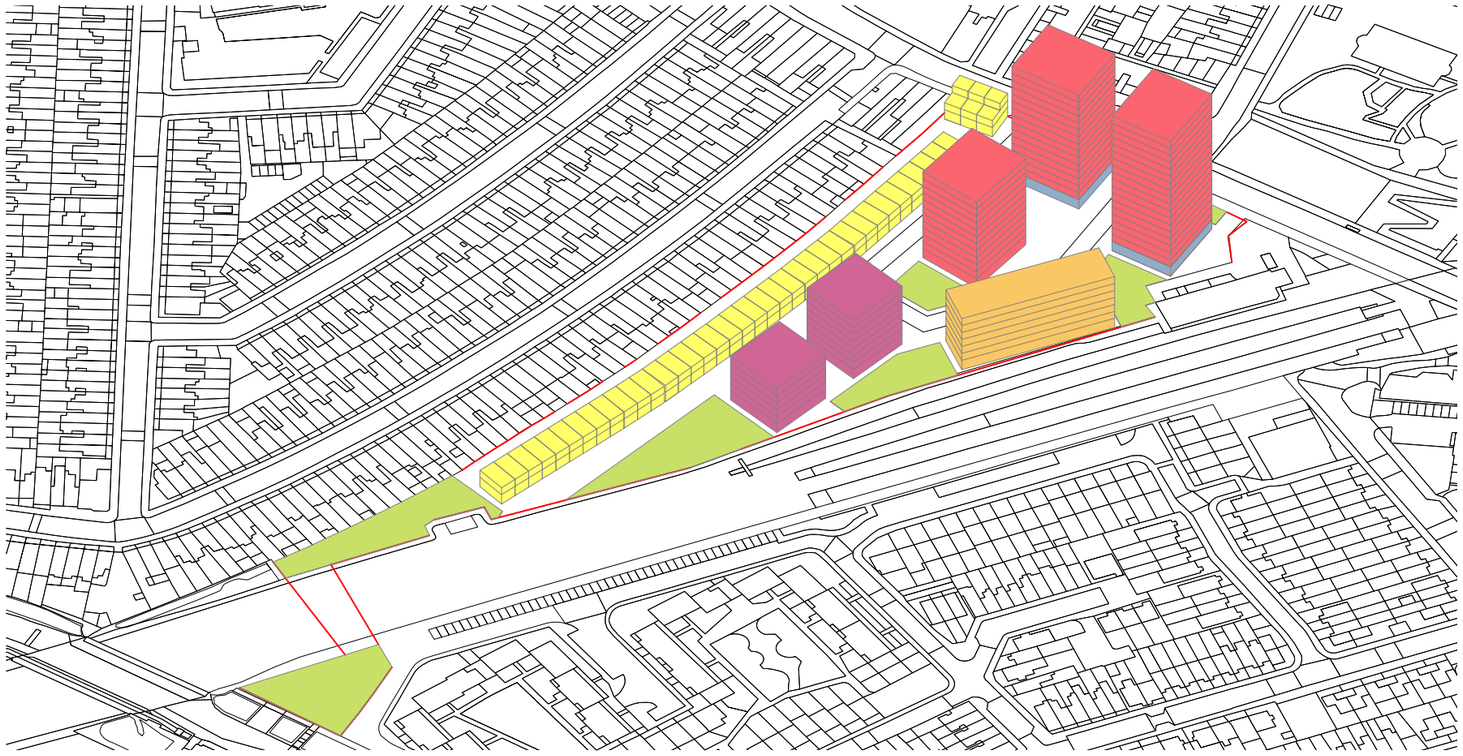
- Pedestrian bridge to be added to improve connection with Greenway.
- Buildings in line with TBZ17: Plaistow Station. Suitable for buildings between 7-19 storeys. Taller massings placed alongside Plaistow Rd for a prominent frontage and opportunity for active commercial frontage.

1.13.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.13.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.13.7 Capacity Calculation

Tab 19 **Schedule**

N9.SA1 PLAISTOW NORTH	
Uses	**GEA (sqm)**
Residential	36,858
Commercial/Community	1,008
Green Space	3,939

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**36,858**	m2
Non-residential	0	m2
Residential GIA	33,172	m2
Residential NIA	23,221	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	11,610	Studio	**5%**	39	14.0	39.0	14.9	14
			1 bed	**10%**	50	23.0	50.0	23.2	23
			2 bed	**45%**	70	74.0	70.0	74.6	74
			3 bed	**35%**	86	47.0	86.0	47.3	47
			4 bed	**5%**	108	5.0	108.0	5.4	5
				100%	Total				163
Affordable (Intermediate)	**17.5%**	4,064	Studio	**5%**	39	5.0	39.0	0.0	0
			1 bed	**10%**	50	8.0	50.0	8.1	8
			2 bed	**45%**	70	26.0	70.0	26.1	26
			3 bed	**35%**	86	16.0	86.0	16.5	16
			4 bed	**5%**	108	1.0	108.0	1.9	1
				100%	Total				51
Affordable (Rented)	**32.5%**	7,547	Studio	**5%**	39	9.0	39.0	9.7	9
			1 bed	**10%**	50	15.0	50.0	15.1	15
			2 bed	**45%**	70	48.0	70.0	48.5	48
			3 bed	**35%**	86	30.0	86.0	30.7	30
			4 bed	**5%**	108	3.0	108.0	3.5	3
	100%			100%	Total				105
					Indicative Site Capacity				**319**
					Indicative capacity impact of accommodating car parking				9

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.14 **N10.SA1 Balaam Leisure Centre**

1.14.1 Key information

INFO

Neighbourhood: N10 Plaistow

Degree of change: Enhance

Site Area: 0.38 ha

Landownership: LBN

Planning History: N/A

PTAL: 4

Flood Risk: N/A

Tall Building Zone: N/A

Heritage:

Archaeological Priority Area (Tier 2).

In the vicinity of:

- Memorial Baptist Church (Grade II)
- Number 42 and attached railing, Balaam Street
- (Grade II)

1.14.2 Constraints and Opportunity

N10.SA1 Balaam Leisure Centre	
Site address	26 Balaam Street, London E13 8AQ
Neighbourhood	Plaistow
Site area	0.38 hectares
Public Transport Accessibility Level	4
Flood Risk	This site is shown to be at minor surface water risk. Access and egress may be impacted in the 3.3%, 1% and 0.1% AEP surface water events. This site is also at high risk of reservoir flooding during the 'Wet Day' event. This site is also at moderate risk of groundwater flooding.
Heritage Designations	Archaeological Priority Area (Tier 2) In the vicinity of: Memorial Baptist Church (Grade II) Number 42 and attached railing, Balaam Street (Grade II)
Natural environment Designation	In an area of deficiency of access to all types of Parks, except Local Parks. Air Quality Management Area Air Quality Focus Area Epping Forest Mitigation Zone – 6.2km
Existing uses	Vacant leisure centre and car park.

1.14.3 Future Potential

- Consideration of potential uses: Residential.
- Tall buildings: Not a tall building zone, suitable for a mid-rise building below 21m.

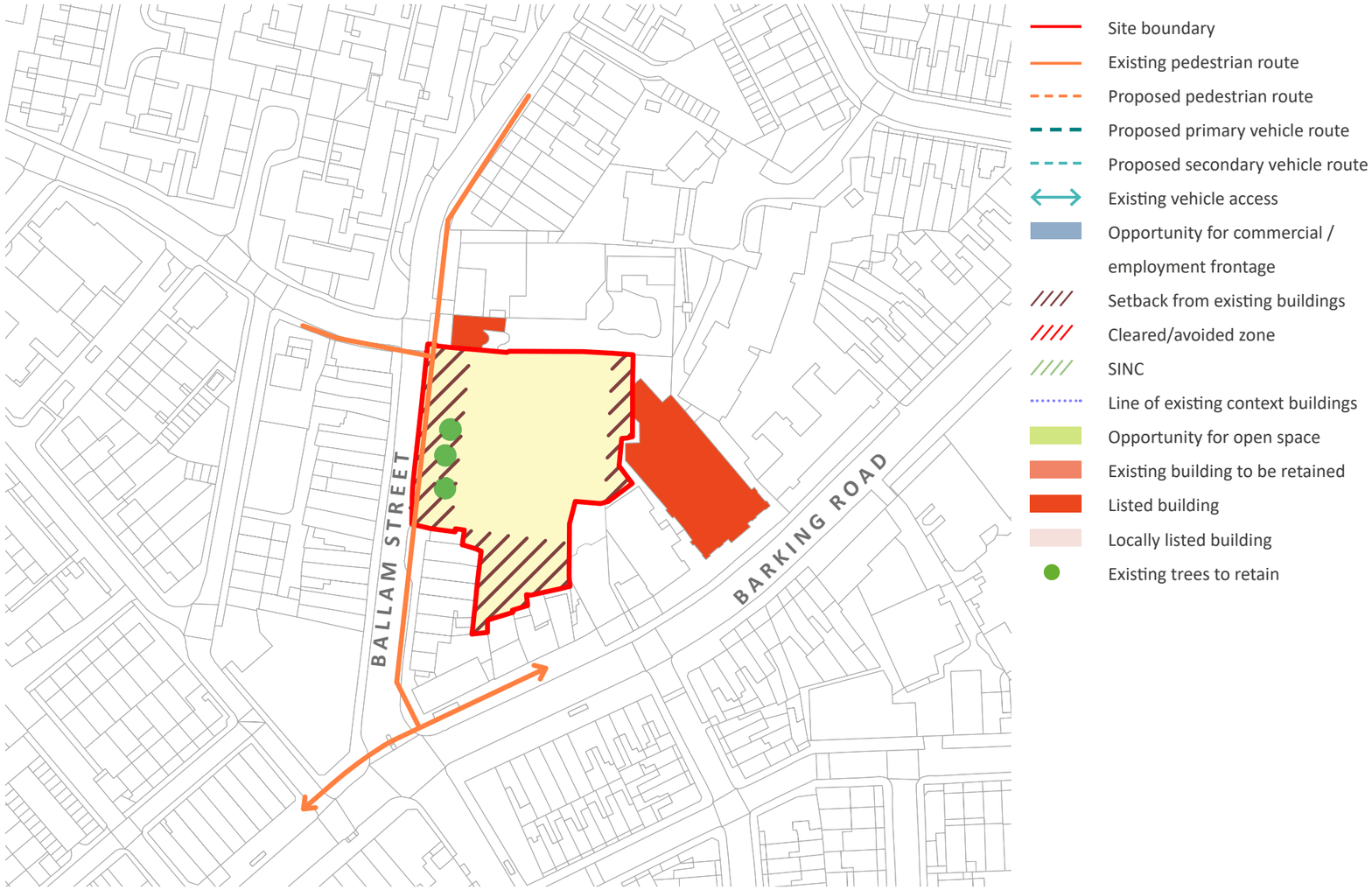
1.14.4 Design assumptions

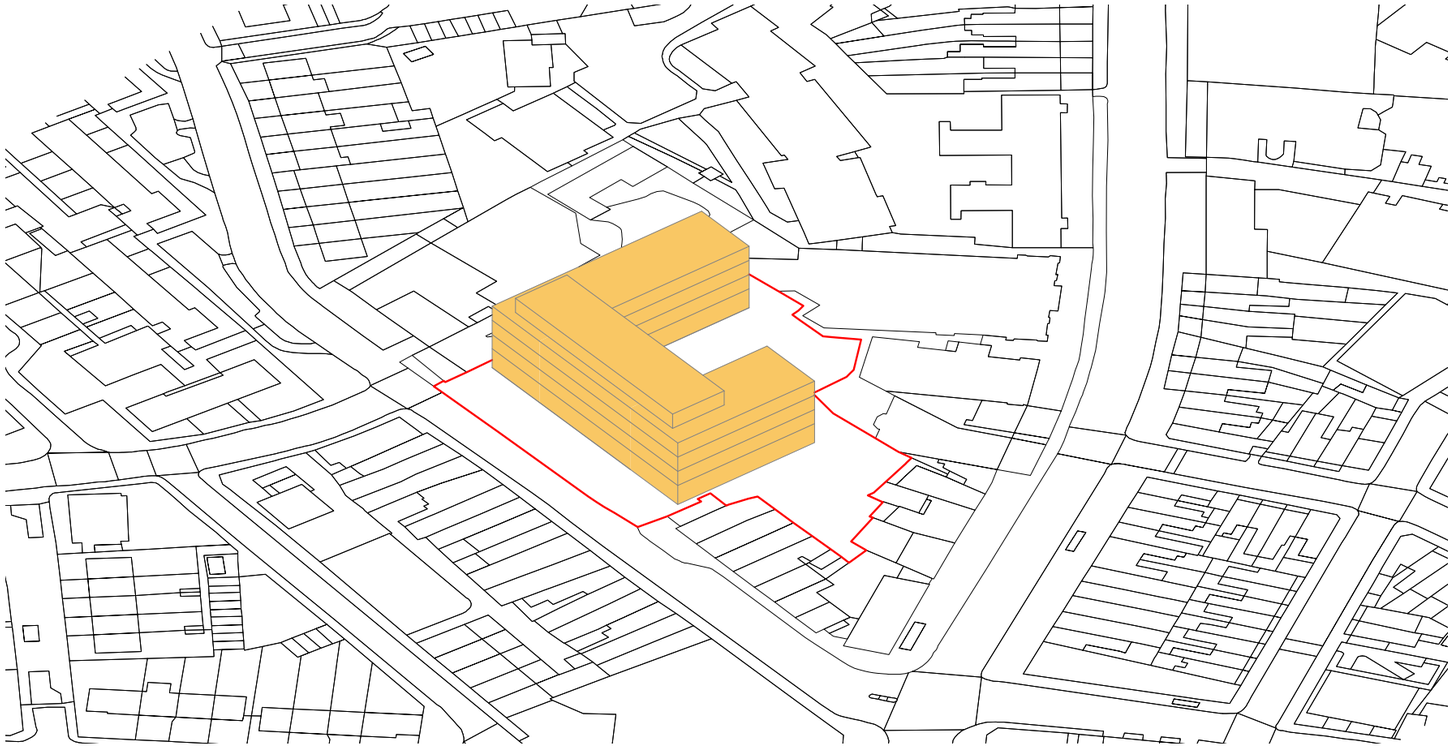
- Building to be setback from listed building to improve views from the main street.
- Open space in lieu of existing car park to provide private amenity areas.
- Not a tall building zone, suitable for a mid-rise building below 21m (4-5 storeys) to sensitively integrate with the context.

1.14.5 Design Principles

- Defining public-private space: Proposal should provide continuous enclosure and public space by arranging building using frontage to overlook the public realm to Balaam St, establishing legible and safe environments.
- Mediating through scale: Proposal should step down in scale from 5 to 4 storeys to meet the datum of the immediate context, using massing to sensitively integrate with the listed building nearby. Building should setback from Memorial Baptist Church to improve views from Balaam St and Whitwell Road.
- Layout, orientation and form: Proposal should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposal should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining existing trees on Balaam St and converting existing car park into private green area / amenity space.

1.14.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.14.7 Capacity Calculation

Tab 20 **Schedule**

N10.SA1 BALAAM CENTRE	
Uses	**GEA (sqm)**
Residential	5,892

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**5,892**	m2
Non-residential	0	m2
Residential GIA	5,303	m2
Residential NIA	3,712	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	1,856	Studio	**5%**	39	2.0	39.0	2.4	2
			1 bed	**10%**	50	3.0	50.0	3.7	3
			2 bed	**45%**	70	11.0	70.0	11.9	11
			3 bed	**35%**	86	7.0	86.0	7.6	7
			4 bed	**5%**	108	0.0	108.0	0.9	0
				100%	Total				23
Affordable (Intermediate)	**17.5%**	650	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.3	1
			2 bed	**45%**	70	4.0	70.0	4.2	4
			3 bed	**35%**	86	2.0	86.0	2.6	2
			4 bed	**5%**	108	0.0	108.0	0.3	0
				100%	Total				7
Affordable (Rented)	**32.5%**	1,206	Studio	**5%**	39	1.0	39.0	1.5	1
			1 bed	**10%**	50	2.0	50.0	2.4	2
			2 bed	**45%**	70	7.0	70.0	7.8	7
			3 bed	**35%**	86	4.0	86.0	4.9	4
			4 bed	**5%**	108	0.0	108.0	0.6	0
	100%			100%	Total				14
					Indicative Site Capacity				**44**
					Indicative capacity impact of accommodating car parking				2

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.
- Assumes up to two-thirds of the ground floor can be used for car parking without reducing the number of homes delivered (with remaining space for active frontage, cycle parking etc). Alternatively, this could be accomodated in a basement, although this may have a larger viability impact
- The Tower type has not been included as a SketchUp model in the indicative site capacity toolkit. This type will be included following revisions to fire regulations.

1.15 N10.SA2 Newham 6th Form College

1.15.1 Key information

INFO

Neighbourhood: N10 Plaistow

Degree of change: Enhance

Site Area: 1.6 ha

Landownership: Newham 6th Form College

Planning History:

- 14/01812/FUL
- 14/02236/FUL

PTAL: 2-4

Flood Risk: N/A

Tall Building Zone: N/A

Heritage: N/A

1.15.2 Constraints and Opportunity

N10.SA2 Newham Sixth Form College	
Site address	Prince Regent Lane, Plaistow E13 8SG
Neighbourhood	Plaistow
Site area	1.6 hectares
Public Transport Accessibility Level	2 to 4
Flood Risk	The site is shown to be at significant risk of flooding in the surface water 1% AEP plus 40% climate change allowance event.
Heritage Designations	N/A
Natural environment Designation	Open space designation: Newham Sixth Form College Playing Fields In an area of deficiency of access to all types of parks, and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Area
Existing uses	Education campus buildings, car park, and open space, including cricket pitch.

1.15.3 Future potential

- Consideration of potential uses: Residential on the site with education floorpsace reprovided in the wider campus.
- Infrastructure requirement: Open space.
- Tall buildings: Not a tall building zone.

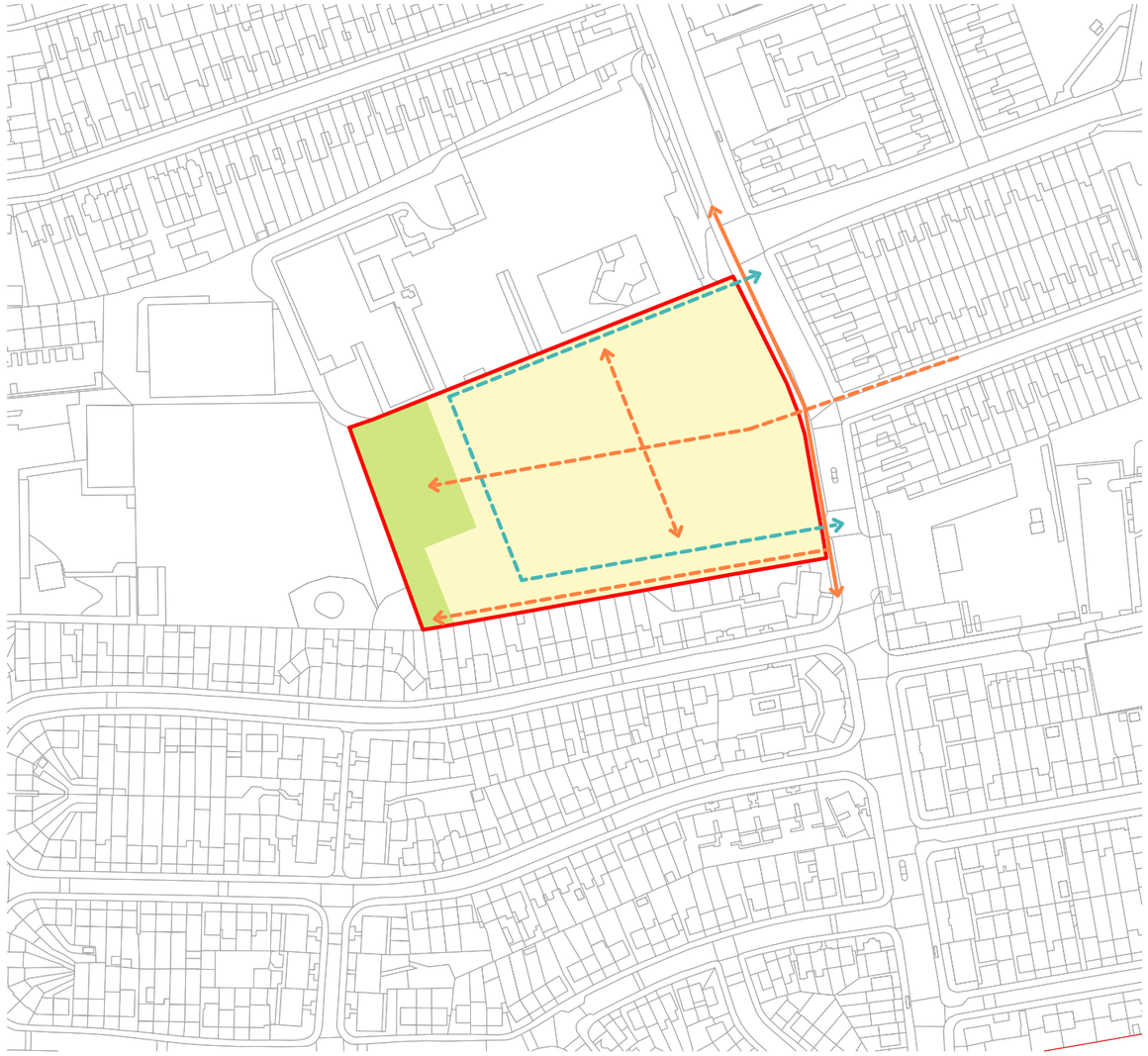
1.15.4 Design assumptions

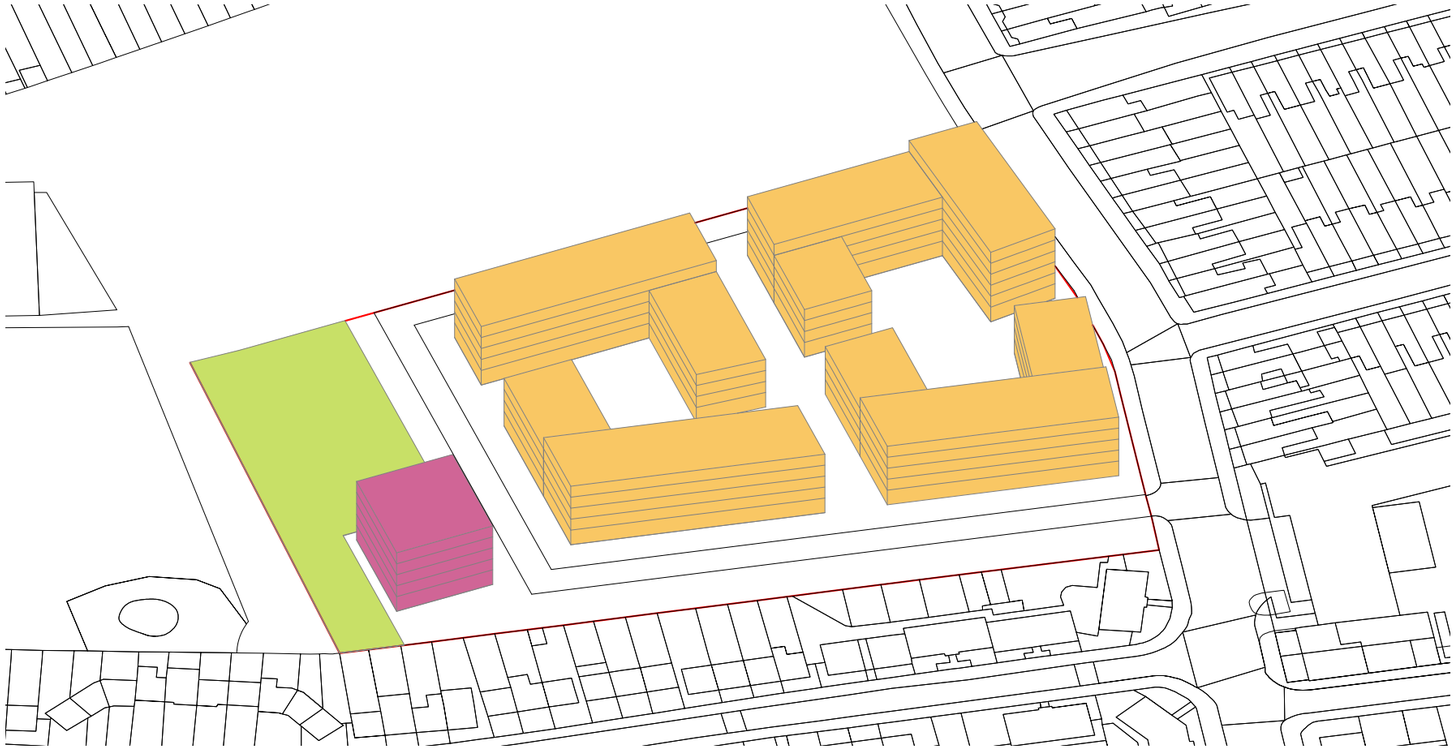
- Existing college building to be demolished
- Trees and protected green areas to the west of the site to be retained
- Not a tall building zone, suitable for mid-rise buildings below 21m (4-6 storeys).

1.15.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.15.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.15.7 Capacity Calculation

Tab 21 **Schedule**

N10.SA2 NEWHAM 6TH FORM COLLEGE	
Uses	**GEA (sqm)**
Residential	23,446
Green space	2,164

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**23,446**	m2
Non-residential	0	m2
Residential GIA	21,101	m2
Residential NIA	14,771	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	7,385	Studio	**5%**	39	9.0	39.0	9.5	9
			1 bed	**10%**	50	14.0	50.0	14.8	14
			2 bed	**45%**	70	47.0	70.0	47.5	47
			3 bed	**35%**	86	30.0	86.0	30.1	30
			4 bed	**5%**	108	3.0	108.0	3.4	3
				100%	Total				103
Affordable (Intermediate)	**17.5%**	2,585	Studio	**5%**	39	3.0	39.0	0.0	0
			1 bed	**10%**	50	5.0	50.0	5.2	5
			2 bed	**45%**	70	16.0	70.0	16.6	16
			3 bed	**35%**	86	10.0	86.0	10.5	10
			4 bed	**5%**	108	1.0	108.0	1.2	1
				100%	Total				32
Affordable (Rented)	**32.5%**	4,801	Studio	**5%**	39	6.0	39.0	6.2	6
			1 bed	**10%**	50	9.0	50.0	9.6	9
			2 bed	**45%**	70	30.0	70.0	30.9	30
			3 bed	**35%**	86	19.0	86.0	19.5	19
			4 bed	**5%**	108	2.0	108.0	2.2	2
	100%			100%	Total				66
					Indicative Site Capacity				**201**
					Indicative capacity impact of accommodating car parking				6

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.16 **N10.SA4 Balaam Street Health**

1.16.1 Key information

INFO

Neighbourhood: N10 Plaistow

Degree of change: Enhance

Site Area: 0.44 ha

Landownership: NHS

Planning History: N/A

PTAL: 3-5

Flood Risk: minor

Tall Building Zone: N/A

Heritage: Plaistow Archaeological Priority Area (Tier 2)

1.16.2 Constraints and Opportunity

N10.SA4 Balaam Street Health Complex	
Site address	113 Balaam Street, E13 8AF
Neighbourhood	Plaistow
Site area	0.44 hectares
Public Transport Accessibility Level	3 to 5
Flood Risk	This site is shown to be at minor surface water risk. Access and egress may be impacted in the 3.3%, 1% and 0.1% AEP surface water events
Heritage Designations	Plaistow Archaeological Priority Area (Tier 2)
Natural environment Designation	In an area of deficiency of access to all types of parks, except Local Parks and of under provision to publicly accessible open space by head of population in 2038. Adjacent to the Greenway SINC Several Tree Preservation Orders on-site Air Quality Management Area Air Quality Focus Area Epping Forest Mitigation Zone – 6.2km
Existing uses	Health centre complex

1.16.3 Future Potential

- Consideration of potential uses: Re-provision of medical centre and residential.
- Infrastructure requirements: Reprovision of medical centre.
- Tall buildings: Not a tall building zone.

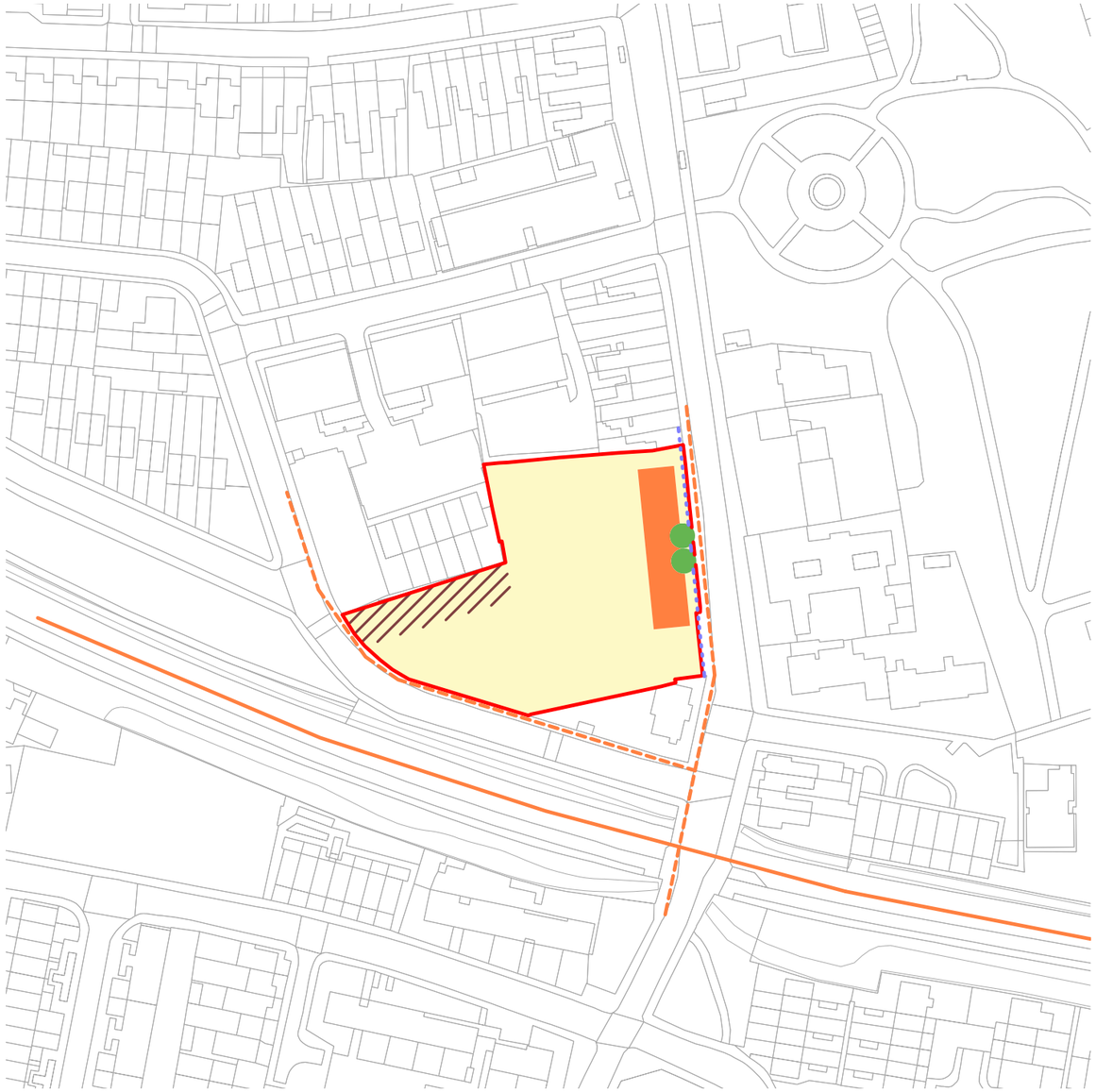
1.16.4 Design Assumptions

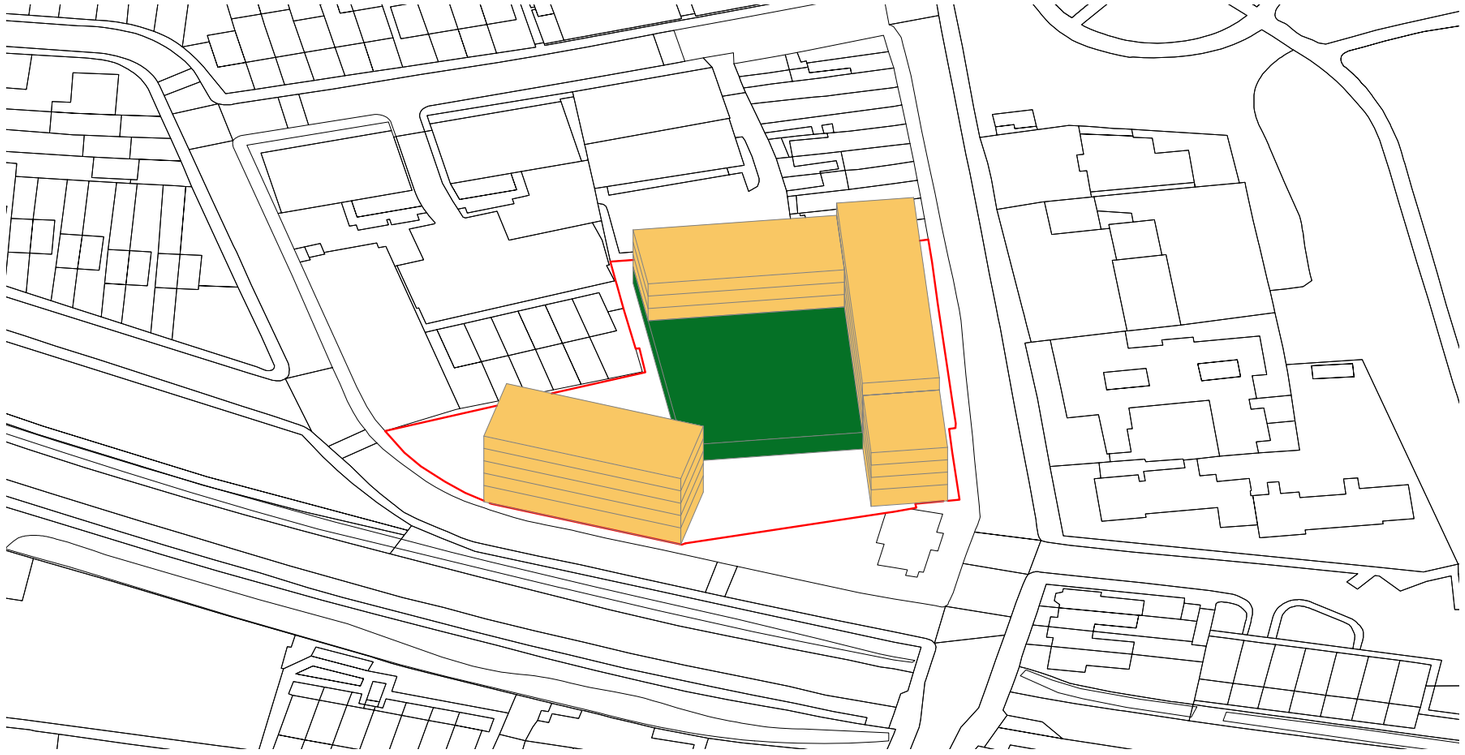
- Improve connections with Greenway.
- Healthcare use provided at podium level with residential on upper floors.
- Not a tall building zone, suitable for mid-rise buildings below 21m (4-5 storeys).

1.16.5 Design Principles

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid ‘leftover’ spaces.
- Mediating through scale: Step up or down in scale at site edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council’s Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.16.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.16.7 Capacity Calculation

Tab 22 **Schedule**

N10.SA4 BALAAM STREET HEALTH COMPLEX	
Uses	**GEA (sqm)**
Residential	6,816
Community and healthcare	2,040

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**6,816**	m2
Non-residential	0	m2
Residential GIA	6,134	m2
Residential NIA	4,294	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	2,147	Studio	**5%**	39	2.0	39.0	2.8	2
			1 bed	**10%**	50	4.0	50.0	4.3	4
			2 bed	**45%**	70	13.0	70.0	13.8	13
			3 bed	**35%**	86	8.0	86.0	8.7	8
			4 bed	**5%**	108	0.0	108.0	1.0	0
				100%	Total				27
Affordable (Intermediate)	**17.5%**	751	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.5	1
			2 bed	**45%**	70	4.0	70.0	4.8	4
			3 bed	**35%**	86	3.0	86.0	3.1	3
			4 bed	**5%**	108	0.0	108.0	0.3	0
				100%	Total				8
Affordable (Rented)	**32.5%**	1,396	Studio	**5%**	39	1.0	39.0	1.8	1
			1 bed	**10%**	50	2.0	50.0	2.8	2
			2 bed	**45%**	70	8.0	70.0	9.0	8
			3 bed	**35%**	86	5.0	86.0	5.7	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
	100%			100%	Total				16
					Indicative Site Capacity				**51**
					Indicative capacity impact of accommodating car parking				2

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.17 N11.SA2 Cyprus

1.17.1 Key information

INFO

Neighbourhood: N11 Beckton

Degree of change: Enhance

Site Area: 1.0 ha

Landownership: LBN

Planning History: 21/00575/PREAPP

PTAL: 3

Flood Risk: 3

Tall Building Zone: N/A

Heritage: Beckton Archaeological Priority Area (Tier 3)

1.17.2 Constraints and Opportunity

N11.SA2 Cyprus	
Site address	Land at Ferndale Street, E6 6FS
Neighbourhood	Beckton
Site area	1.0 hectares
Public Transport Accessibility Level	3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3, as well as at high risk if the Thames were to breach its bank and defences were to fail during the 0.5% AEP 2115 epoch event. There is also some pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Beckton Archaeological Priority Area (Tier 3)
Natural environment Designation	In an area of deficiency of access to all types of Parks. Air Quality Management Area
Existing uses	Vacant greenspace currently inaccessible to the public.

1.17.3 Future Potential

- Consideration of potential uses: Residential.
- Infrastructure requirements: Open Space – existing level of provision must be protected – but could be relocated in the site.
- Tall buildings: Not a tall building zone.

1.17.4 Design Assumptions

- Buildings to be serviced from the western streets.
- Open space to the south to extend existing green area.
- Not a tall building zone, suitable for mid-rise buildings below 21m (4-6 storeys).

1.17.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals should establish a street hierarchy through appropriate building line, street width, scale, massing, façade articulation and mix of uses that combine to characterise the different role and function of each street or space that any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Mediating through scale: Step up or down in scale at site edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.17.6 Urban Design Framework

- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.17.7 Capacity Calculation

Tab 23 **Schedule**

N11.SA2 CYPRUS	
Uses	**GEA (sqm)**
Residential	13,670
Green Space	4,376

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**13,670**	m2
Non-residential	0	m2
Residential GIA	12,303	m2
Residential NIA	8,612	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	4,306	Studio	**5%**	39	5.0	39.0	5.5	5
			1 bed	**10%**	50	8.0	50.0	8.6	8
			2 bed	**45%**	70	27.0	70.0	27.7	27
			3 bed	**35%**	86	17.0	86.0	17.5	17
			4 bed	**5%**	108	1.0	108.0	2.0	1
				100%	Total				58
Affordable (Intermediate)	**17.5%**	1,507	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	3.0	50.0	3.0	3
			2 bed	**45%**	70	9.0	70.0	9.7	9
			3 bed	**35%**	86	6.0	86.0	6.1	6
			4 bed	**5%**	108	0.0	108.0	0.7	0
				100%	Total				18
Affordable (Rented)	**32.5%**	2,799	Studio	**5%**	39	3.0	39.0	3.6	3
			1 bed	**10%**	50	5.0	50.0	5.6	5
			2 bed	**45%**	70	17.0	70.0	18.0	17
			3 bed	**35%**	86	11.0	86.0	11.4	11
			4 bed	**5%**	108	1.0	108.0	1.3	1
	100%			100%	Total				37
					Indicative Site Capacity				**113**
					Indicative capacity impact of accommodating car parking				4

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.18 **N13.SA1 East Ham Western Gateway**

1.18.1 Key information

INFO

Neighbourhood: N13 East Ham

Degree of change: Transform

Site Area: 0.55 ha

Landownership: Former Hartley centre - LBN. Multiple private ownership on other sites

Planning History: 20/02264/FUL

PTAL: 3 - 6

Flood Risk: N/A

Tall Building Zone: N/A

Heritage: APA Tier 2; RADIO MAST ON, 281 BARKING ROAD – Locally Listed; Near to locally listed Hartley Primary; Near to listed Fellowship House and Listed buildings that are part of the Town Hall campus – consider impact on this cluster of listed buildings and the conservation area.

1.18.2 Constraints and Opportunity

N13.SA1 East Ham Western Gateway	
Site address	281 - 311 Barking Road
Neighbourhood	East Ham
Site area	0.55 hectares
Public Transport Accessibility Level	3-6
Flood Risk	No significant flood risk
Heritage Designations	281 Barking Road (Locally Listed) East Ham Archaeological Priority Area (Tier 2)
Heritage Designations	In the vicinity of: East Ham Town Centre Conservation Area Hartley Primary School (Locally Listed) Fellowship House (Grade II) Denmark Arms Public House (Grade II) East Ham Police Station (Grade II) Newham Council Office (Grade II*) East Ham Library (Grade II) Technical College (Grade II) Former to 1 to 11 Nelson Street (Locally Listed) 385 – 445 Barking Road (Locally Listed)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to all types of parks, except local parks and of under provision to publicly accessible open space by head of population in 2038.
Existing uses	Community facilities, car park, residential and ground floor retail uses.

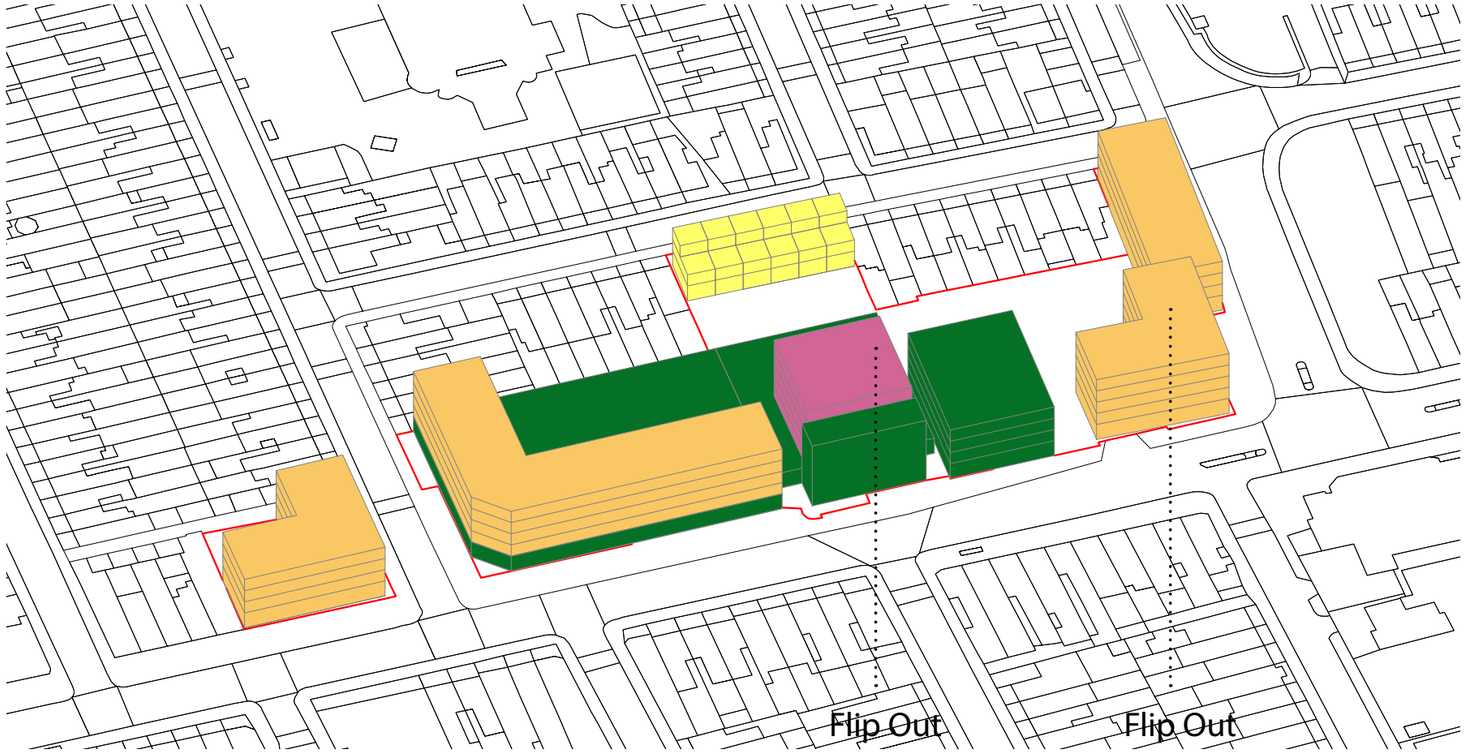
1.18.3 Future potential

- Consideration of potential uses: Residential, sports and recreation facilities and community facilities.
- The community facilities are the Mosque (faith facility), leisure floorspace (Flipout) and the floorspace already permitted as part of the Hartley application.
- Reprovision of the Hartley centre application floorspace as community facility/health floorspace.
- Tall buildings: Not a tall building zone, suitable for mid-rise buildings below 21m (3-6 storeys).

1.18.4 Design Principles

- Street hierarchy: Proposal reinforce the existing street hierarchy through appropriate building line on Barking Rd and mix of uses from residential to community that responds to the role and function of the street.
- Mediating through scale: Proposal should step down in scale to meet the datum of the immediate context on Barking Rd and Winter Ave. Massing should also be in line with existing former cinema therefore area not suitable for Tall Building Zone.
- Layout, orientation and form: Proposal should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposal should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes converting existing car park on site into private green area.

1.18.5 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.18.6 Capacity Calculation - Flip Out site*

Tab 24 **Schedule**

N13.SA1 EAST HAM WESTERN GATEWAY FLIP OUT SITE	
Uses	**GEA (sqm)**
Residential	7,710
Community and healthcare	1,136

** The capacity figure presented for N13.SA1 East Ham Western Gateway site allocation includes the Flip Out site only as Hartley development was substantially completed between Reg 18 and 19.*

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**7,710**	m2
Non-residential	0	m2
Residential GIA	6,939	m2
Residential NIA	4,857	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	3,157	Studio	**5%**	39	4.0	39.0	4.0	4
			1 bed	**10%**	50	6.0	50.0	6.3	6
			2 bed	**45%**	70	20.0	70.0	20.3	20
			3 bed	**35%**	86	12.0	86.0	12.8	12
			4 bed	**5%**	108	1.0	108.0	1.5	1
				100%	Total				43
Affordable (Intermediate)	**12.25%**	595	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.2	1
			2 bed	**45%**	70	3.0	70.0	3.8	3
			3 bed	**35%**	86	2.0	86.0	2.4	2
			4 bed	**5%**	108	0.0	108.0	0.3	0
				100%	Total				6
Affordable (Rented)	**22.75%**	1,105	Studio	**5%**	39	1.0	39.0	1.4	1
			1 bed	**10%**	50	2.0	50.0	2.2	2
			2 bed	**45%**	70	7.0	70.0	7.1	7
			3 bed	**35%**	86	4.0	86.0	4.5	4
			4 bed	**5%**	108	0.0	108.0	0.5	0
	100%			100%	Total				14
					Indicative Site Capacity				**63**
					Indicative capacity impact of accommodating car parking				4

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.19 **N13.SA2 East Ham Primark**

1.19.1 Key information

INFO

Neighbourhood: N13 East Ham

Degree of change: Transform

Site Area: 0.50 ha

Landownership: CBRE

Planning History: N/A

PTAL: 6a

Flood Risk: Zone N/A

Tall Building Zone: N/A

Heritage: - East Ham and Manor Park to North Woolwich Roman Road Archaeological Priority Area. Site in proximity of locally listed Former Burtons Building – consider impact.

1.19.2 Constraints and Opportunity

N13.SA2 East Ham Primark	
Site address	51 High Street North
Neighbourhood	East Ham
Site area	0.50 hectares
Public Transport Accessibility Level	6
Flood Risk	No significant flood risk
Heritage Designations	East Ham Archaeological Priority Area (Tier 2) Manor Park to North Woolwich Roman Road Archaeological Priority Area (Tier 2) In the vicinity of: East Ham Town Centre Conservation Area Former Burtons Building (Locally Listed) Hartley Primary School (Locally Listed) Fellowship House (Grade II) Denmark Arms Public House (Grade II) East Ham Police Station (Grade II) Newham Council Office (Grade II*) East Ham Library (Grade II) Technical College (Grade II) Former to 1 to 11 Nelson Street (Locally Listed) 385 – 445 Barking Road (Locally Listed) 281 Barking Road (Locally Listed)
Natural environment Designations	In an area of deficiency of access to all types of parks, except local parks and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Area Air Quality Focus Area
Existing uses	Retail store and servicing yard.

1.19.3 Future potential

- Consideration of potential uses: Retention/reprovision of existing retail floorspace with residential on upper floors. Primark would like to retain 45,000sqft store on site but could be two storey.
- Infrastructure requirements: N/A.
- Tall buildings: Not a tall building zone.

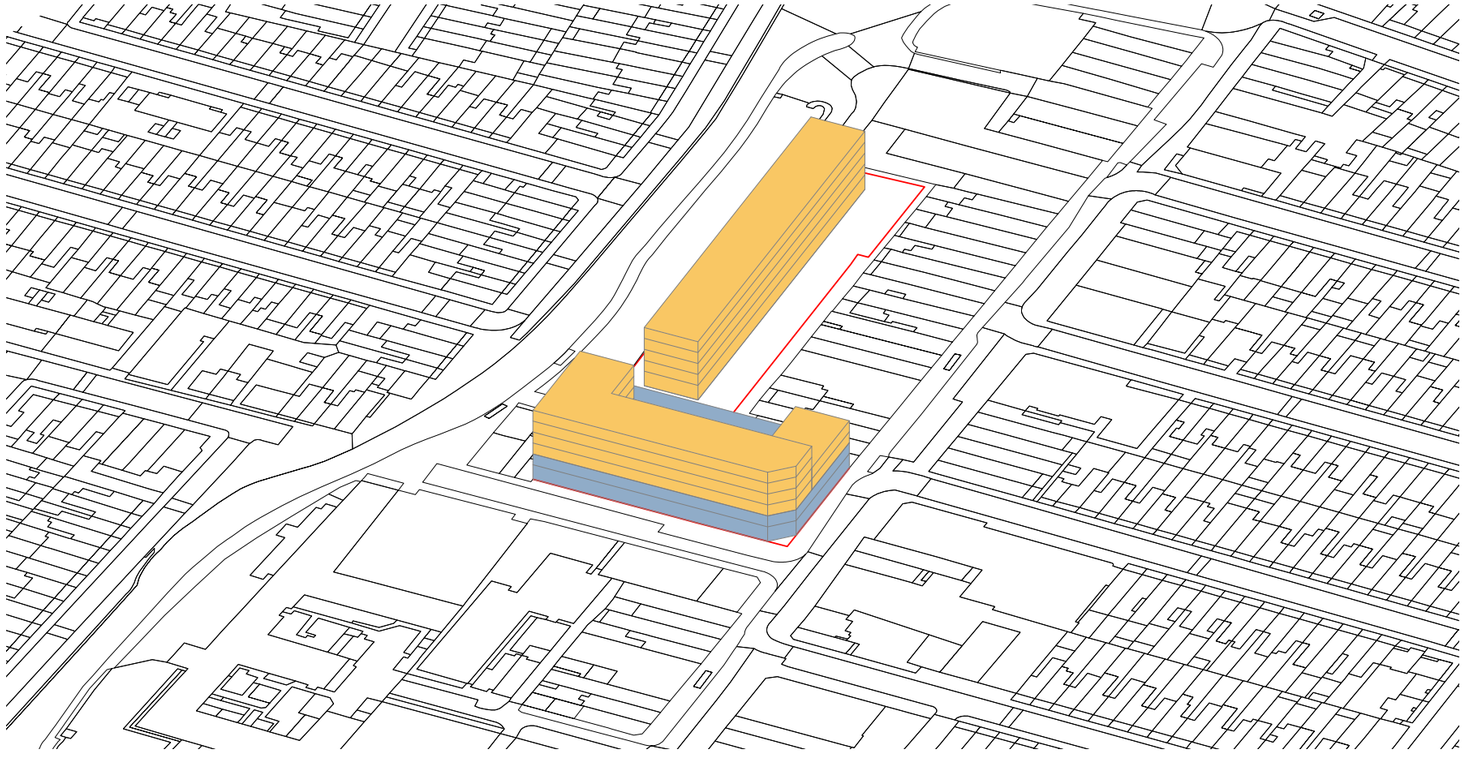
1.19.4 Design Assumptions

- Proposed building to be serviced from existing car park entrance.
- Not a tall building zone, suitable for mid-rise buildings below 21m (5-6 storeys).

1.19.5 Design Principles

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.19.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.19.7 Capacity Calculation

Tab 25 **Schedule**

N13.SA2 EAST HAM PRIMARK	
Uses	**GEA (sqm)**
Residential	10,456
Commercial	4,138

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**10,456**	m2
Non-residential	0	m2
Residential GIA	9,410	m2
Residential NIA	6,587	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	4,282	Studio	**5%**	39	5.0	39.0	5.5	5
			1 bed	**10%**	50	8.0	50.0	8.6	8
			2 bed	**45%**	70	27.0	70.0	27.5	27
			3 bed	**35%**	86	17.0	86.0	17.4	17
			4 bed	**5%**	108	1.0	108.0	2.0	1
				100%	Total				58
Affordable (Intermediate)	**12.25%**	807	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.6	1
			2 bed	**45%**	70	5.0	70.0	5.2	5
			3 bed	**35%**	86	3.0	86.0	3.3	3
			4 bed	**5%**	108	0.0	108.0	0.4	0
				100%	Total				9
Affordable (Rented)	**22.75%**	1,499	Studio	**5%**	39	1.0	39.0	1.9	1
			1 bed	**10%**	50	2.0	50.0	3.0	2
			2 bed	**45%**	70	9.0	70.0	9.6	9
			3 bed	**35%**	86	6.0	86.0	6.1	6
			4 bed	**5%**	108	0.0	108.0	0.7	0
	100%			100%	Total				18
					Indicative Site Capacity				**85**
					Indicative capacity impact of accommodating car parking				4

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.20 N13.SA3 Former East Ham Gaswork

1.20.1 Key information

INFO

Neighbourhood: N13 East Ham

Degree of change: Enhance

Site Area: 10.3 ha

Landownership: St William, joint venture between Berkeley Group and National Grid

Planning History: N/A

PTAL: 0 – 1b and projected to increase to 0 – 2 by 2031

Flood Risk: Zone 2-3

Tall Building Zone: N/A

Heritage: River Roding Archaeological Priority Area (Tier 3)

1.20.2 Constraints and Opportunity

N13.SA3 Former East Ham Gasworks	
Site address	Former East Ham Sports Ground Leigh Road.
Neighbourhood	East Ham
Site area	10.3 hectares
Public Transport Accessibility Level	0 – 3
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 1% and 0.1% AEP events and also being at risk if the Thames were to breach its bank and defences were to fail.
Utilities	Overhead Transmission Line
Heritage Designations	River Roding Archaeological Priority Area (Tier 3)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except the southern half of the site which is within the catchment for Barking Road Recreation Ground Local Park and of under provision to publicly accessible open space by head of population in 2038. Metropolitan Open Land and Former Leigh Road Sports Ground Sites of Importance for Nature Conservation Air Quality Management Area Source Protection Zone 2
Existing uses	Former gasholders and associated infrastructure and open space currently inaccessible to the public, which includes disused playing pitch.

1.20.3 Future potential

- Consideration of the potential uses: Residential on part of site not currently designated as open space, community facility floor space. The Gas Governor needs to be retained (to be operated by Cadent Gas). Publicly accessible open space given the fact the site is currently inaccessible.
- Tall buildings: Not a tall building zone, suitable for mid-rise buildings below 21m (3-6 storeys).

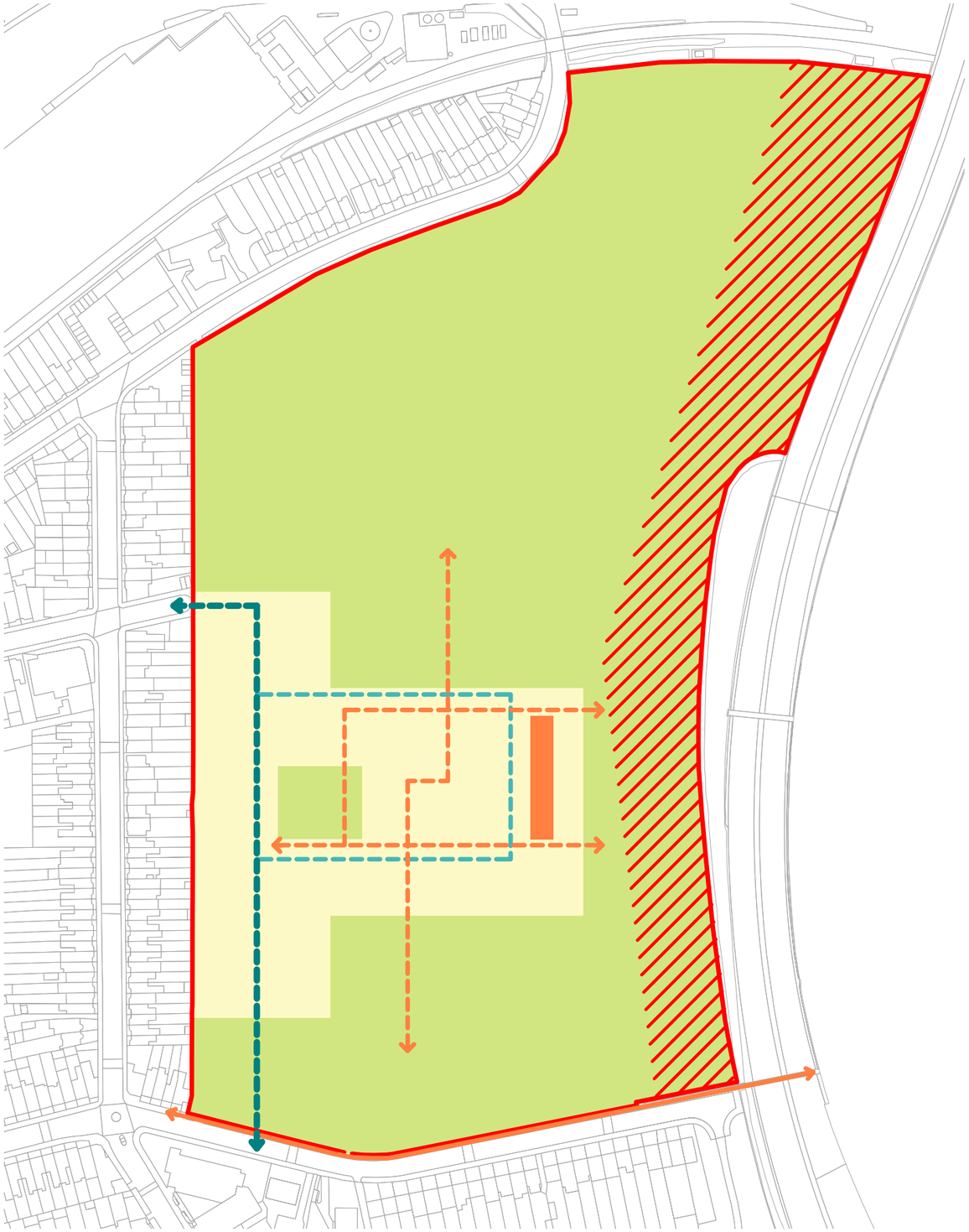
1.20.4 Design Assumptions

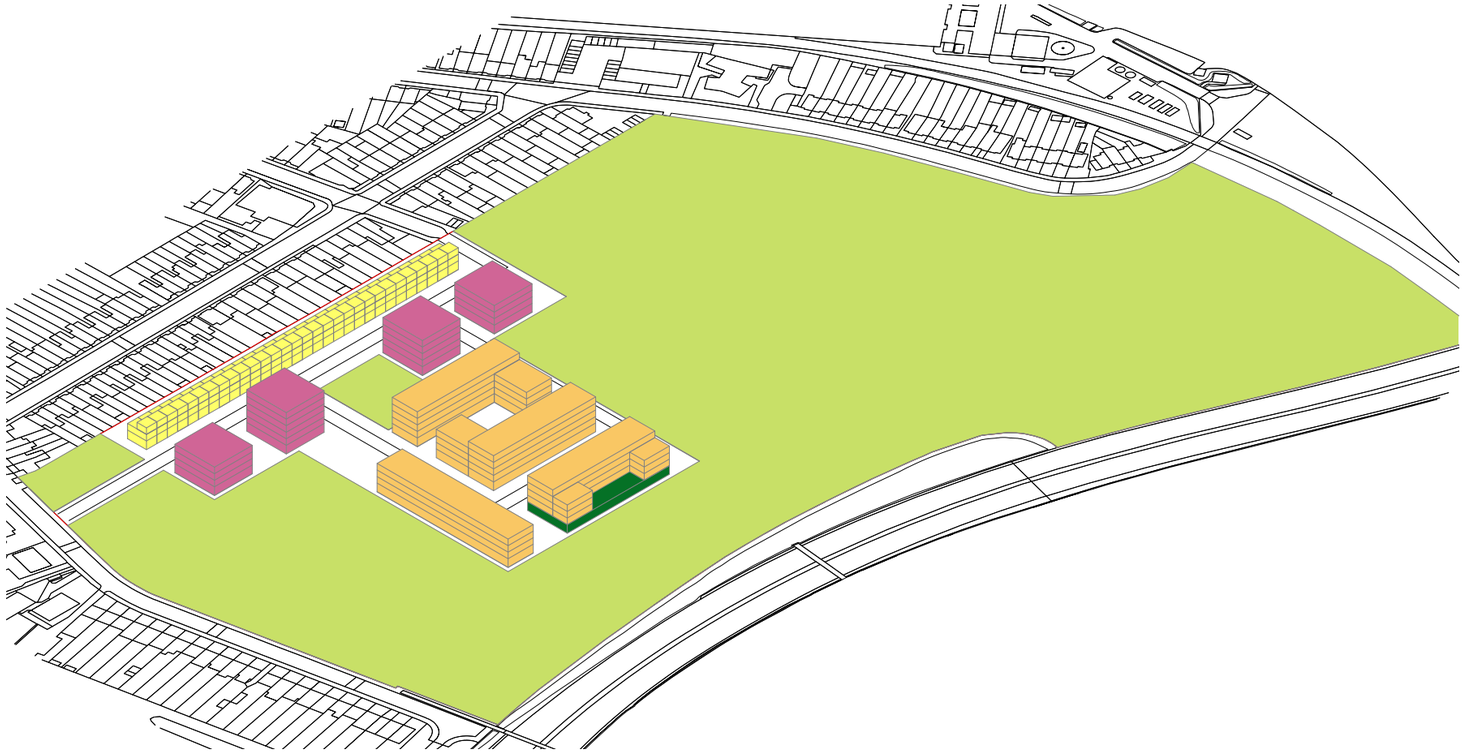
- MOL to be retained.
- Existing Gasholder to be demolished.
- Not a tall building zone, suitable for mid-rise buildings below 21m (3-6 storeys).

1.20.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals should establish a street hierarchy through appropriate building line, street width, scale, massing, façade articulation and mix of uses that combine to characterise the different role and function of each street or space that any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.20.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.20.7 Capacity Calculation

Tab 26 **Schedule**

N13.SA3 FORMER EAST HAM GASWORK	
Uses	**GEA (sqm)**
Residential	28,270
Community and healthcare	1,134
Green space	81,538

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**28,270**	m2
Non-residential	0	m2
Residential GIA	25,443	m2
Residential NIA	17,810	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	11,577	Studio	**5%**	39	14.0	39.0	14.8	14
			1 bed	**10%**	50	23.0	50.0	23.2	23
			2 bed	**45%**	70	74.0	70.0	74.4	74
			3 bed	**35%**	86	47.0	86.0	47.1	47
			4 bed	**5%**	108	5.0	108.0	5.4	5
				100%	Total				163
Affordable (Intermediate)	**12.25%**	2,182	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	4.0	50.0	4.4	4
			2 bed	**45%**	70	14.0	70.0	14.0	14
			3 bed	**35%**	86	8.0	86.0	8.9	8
			4 bed	**5%**	108	1.0	108.0	1.0	1
				100%	Total				27
Affordable (Rented)	**22.75%**	4,052	Studio	**5%**	39	5.0	39.0	5.2	5
			1 bed	**10%**	50	8.0	50.0	8.1	8
			2 bed	**45%**	70	26.0	70.0	26.0	26
			3 bed	**35%**	86	16.0	86.0	16.5	16
			4 bed	**5%**	108	1.0	108.0	1.9	1
	100%			100%	Total				56
					Indicative Site Capacity				**246**
					Indicative capacity impact of accommodating car parking				12

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.21 N14.SA1 Shrewsbury Road health complex

1.21.1 Key information

INFO

Neighbourhood: N14 Green Street

Degree of change: Enhance

Site Area: 0.73 ha

Landownership: NHS

Planning History: N/A

PTAL: 3-4, 4-5(2031)

Flood Risk: N/A

Tall Building Zone: N/A

Heritage: Archaeological Priority Area – Plashet Tier 2. Locally Listed Building – East Ham Memorial Hospital. Grade II Listed Building - Passmore Edwards Library adjacent to Plashet Park.

1.21.2 Constraints and Opportunity

N14.SA1 Shrewsbury Road Health Complex	
Site address	Shrewsbury Road, E7 8QP
Neighbourhood	East Ham
Site area	0.73 hectares
Public Transport Accessibility Level	3 to 4 4 to 5 (2031)
Flood Risk	No significant flood risk
Heritage Designations	Plashet Archaeological Priority Area (Tier 2) East Ham Memorial Hospital (Locally-listed) In the vicinity of: East Ham Baptist Church (Locally-listed) Passmore Edwards Library (Grade II)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except Local Parks and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Area Epping Forest Mitigation Zone – 6.2km
Existing uses	Health centre and hospital complex

1.21.3 Future Potential

- Consideration of potential uses: Re-provision of health centre and hospital with residential. Health care floorspace (8743 sqm) as follows:
  - step up/down - 3410 sqm
  - GP - 2155 sqm
  - ICS - 1240 sqm
  - Other tenants - 1938 sqm
  - potential for greenspace enhancements.
- Infrastructure requirements: Health centre and hospital (as above).
- Tall buildings: Not a tall building zone.

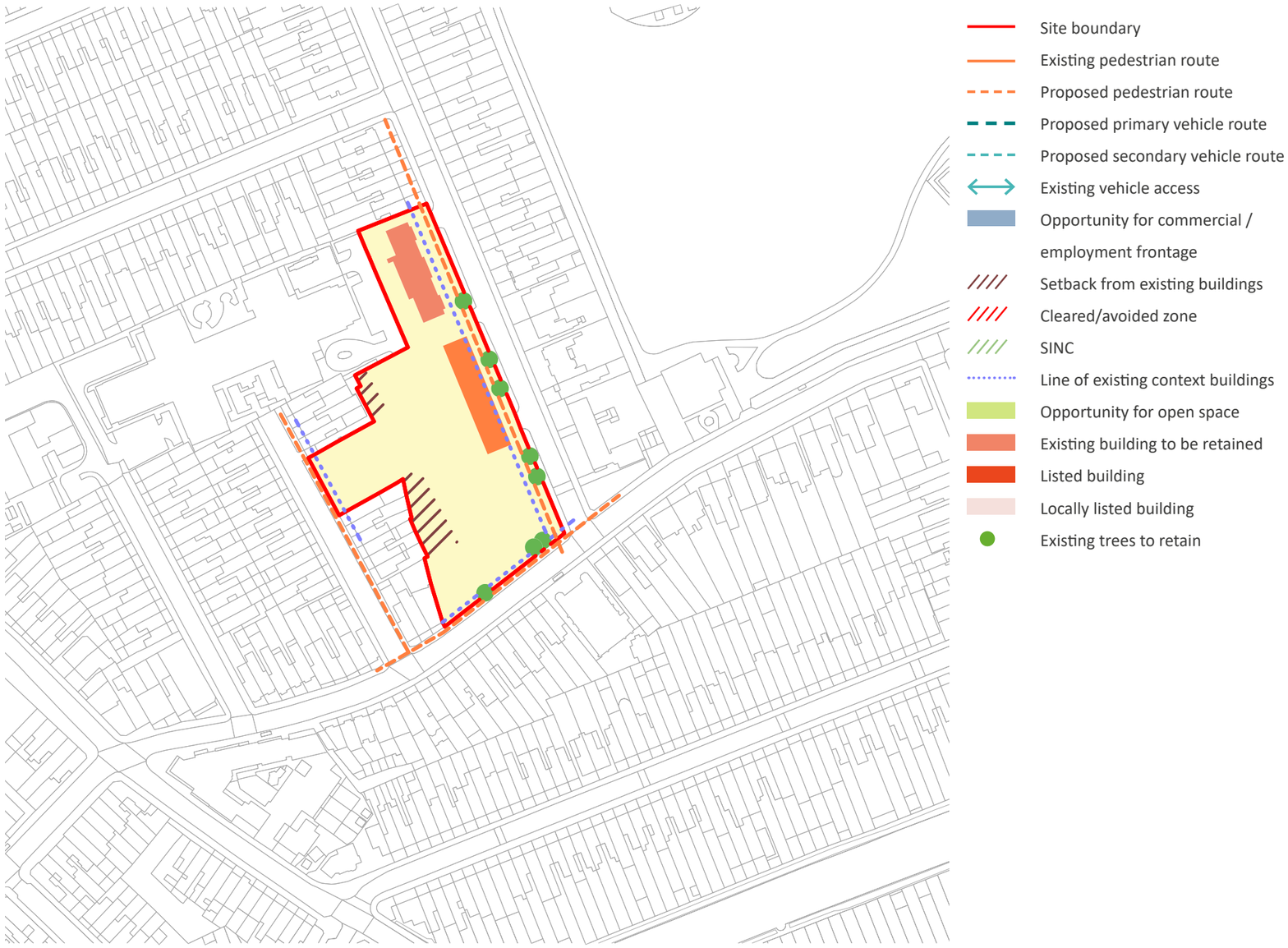
1.21.4 Design Assumptions

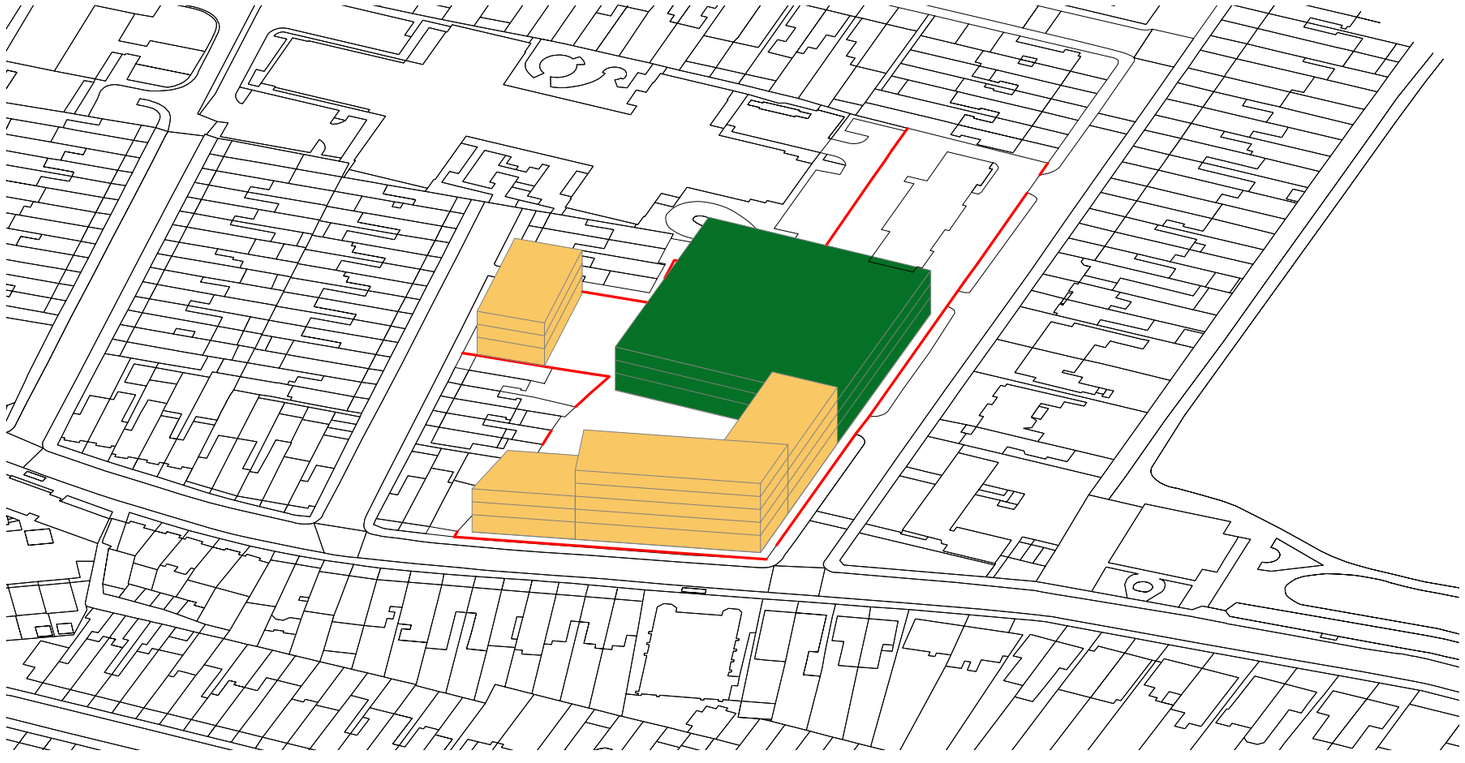
- Listed building retained.
- Assumed 8000sqm health facility including existing clinic in listed building.
- Not a tall building zone, suitable for low-rise/mid-rise buildings below 21m (3-6 storeys) to sensitively integrate with the context.

1.21.5 Design Principles

- Connected street network: Proposals should establish a connected network of streets and spaces that stitches into the wider movement network, improving permeability and avoiding cul-de-sac and dead ends.
- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.21.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.21.7 Capacity Calculation

Tab 27 **Schedule**

N14.SA1 SHREWSBURY ROAD HEALTH COMPLEX	
Uses	**GEA (sqm)**
Residential	5,550
Community and healthcare	6,266 (excluding listed building to be retained)

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**5,550**	m2
Non-residential	0	m2
Residential GIA	4,995	m2
Residential NIA	3,497	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	1,748	Studio	**5%**	39	2.0	39.0	2.2	2
			1 bed	**10%**	50	3.0	50.0	3.5	3
			2 bed	**45%**	70	11.0	70.0	11.2	11
			3 bed	**35%**	86	7.0	86.0	7.1	7
			4 bed	**5%**	108	0.0	108.0	0.8	0
				100%	Total				23
Affordable (Intermediate)	**17.5%**	612	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.2	1
			2 bed	**45%**	70	3.0	70.0	3.9	3
			3 bed	**35%**	86	2.0	86.0	2.5	2
			4 bed	**5%**	108	0.0	108.0	0.3	0
				100%	Total				6
Affordable (Rented)	**32.5%**	1,136	Studio	**5%**	39	1.0	39.0	1.5	1
			1 bed	**10%**	50	2.0	50.0	2.3	2
			2 bed	**45%**	70	7.0	70.0	7.3	7
			3 bed	**35%**	86	4.0	86.0	4.6	4
			4 bed	**5%**	108	0.0	108.0	0.5	0
	100%			100%	Total				14
					Indicative Site Capacity				**43**
					Indicative capacity impact of accommodating car parking				2

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.22 N15.SA1 Lord Lister Health Centre

1.22.1 Key information

INFO

Neighbourhood: N15 Forest Gate

Degree of change: Conserve

Site Area: 0.19 ha

Landownership: Various private ownership

Planning History: Various approved and registered planning applications of small scale

PTAL: 3-4(2031)

Flood Risk: N/A

Tall Building Zone: N/A

Heritage: Forest Gate Centre Conservation Area

1.22.2 Constraints and Opportunity

N15.SA1 Lord Lister Health Centre	
Site address	121 Woodgrange Road, E7 0EP
Neighbourhood	Forest Gate
Site area	0.19 hectares
Public Transport Accessibility Level	3 4 (2031)
Flood Risk	No significant flood risk
Heritage Designations	In the vicinity of: Forest Gate Town Centre Conservation Area Former Eagle and Child Public House (Locally-listed)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except District Parks and of under provision to publicly accessible open space by head of population in 2038. Epping Forest Mitigation Zone – 3km Air Quality Management Area Source Protection Zone 2
Existing uses	Lord Lister Health Centre.

1.22.3 Future potential

- Consideration of the potential uses: Residential with ground-floor retail uses. Look at how capacity could come forward to address existing concerns of piecemeal development.
- Infrastructure requirements: Reprovision of Lord Lister Health Centre with residential uses on upper floors. Open space/green infrastructure given deficiency.
- Tall buildings: Not a tall building zone.

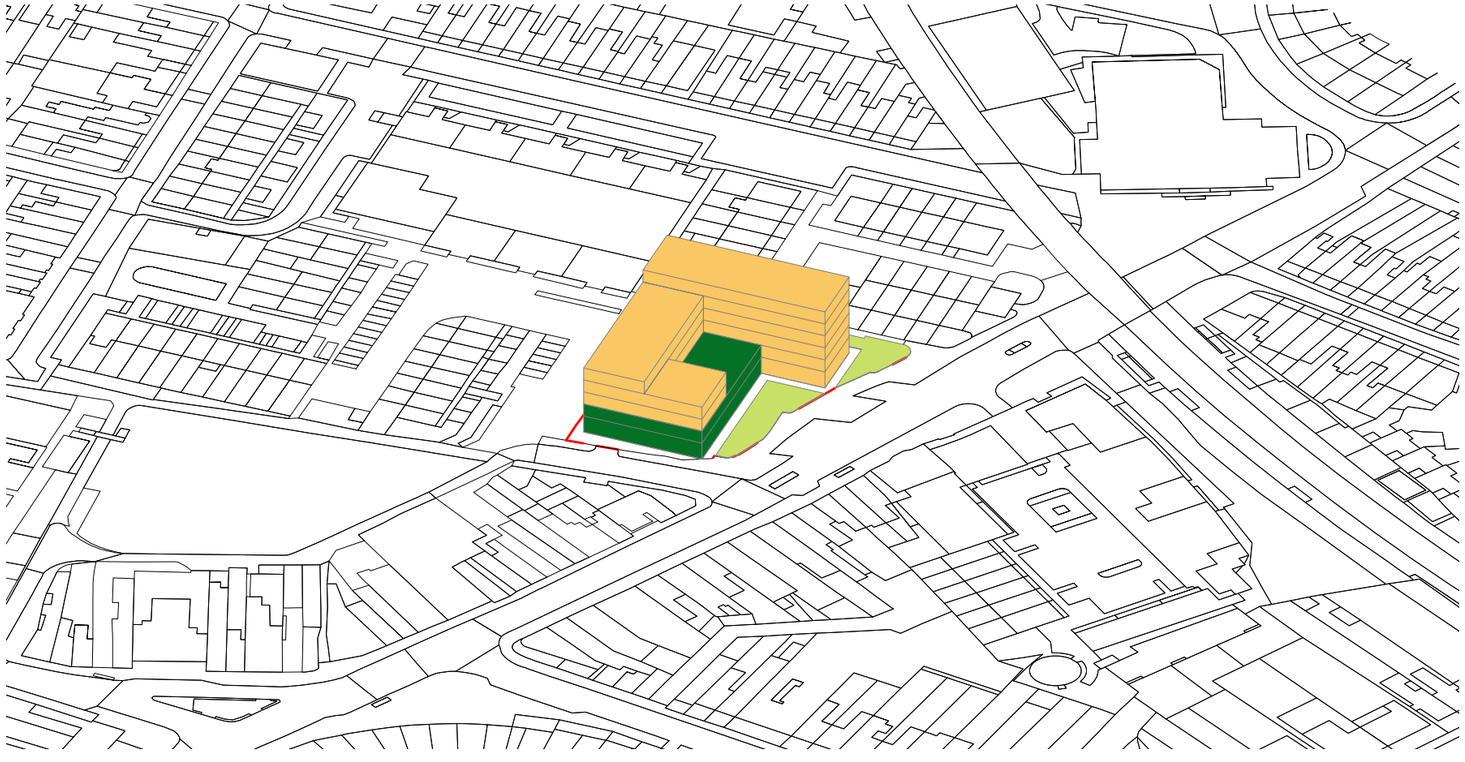
1.22.4 Design Assumptions

- Not a tall building zone, suitable for a mid-rise building below 21m (4-6 storeys) to sensitively integrate with the context.

1.22.5 Design Principles

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid ‘leftover’ spaces.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council’s Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.22.6 Urban Design Framework



- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.22.7 Capacity Calculation

Tab 28 **Schedule**

N15.SA1 LORD LISTER HEALTH CENTRE	
Uses	**GEA (sqm)**
Residential	4,835
Community and healthcare	1,700
Green Space	429

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**4,835**	m2
Non-residential	0	m2
Residential GIA	4,352	m2
Residential NIA	3,046	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**50%**	1,523	Studio	**5%**	39	1.0	39.0	2.0	1
			1 bed	**10%**	50	3.0	50.0	3.0	3
			2 bed	**45%**	70	9.0	70.0	9.8	9
			3 bed	**35%**	86	6.0	86.0	6.2	6
			4 bed	**5%**	108	0.0	108.0	0.7	0
				100%	Total				19
Affordable (Intermediate)	**17.5%**	533	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.1	1
			2 bed	**45%**	70	3.0	70.0	3.4	3
			3 bed	**35%**	86	2.0	86.0	2.2	2
			4 bed	**5%**	108	0.0	108.0	0.2	0
				100%	Total				6
Affordable (Rented)	**32.5%**	990	Studio	**5%**	39	1.0	39.0	1.3	1
			1 bed	**10%**	50	1.0	50.0	2.0	1
			2 bed	**45%**	70	6.0	70.0	6.4	6
			3 bed	**35%**	86	4.0	86.0	4.0	4
			4 bed	**5%**	108	0.0	108.0	0.5	0
	100%			100%	Total				12
					Indicative Site Capacity				**37**
					Indicative capacity impact of accommodating car parking				1

market	50%	50%
affordable	50%	
intermedia	35%	17.5%
rent	65%	32.5%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.

1.23 N15.SA2 Woodgrange Road West

1.23.1 Key information

INFO

Neighbourhood: N15 Forest Gate

Degree of change: Transform

Site Area: 0.5 ha

Landownership: London Iron Works Ltd.Earlham Grove Limited, LB Newham

Planning History: 20/02849/FUL – S106

PTAL: 4-5

Flood Risk: N/A

Tall Building Zone: TBZ1: Forest Gate (32m)

Heritage: Near Locally Listed: CHERABIN AND SERAPHIN CHURCH; 104 CLOVA ROAD; FOREST GATE RAILWAY STATION; Clock and Drinking Fountain. Near Listed: The Preacher, Forest Gate Methodist Church. Conservation Area – Forest Gate Town Centre.

1.23.2 Constraints and Opportunity

N15.SA2 Woodgrange Road West	
Site address	51-73 Woodgrange Road, Forest Gate E7 0EL
Neighbourhood	Forest Gate
Site area	0.5 hectares
Public Transport Accessibility Level	4 to 5
Flood Risk	No significant flood risk
Heritage Designations	Forest Gate Town Centre Conservation Area In the vicinity of: Woodgrange Estate Conservation Area Forest Gate Railway Station (Locally-listed) Clock and Drinking Fountain (Locally-listed) 'The Preacher' Statue (Grade II)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except Regional Parks and of under provision to publicly accessible open space by head of population in 2038. Epping Forest Mitigation Zone – 3km Air Quality Management Area Source Protection Zone 1
Existing uses	Retail and community facilities with residential and postal sorting office at the rear.

1.23.3 Future potential

- Consideration of the potential uses: Residential. Reprovision of existing community facility floorspace. Ground floor retail uses. Light industrial/sui generis industrial (reprovision of post office) with residential above.
- Tall buildings: within TBZ1: Forest Gate.

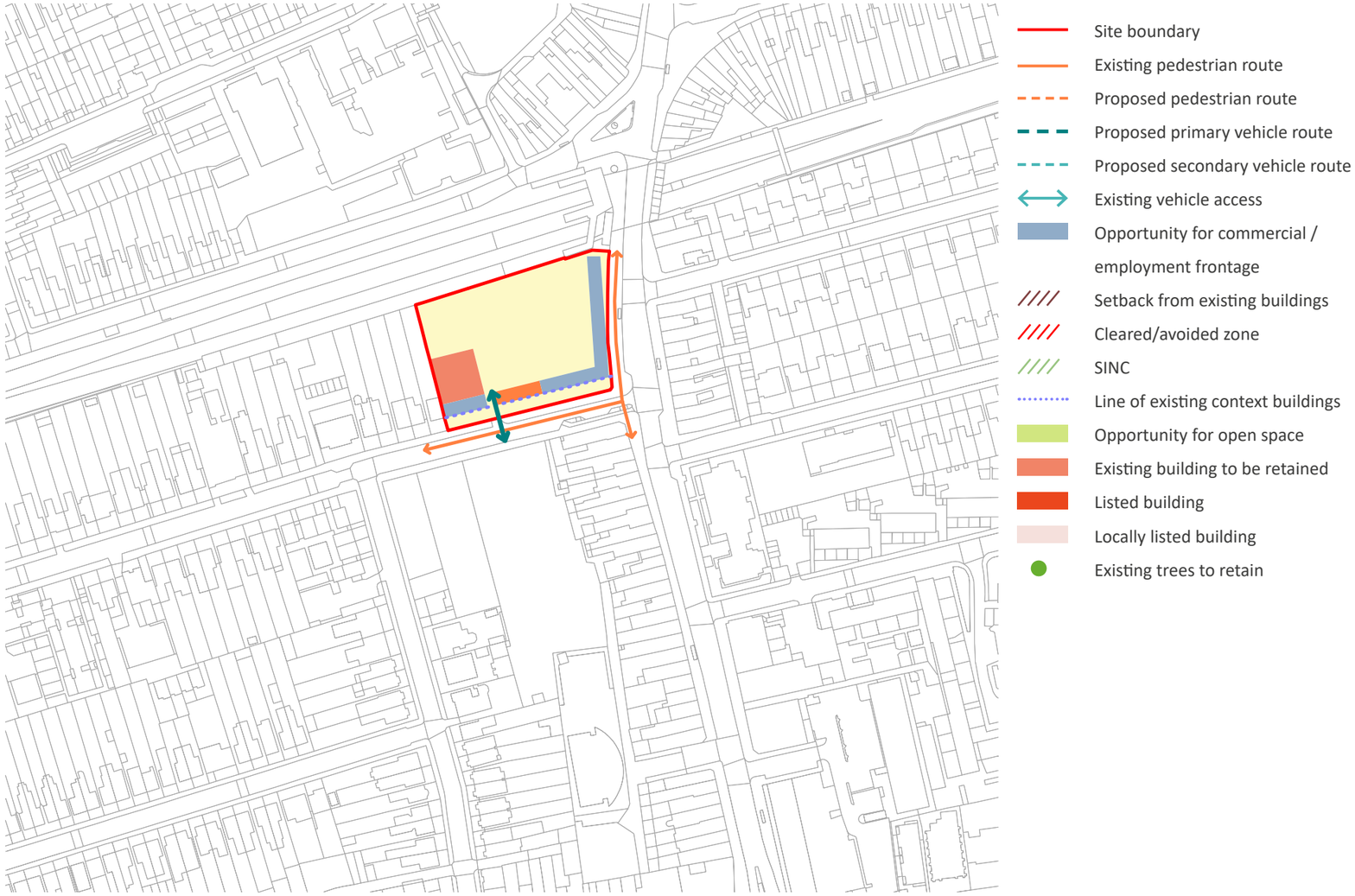
1.23.4 Design Assumptions

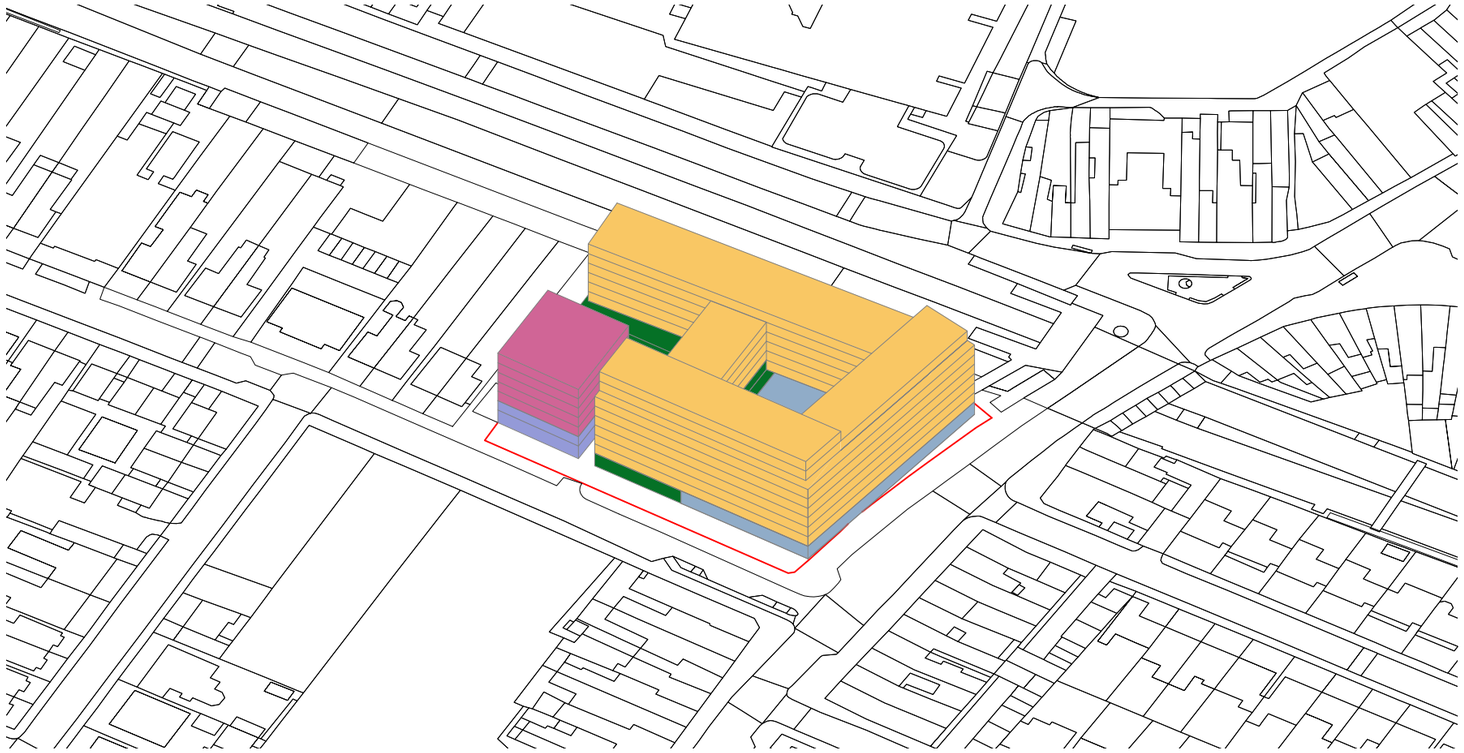
- Existing post office to be retained with residential on upper floors.
- Community facility accessed from Earlham Grove.
- Within a tall building zone TBZ1: Forest Gate. Opportunity for a tall building up to 32m.

1.23.5 Design Principles

- Street hierarchy: Proposals reinforce the existing street hierarchy through appropriate building line, scale, massing, façade articulation and mix of uses that responds to the role and function of each street or space any given elevation is fronting.
- Positive public spaces: Streets and spaces that are public or semi-public should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to avoid 'leftover' spaces.
- Defining public-private space: Proposals should provide continuous enclosure to streets and public spaces by arranging buildings in perimeter blocks and using frontage to overlook the public realm, establishing legible and safe environments.
- Mediating through scale: Proposals should step up or down in scale at their edges to meet the datum of the immediate context, using massing to sensitively integrate with the prevailing building height – transitioning from existing to new.
- Critical mass: Proposals should contribute to establishing a critical mass at destinations including public transport hubs and town centres, optimising capacity through a design-led approach to establish footfall that supports services and amenities.
- Layout, orientation and form: Proposals should focus on maximising passive energy benefits of the sun and prevailing winds through careful consideration of building location, orientation, and compact building form.
- Biodiversity and trees: Proposals should improve existing habitats or create new habitats to achieve measurable gains for biodiversity, including meeting the Council's Urban Greening Factor criteria. This includes retaining and integrating existing green spaces and trees on site.

1.23.6 Urban Design Framework





- Community & Healthcare
- E-Commercial
- Education
- Employment
- Open space
- Residential linear block
- Residential terraced house
- Residential tower
- Residential urban villa
- Site boundary

1.23.7 Capacity Calculation

Tab 29 **Schedule**

N15.SA2 WOODGRANGE ROAD WEST	
Uses	**GEA (sqm)**
Residential	18,503
Community and healthcare	1,993
Commercial	2,037
Employment*	1,087

** The employment floorspace capacity figures presented for sites proposing stacked industrial formats are indicative and subject to adjustment through detail design. These layouts are conceptual which are intended to illustrate potential development scenarios. Final employment floorspace delivery will depend on the actual format and feasibility of individual schemes.*

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**18,503**	m2
Non-residential	0	m2
Residential GIA	16,653	m2
Residential NIA	11,657	m2

Proposed average parking ratio: **0**
Proposed average circulation factor 1.500
Ground car floor parking factor 0.330

* If fields are added to Digital Toolkit Record above, ensure formula for Residential GEA is

Tenure	Tenure Mix	NIA (m2)	Type	Type Mix	NDSS Area (m2)	Unit count without parking	Unit area including parking		Indicative Unit Count
Private	**65%**	7,577	Studio	**5%**	39	9.0	39.0	9.7	9
			1 bed	**10%**	50	15.0	50.0	15.2	15
			2 bed	**45%**	70	48.0	70.0	48.7	48
			3 bed	**35%**	86	30.0	86.0	30.8	30
			4 bed	**5%**	108	3.0	108.0	3.5	3
				100%	Total				105
Affordable (Intermediate)	**12.25%**	1,428	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	2.0	50.0	2.9	2
			2 bed	**45%**	70	9.0	70.0	9.2	9
			3 bed	**35%**	86	5.0	86.0	5.8	5
			4 bed	**5%**	108	0.0	108.0	0.7	0
				100%	Total				16
Affordable (Rented)	**22.75%**	2,652	Studio	**5%**	39	3.0	39.0	3.4	3
			1 bed	**10%**	50	5.0	50.0	5.3	5
			2 bed	**45%**	70	17.0	70.0	17.0	17
			3 bed	**35%**	86	10.0	86.0	10.8	10
			4 bed	**5%**	108	1.0	108.0	1.2	1
	100%			100%	Total				36
					Indicative Site Capacity				**157**
					Indicative capacity impact of accommodating car parking				8

market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

Notes:

- To be used in conjunction with the GLA Optimising Site Capacity: A Design-led Approach LPG
- Editable fields for data input are denoted in **white**. Figures shown are illustrative.
- GIA calculated as 90% of GEA
- NIA calculated as 70% of GIA (reduced ratio to allow for site and scheme variables that may impact capacity)
- Additional circular space is required in shared car parking areas to allow cars in and out of spaces. An conversvative +50% has been assumed through an optimal layout, but more can be added for more complex layouts. No additional space is needed if spaces are on-street.