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 2

2 Site Capacity Review (Post Reg 18)

2.1 N1.SA1 North Woolwich Gateway

2.1.1 Key information

INFO

Neighbourhood: N1 North Woolwich

Degree of change: Transform

Site Area: 2.46 ha

Landownership: Varied

Planning History: 21/02261/FUL

PTAL: 2-3

Flood Risk: Zone 2-3

Tall Building Zone: TBZ8: Store Road / Pier Road (50m)

Heritage:

Royal Docks Archaeological Priority Area (Tier 3)

North Woolwich Station (Grade II) (Heritage at Risk Register)

Entrance to Woolwich Pedestrian Tunnel (Grade II)

In the vicinity of:

- Royal Standard (Locally-listed)
- North Woolwich Police Station (Locally-listed)

2.1.2 Constraints and Opportunity

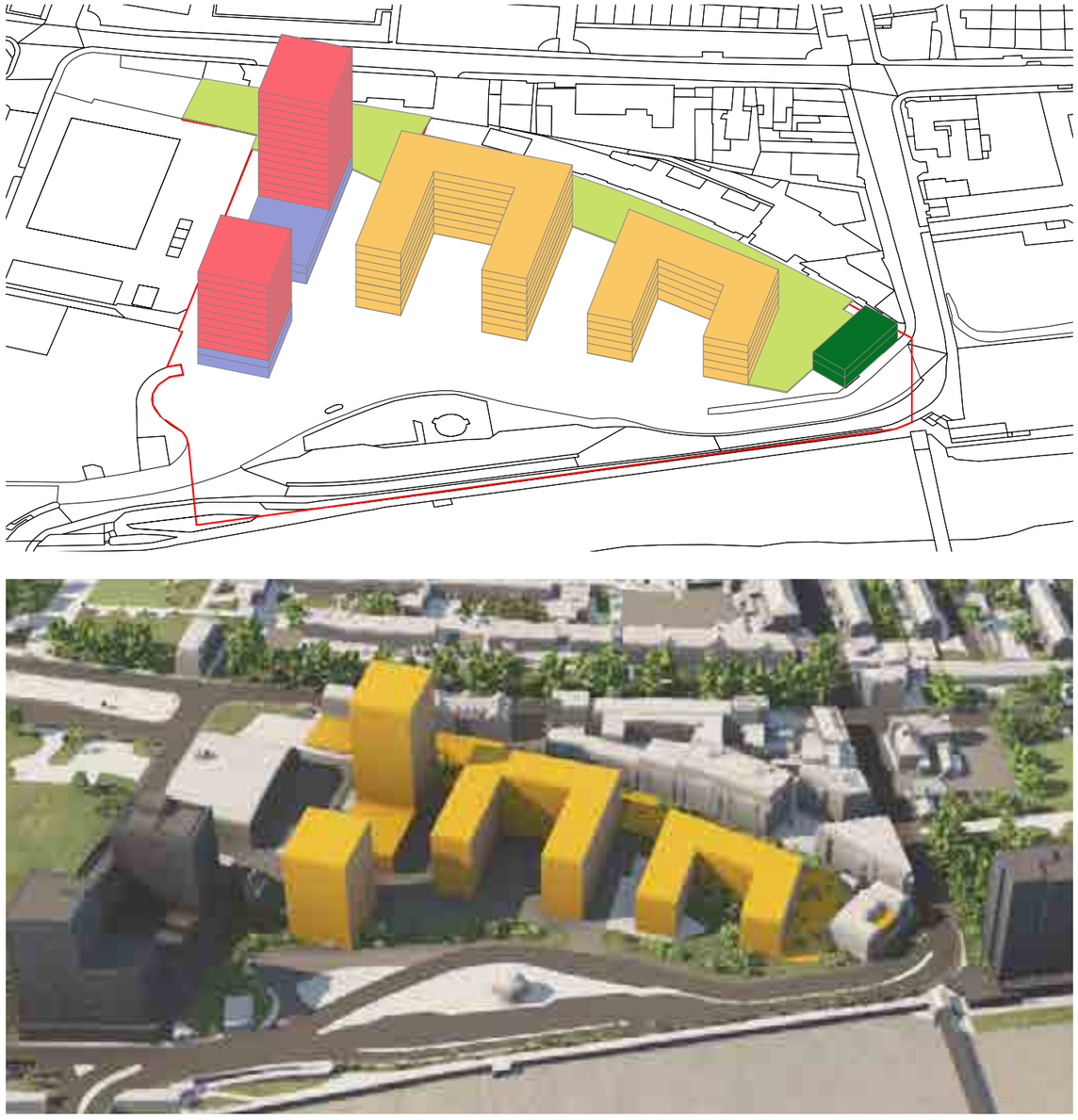
N1.SA1 North Woolwich Gateway	
Site address	Pier Road E16 2JJ
Neighbourhood	North Woolwich
Site area	2.46 hectares
Public Transport Accessibility Level	2 to 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail.
Utilities	Existing rising main running through the site In proximity to Thames Water Sewage Pumping Station (within 20m)
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) North Woolwich Station (Grade II) (Heritage at Risk Register) Entrance to Woolwich Pedestrian Tunnel (Grade II) In the vicinity of: Royal Standard (Locally-listed) North Woolwich Police Station (Locally-listed)
Natural environment Designations	In an area of deficiency of access to Regional, Metropolitan, District and Small Open Spaces and of under provision to publicly accessible open space by head of population in 2038. Adjacent to: Royal Victoria Gardens park and SINC River Thames and tidal tributaries SINC Air Quality Management Area
Existing uses	North Woolwich Ferry Bus Stand, former railway station last used as a museum, and vacant brownfield land.

2.1.3 Future potential

- Consideration of potential uses: Residential-led, employment uses to help buffer/complement SIL and complement more community focused uses at North Woolwich Local Centre. Appropriate re-use of listed former station and its wider grounds – a community use would be appropriate.
- Infrastructure requirements: Green space on site to address deficiency.
- Tall buildings: within TBZ8: Store Road / Pier Road (50m). Potential for some height, but carefully consider impact on valuable local heritage cluster at Pier Road/ Albert Road, the value of creating a cluster together with schemes delivered/under construction and the impact on transport, including servicing the ferry and the SIL. Not a town centre location, should not impact on legibility of North Woolwich Local Centre.

2.1.4 Design Assumptions Review

- Existing building retained as community facility.
- Building footprint changed to align with the planning application boundary (22/02662/FUL).
- Open space relocated from the TFL to the south of the site.
- Tall buildings: Within TBZ8: Store Road / Pier Road. Opportunity for tall buildings up to 16 storeys on the western side of the site. Massing stepping back to sensitively integrate with heritage assets.



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

Fig 3 **Site capacity testing (Reg 18)**

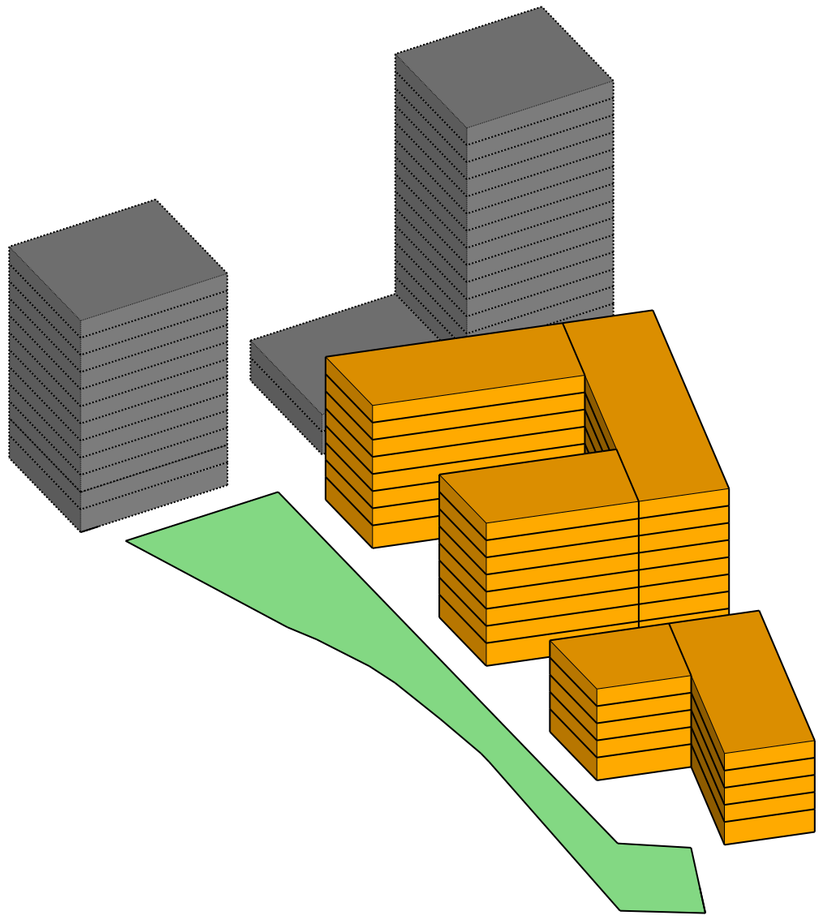


Fig 4 **Site capacity review (Post Reg 18)**

2.1.5 Capacity Calculation

Tab 30 **Schedule**

N1.SA1 NORTH WOOLWICH GATEWAY	
Uses	**GEA (sqm)**
Residential	25,743
Community and healthcare	563
Employment*	3,014
Green space	1,400

** 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*	**25,743**	m2
Non-residential	0	m2
Residential GIA	23,169	m2
Residential NIA	16,218	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%**	8,109	Studio	**5%**	39	10.0	39.0	10.4	10
			1 bed	**10%**	50	16.0	50.0	16.2	16
			2 bed	**45%**	70	52.0	70.0	52.1	52
			3 bed	**35%**	86	33.0	86.0	33.0	33
			4 bed	**5%**	108	3.0	108.0	3.8	3
				100%	Total				114
Affordable (Intermediate)	**17.5%**	2,838	Studio	**5%**	39	3.0	39.0	0.0	0
			1 bed	**10%**	50	5.0	50.0	5.7	5
			2 bed	**45%**	70	18.0	70.0	18.2	18
			3 bed	**35%**	86	11.0	86.0	11.6	11
			4 bed	**5%**	108	1.0	108.0	1.3	1
				100%	Total				35
Affordable (Rented)	**32.5%**	5,271	Studio	**5%**	39	6.0	39.0	6.8	6
			1 bed	**10%**	50	10.0	50.0	10.5	10
			2 bed	**45%**	70	33.0	70.0	33.9	33
			3 bed	**35%**	86	21.0	86.0	21.5	21
			4 bed	**5%**	108	2.0	108.0	2.4	2
	100%			100%	Total				72
					Indicative Site Capacity				**221**
					Indicative capacity impact of accommodating car parking				7

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.

2.2 N2.SA1 Silvertown Quays

2.1.6 Key information

INFO

Neighbourhood: N2 Royal Victoria

Degree of change: Transform

Site Area: 21 ha

Landownership: Varied

Planning History:

- 14/01605/OUT
- 21/01955/PPPA
- 21/02811/NONMAT
- 22/00528/REM
- 22/00883/SCOPE

PTAL: 1-3

Flood Risk: Zone 2-3

Tall Building Zone: TBZ10: North Woolwich Road (50m)

Heritage: Royal Docks Archaeological Priority Area (Tier 3)

Millennium Mill (Locally Listed)

Silo D (Grade II) (Currently on the Heritage at Risk register)

In the vicinity of:

- Strothert and Pitt Cranes (Grade II)
- Harland and Wolff Gates, Lyle Park (Locally Listed)

2.2.1 Constraints and Opportunity

N2.SA1 Silvertown Quays	
Site address	Land at Silvertown Quays, North Woolwich Road
Neighbourhood	Royal Victoria
Site area	21 hectares
Public Transport Accessibility Level	1-3
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 significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Millennium Mill (Locally Listed) Silo D (Grade II) (Currently on the Heritage at Risk register) In the vicinity of: Strothert and Pitt Cranes (Grade II) Harland and Wolff Gates, Lyle Park (Locally Listed)
Natural environment Designations	Air Quality Management Area In area of deficiency of access to all parks, except small parks, and of under provision to publicly accessible open space by head of population in 2038. Royal Docks Site of Importance for Nature Conservation
Existing uses	Vacant land, vacant heritage assets and waste use. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Drum Distribution Services U K Ltd and Waste Transfer Station, Silvertown).

2.2.2 Future potential

- Consideration of potential uses: Suitable for residential and town centre uses aligned with a local centre designation. Light industrial/storage and distribution uses.
- Infrastructure requirements: Provision of open space given potential for number of homes and deficiency in wider area. Education uses – a primary school with early years childcare provision. The footbridge over dock.
- Tall buildings: within TBZ10: North Woolwich Road. Opportunity for tall buildings.

2.2.3 Design Assumptions Review

- Commercial uses relocated along Town Centre.
- Additional employment uses.
- Water activation uses (approx. 1700 sqm).
- Consolidated 2ha of open space and reconfiguration of public realm and massing to reduce implication on housing capacity.
- Building heights to align with TBZ10: North Woolwich Road (6-16 storeys).

N2.SA1 Silvertown Quays

Fig 5 **Site capacity testing (Reg 18)**

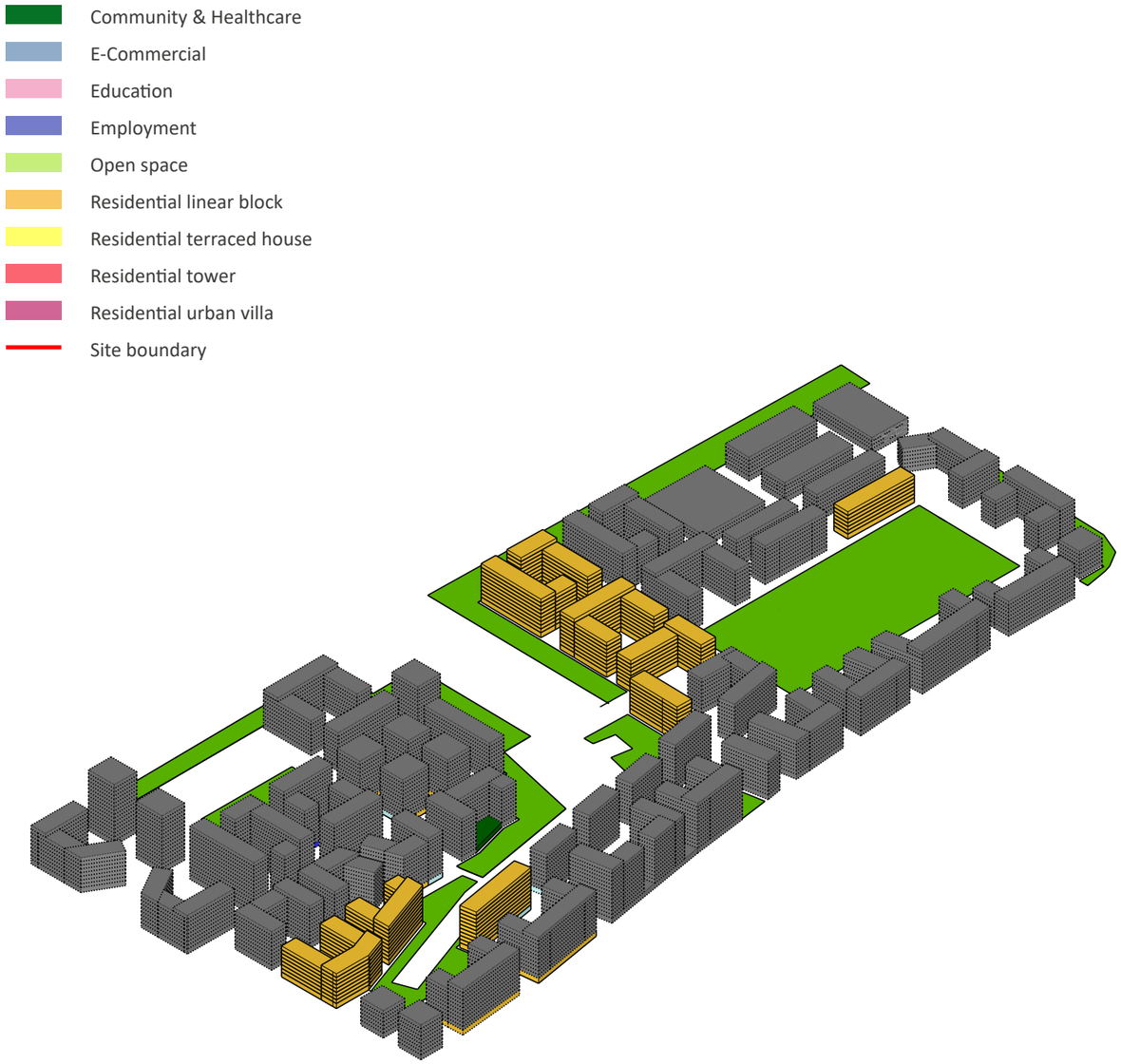


Fig 6 **Site capacity review (Post Reg 18)**

2.2.5 Capacity Calculation

Tab 31 **Schedule**

N2.SA1 SILVERTOWN QUAYS	
Uses	**GEA (sqm)**
Residential	512,603
Community and healthcare	1,729
Employment*	28,460
Commercial	7,221
Education	9,453
Green space	59,914

** 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*	**512,603**	m2
Non-residential	0	m2
Residential GIA	461,343	m2
Residential NIA	322,940	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%**	161,470	Studio	**5%**	39	207.0	39.0	207.0	207
			1 bed	**10%**	50	322.0	50.0	322.9	322
			2 bed	**45%**	70	1038.0	70.0	1038.0	1038
			3 bed	**35%**	86	657.0	86.0	657.1	657
			4 bed	**5%**	108	74.0	108.0	74.8	74
				100%	Total				2298
Affordable (Intermediate)	**17.5%**	56,514	Studio	**5%**	39	72.0	39.0	0.0	0
			1 bed	**10%**	50	113.0	50.0	113.0	113
			2 bed	**45%**	70	363.0	70.0	363.3	363
			3 bed	**35%**	86	230.0	86.0	230.0	230
			4 bed	**5%**	108	26.0	108.0	26.2	26
				100%	Total				732
Affordable (Rented)	**32.5%**	104,955	Studio	**5%**	39	134.0	39.0	134.6	134
			1 bed	**10%**	50	209.0	50.0	209.9	209
			2 bed	**45%**	70	674.0	70.0	674.7	674
			3 bed	**35%**	86	427.0	86.0	427.1	427
			4 bed	**5%**	108	48.0	108.0	48.6	48
	100%			100%	Total				1492
					Indicative Site Capacity				**4522**
					Indicative capacity impact of accommodating car parking				135

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.

2.3 N2.SA2 Lyle Park West

2.2.6 Key information

INFO

Neighbourhood: N2 Royal Victoria

Degree of change: Transform

Site Area: 7.8 ha

Landownership: Ballymore, LBN

Planning History:

- 15/02808FUL
- 19/01791/FUL
- 20/01314/FUL

PTAL: 2-3

Flood Risk: Zone 2-3

Tall Building Zone: TBZ11: Lyle Park West (40m)

Heritage: Royal Docks Archaeological Priority Area (Tier 3)

In the vicinity of:

- Harland and Wolff Gates, Lyle Park (Locally Listed)
- Silo D (Grade II)
- Millennium Mill (Locally Listed)
- Strothert and Pitt Cranes (Grade II)

2.3.1 Constraints and Opportunity

N2.SA2 Lyle Park West	
Site address	Land at Knights Road and Bradfield Road
Neighbourhood	Royal Victoria
Site area	7.8 hectares
Public Transport Accessibility Level	2 – 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 significant pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of: Harland and Wolff Gates, Lyle Park (Locally Listed) Silo D (Grade II) Millennium Mill (Locally Listed) Strothert and Pitt Cranes (Grade II)
Natural environment Designations	In an area of deficiency of access to all parks, except local parks and of under provision to publicly accessible open space by head of population in 2038. Adjacent to Lyle Park and River Thames Site of Importance for Nature Conservation Air Quality Management Area
Existing uses	West Silverton DLR Station, residential and employment uses. The site contains waste sites with temporary planning permissions.

2.3.2 Future potential

- Consideration of the potential uses: Residential. Town centre uses consistent with a local centre at site near DLR. Provision/re-provision of industrial floorspace.
- Infrastructure requirements : Open space - opportunity to expand Lyle Park.
- Tall buildings: within TBZ11: Lyle Park West.

2.3.3 Design Assumptions Review

- New local centre close to DLR and commercial frontage to North Woolwich Road to align with the planning application (19/01791/FUL).
- Open spaces provision to improve and extend existing Lyle Park.
- Stacked industrial to buffer the SIL to be serviced from existing Knights Road.
- Additional industrial uses as buffer to the SIL: 7,308 sqm.
- Building heights to align with TBZ11: Lyle Park West (3-12 storeys).

N2.SA2 Lyle Park West

Fig 7 **Site capacity testing (Reg 18)**

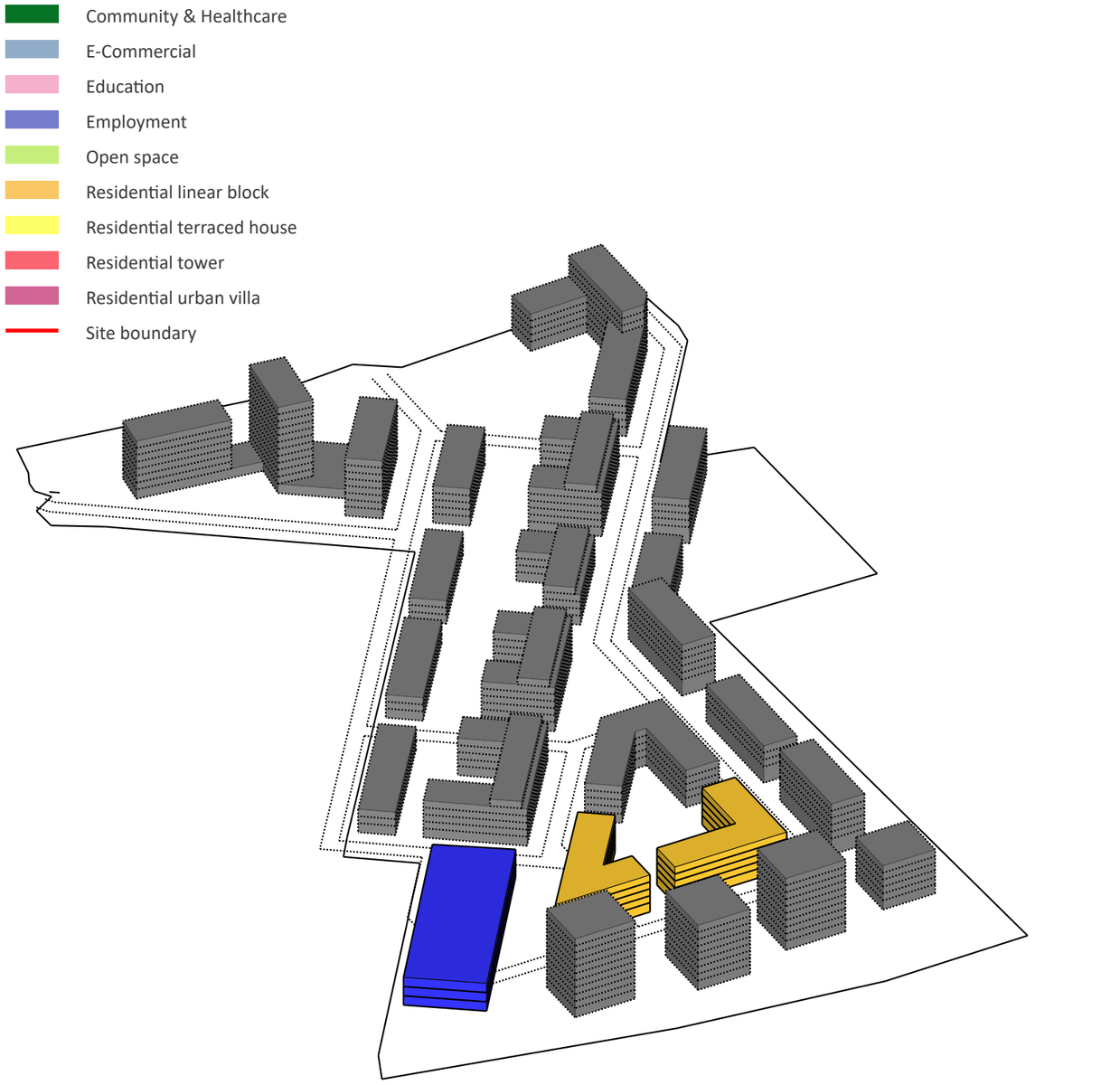


Fig 8 **Site capacity review (Post Reg 18)**

2.3.5 Capacity Calculation

Tab 32 **Schedule**

N2.SA2 LYLE PARK WEST	
Uses	**GEA (sqm)**
Residential	92,196
Commercial	2,537
Employment*	13,024
Green space	13,763

** 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*	**92,196**	m2
Non-residential	0	m2
Residential GIA	82,976	m2
Residential NIA	58,083	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%**	37,754	Studio	**5%**	39	48.0	39.0	48.4	48
			1 bed	**10%**	50	75.0	50.0	75.5	75
			2 bed	**45%**	70	242.0	70.0	242.7	242
			3 bed	**35%**	86	153.0	86.0	153.7	153
			4 bed	**5%**	108	17.0	108.0	17.5	17
				100%	Total				535
Affordable (Intermediate)	**12.25%**	7,115	Studio	**5%**	39	9.0	39.0	0.0	0
			1 bed	**10%**	50	14.0	50.0	14.2	14
			2 bed	**45%**	70	45.0	70.0	45.7	45
			3 bed	**35%**	86	28.0	86.0	29.0	28
			4 bed	**5%**	108	3.0	108.0	3.3	3
				100%	Total				90
Affordable (Rented)	**22.75%**	13,214	Studio	**5%**	39	16.0	39.0	16.9	16
			1 bed	**10%**	50	26.0	50.0	26.4	26
			2 bed	**45%**	70	84.0	70.0	84.9	84
			3 bed	**35%**	86	53.0	86.0	53.8	53
			4 bed	**5%**	108	6.0	108.0	6.1	6
	100%			100%	Total				185
					Indicative Site Capacity				**810**
					Indicative capacity impact of accommodating car parking				39

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.

2.4 N2.SA3 Connaught Riverside

2.3.6 Key information

INFO

Neighbourhood: N2 Royal Victoria

Degree of change: Transform

Site Area: 12.88 ha

Landownership: Varied

Planning History:

- 20/00130/VAR
- 18/00678/FUL
- 22/00418/FUL
- 20/01046/FUL
- 21/02450/OUT

PTAL: 0-2

Flood Risk: Zone 2-3

Tall Building Zone: TBZ10: North Woolwich Road (50m)

Heritage: Former St Mark's Church (Brick Lane Music Hall) (Grade II* Listed)

Royal Docks Archaeological Priority Area (Tier 3)

In vicinity of Former Tate Institute, Wythes Road (Locally Listed)

2.4.1 Constraints and Opportunity

N2.SA3 Connaught Riverside	
Site address	Thames Road and North Woolwich Road
Neighbourhood	Royal Victoria
Site area	12.88 hectares
Public Transport Accessibility Level	0 – 2
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% AEP plus 40% climate change and 0.1% AEP event.
Heritage Designations	Former St Mark's Church (Brick Lane Music Hall) (Grade II* Listed) Royal Docks Archaeological Priority Area (Tier 3) In vicinity of Former Tate Institute, Wythes Road (Locally Listed)
Natural environment Designations	Tree Preservation Orders at Brick Lane Music Hall Open space at North Woolwich Road Verges Adjacent to the River Thames and tidal tributaries Site of Importance for Nature Conservation Air Quality Management Area In an area of deficiency of access to all parks and of under provision to publicly accessible open space by head of population in 2038. Hazard Zone (London City Airport and Tate and Lyle)

N2.SA3 Connaught Riverside	
Existing uses	The site contains St Mark's Industrial Estate and Thames Road Industrial Estate. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Connolley's Yard / Jighand Limited and Harrow Green - Silvertown Recycling Centre). Residential developments to the south of North Woolwich Road. Site also contains hotels and a community facility (Brick Lane Music Hall).

2.4.2 Future potential

- Consideration of the potential uses: Residential. This should be concentrated to the south of North Woolwich Road. Consolidation of industrial uses to northern LIL (St Marks); Reprovision of existing industrial uses to the south of North Woolwich Road should be located within a buffer building running along the boundary of Tate and Lyle to the east. Site identified in Retail and leisure study as requiring a new local centre around St Mark's Music Hall, providing a cluster of 5-10 units. Unit sizes should be between 80-150sqm and also provide a medium sized food store of 500-800sqm.
- Any existing community facilities within the site are protected, including Brick Lane Music Hall.
- Infrastructure requirements: Provision of open space given potential for number of homes and deficiency in wider area. New 2FE primary school to be provided to meet need of the new development.
- Tall buildings: within TBZ10: North Woolwich Road. Opportunity for taller elements up to 50m.

2.4.3 Design Assumptions Review

- Employment buffer to SIL.
- Building heights to align with TBZ10: North Woolwich Road (4-16 storeys). Taller buildings alongside river to fit in the neighbouring context.
- Commercial / town centre uses consolidated around Brick Lane Music Hall.
- Align broad location and quantity of open space with application proposals.

Fig 9 **Site capacity testing (Reg 18)**

2.4.4 Capacity Calculation

Tab 33 **Schedule**

N2.SA3 CONNAUGHT RIVERSIDE	
Uses	**GEA (sqm)**
Residential	156,799
Town Centre	2,011
Commercial	926
Employment*	16,046
Education	2,770
Green space	6,991

** 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*	**156,799**	m2
Non-residential	0	m2
Residential GIA	141,119	m2
Residential NIA	98,783	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%**	64,209	Studio	**5%**	39	82.0	39.0	82.3	82
			1 bed	**10%**	50	128.0	50.0	128.4	128
			2 bed	**45%**	70	412.0	70.0	412.8	412
			3 bed	**35%**	86	261.0	86.0	261.3	261
			4 bed	**5%**	108	29.0	108.0	29.7	29
				100%	Total				912
Affordable (Intermediate)	**12.25%**	12,101	Studio	**5%**	39	15.0	39.0	0.0	0
			1 bed	**10%**	50	24.0	50.0	24.2	24
			2 bed	**45%**	70	77.0	70.0	77.8	77
			3 bed	**35%**	86	49.0	86.0	49.2	49
			4 bed	**5%**	108	5.0	108.0	5.6	5
				100%	Total				155
Affordable (Rented)	**22.75%**	22,473	Studio	**5%**	39	28.0	39.0	28.8	28
			1 bed	**10%**	50	44.0	50.0	44.9	44
			2 bed	**45%**	70	144.0	70.0	144.5	144
			3 bed	**35%**	86	91.0	86.0	91.5	91
			4 bed	**5%**	108	10.0	108.0	10.4	10
	100%			100%	Total				317
					Indicative Site Capacity				**1384**
					Indicative capacity impact of accommodating car parking				67

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.

2.5 N2.SA4 Thameside West

2.5.1 Key information

INFO

Neighbourhood: N2 Royal Victoria

Degree of change: Transform

Site Area: 1.8 ha

Landownership: Silvertown Homes Limited, GLA and Property Limited

Planning History: 18/03557/OUT, Silvertown Tunnel DCO - 2018

PTAL: 1b-3

Flood Risk: Zone 2-3

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

Heritage: Royal Docks Archaeological Priority Area (Tier 3)

In the vicinity of Stothert and Pitt Cranes on North and

South Sides of the Royal Victoria Dock (Grade II)

2.5.2 Constraints and Opportunity

N2.SA4 Thameside West	
Site address	Land At Thameside West And Carlsberg Tetley Dock Road Silvertown London
Neighbourhood	Royal Victoria
Site area	18.79 hectares
Public Transport Accessibility Level	1b – 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 significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer Overhead transmission line route
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of Stothert and Pitt Cranes on North and South Sides of the Royal Victoria Dock (Grade II)
Natural environment Designations	Open space at Lower Lea Crossing Railsides and Lower Lea Crossing Verges Thames Wharf Site of Importance for Nature Conservation Adjacent to the River Thames and tidal tributaries Site of Importance for Nature Conservation The southern edge of the site allocation is in an area of deficiency of access to regional and metropolitan parks. The site is 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 and Air Quality Focus Area

N2.SA4 Thameside West	
Existing uses	The site is currently industrial in nature, and contains waste sites with temporary planning permissions. Some smaller employment units operate from units underneath the flyover. There are strips of inaccessible open space to the north. Part of the site is safeguarded for the construction of the Silvertown Tunnel river crossing. The site also contains a mooring point for the Riverbus Service and sits within the cable car protection zone, which runs above the site.

2.5.3 Future potential

- Consideration of the potential uses: Residential. Suitable for town centre uses aligned with local centre designation/scale. Should be situated around the new DLR station as per application.
- Infrastructure requirements: Provision of open space given potential for number of homes and deficiency in wider area. Education uses - four form of entry (4FE) Primary school being delivered through planning permission. Silvertown Tunnel is now under construction. See permission for layout of tunnel infrastructure. New DLR station part of permission. Bridge land points safeguarding needed within the masterplan for Trinity Buoy to Thames Wharf Bridge. Land is safeguarded within the section 106 agreement (a potential new bridge over Bow Creek, connecting the Site and the Royal Docks more generally with the Leamouth area of Tower Hamlets). Thameside West (LBN side) reserves three spots for landings of the bridge. Leamouth bridge crossing to Leamouth Peninsula in LBTH is also required.
- Tall buildings: within TBZ13: Canning Town (50m).

2.5.4 Design Assumptions Review

- New local centre added in proximity to DLR station.
- Bridge provision to connect the site with Trinity Buoy Wharf and Leamouth Peninsula.
- Open space to the south-east of the site due to cable car cleared zone.
- Employment blocks to be serviced from North Woolwich Road.
- Proposed additional residential floor space to maximise the extended 50m zone of the TBZ13: Canning Town to the south of the site.

N2.SA4 Thameside West

Fig 10 **Site capacity testing (Reg 18)**

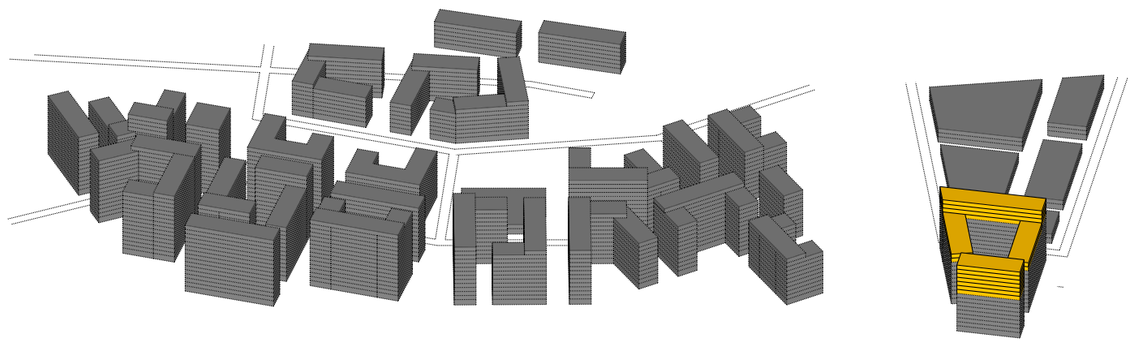


Fig 11 **Site capacity review (Post Reg 18)**

2.5.5 Capacity Calculation

Tab 34 **Schedule**

N2.SA4 THAMESIDE WEST	
Uses	**GEA (sqm)**
Residential	336,000
Commercial	3,887
Education	3,944
Employment*	21,479
Green space	39,143

** 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*	**336,000**	m2
Non-residential	0	m2
Residential GIA	302,400	m2
Residential NIA	211,680	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%**	105,840	Studio	**5%**	39	135.0	39.0	135.7	135
			1 bed	**10%**	50	211.0	50.0	211.7	211
			2 bed	**45%**	70	680.0	70.0	680.4	680
			3 bed	**35%**	86	430.0	86.0	430.7	430
			4 bed	**5%**	108	49.0	108.0	49.0	49
				100%	Total				1505
Affordable (Intermediate)	**17.5%**	37,044	Studio	**5%**	39	47.0	39.0	0.0	0
			1 bed	**10%**	50	74.0	50.0	74.1	74
			2 bed	**45%**	70	238.0	70.0	238.1	238
			3 bed	**35%**	86	150.0	86.0	150.8	150
			4 bed	**5%**	108	17.0	108.0	17.2	17
				100%	Total				479
Affordable (Rented)	**32.5%**	68,796	Studio	**5%**	39	88.0	39.0	88.2	88
			1 bed	**10%**	50	137.0	50.0	137.6	137
			2 bed	**45%**	70	442.0	70.0	442.3	442
			3 bed	**35%**	86	279.0	86.0	280.0	279
			4 bed	**5%**	108	31.0	108.0	31.9	31
	100%			100%	Total				977
					Indicative Site Capacity				**2961**
					Indicative capacity impact of accommodating car parking				88

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.

2.6 N3.SA1 Royal Albert North

2.6.1 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)

2.6.2 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.

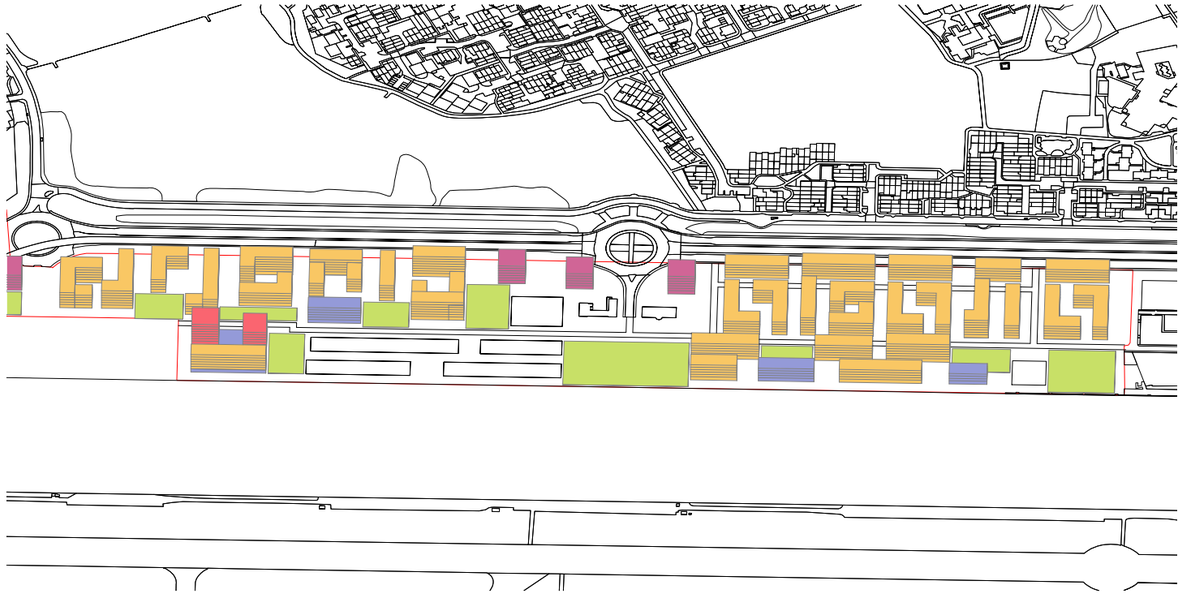
2.6.3 Future potential

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.

2.6.4 Design Assumptions Review (Beckton)

- Listed buildings and recently built blocks on site to be retained.
- Building heights to align with TBZ9: Royal Albert North (4-10 storeys).
- Open spaces added to improve connectivity through the site and to connect Beckton DLR with the dock.
- Additional educational space (approx. 2000sqm).
- Additional commercial floor space to align with updated Royal Albert North Neighbourhood Parade boundary line.



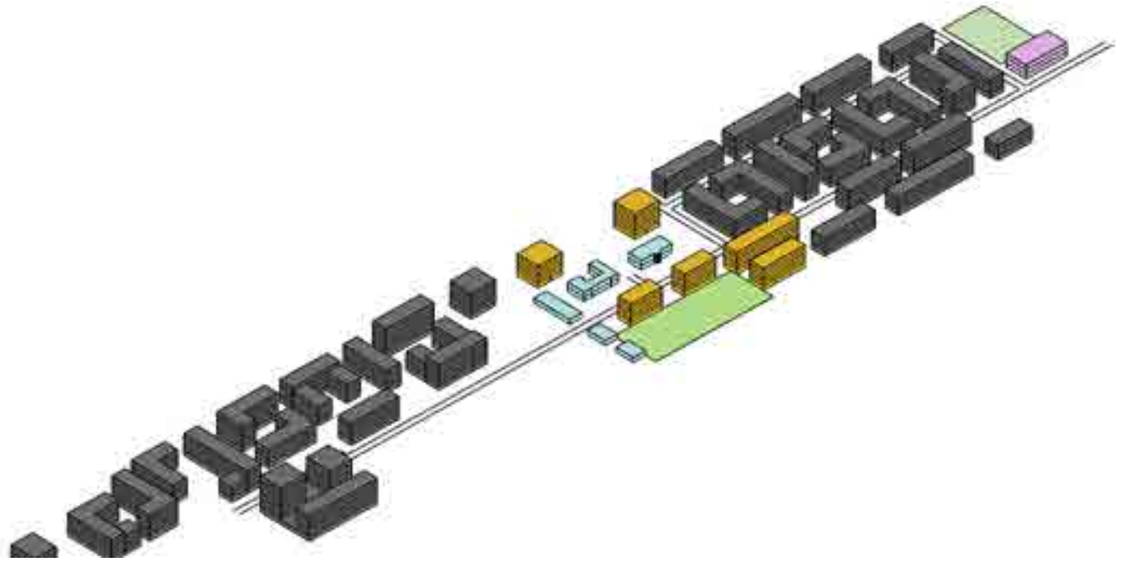


Fig 12 **Site capacity testing (Reg 18): Beckton site within N3.SA1 Royal Albert North site allocation**

Fig 13 **Site capacity review (Post Reg 18): Beckton site within N3.SA1 Royal Albert North site allocation**

2.6.5 Capacity Calculation - Royal Albert North - Beckton

Tab 35 **Schedule**

N3.SA1 ROYAL ALBERT NORTH - BECKTON	
Uses	**GEA (sqm)**
Residential	151,377
Commercial	2,593
Education	2,340
Employment*	12,124
Green space	18,812

** 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*	**151,377**	m2
Non-residential	0	m2
Residential GIA	136,239	m2
Residential NIA	95,368	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%**	47,684	Studio	**5%**	39	61.0	39.0	61.1	61
			1 bed	**10%**	50	95.0	50.0	95.4	95
			2 bed	**45%**	70	306.0	70.0	306.5	306
			3 bed	**35%**	86	194.0	86.0	194.1	194
			4 bed	**5%**	108	22.0	108.0	22.1	22
				100%	Total				678
Affordable (Intermediate)	**17.5%**	16,689	Studio	**5%**	39	21.0	39.0	0.0	0
			1 bed	**10%**	50	33.0	50.0	33.4	33
			2 bed	**45%**	70	107.0	70.0	107.3	107
			3 bed	**35%**	86	67.0	86.0	67.9	67
			4 bed	**5%**	108	7.0	108.0	7.7	7
				100%	Total				214
Affordable (Rented)	**32.5%**	30,994	Studio	**5%**	39	39.0	39.0	39.7	39
			1 bed	**10%**	50	61.0	50.0	62.0	61
			2 bed	**45%**	70	199.0	70.0	199.2	199
			3 bed	**35%**	86	126.0	86.0	126.1	126
			4 bed	**5%**	108	14.0	108.0	14.3	14
	100%			100%	Total				439
					Indicative Site Capacity				**1331**
					Indicative capacity impact of accommodating car parking				40

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.

2.7 N4.SA1 Canning Town East

2.7.1 Key information

INFO

Neighbourhood: N4 Canning Town

Degree of change: Transform and enhance

Site Area: 9.74 ha

Landownership: Varied

Planning History: N/A

PTAL: 6a-1a

Flood Risk: Zones 2-3

Tall Building Zone: TBZ13: Canning Town (50-40m)

2.7.2 Constraints and Opportunity

N4.SA1 Canning Town East	
Site address	Development Site Canning Town East, Canning Town London
Neighbourhood	Canning Town
Site area	9.74 hectares
Public Transport Accessibility Level	6a – 1a
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	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) Canning Town / Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Former public hall and library, Canning Town (Grade II) Royal Oak Public House (Grade II) 144 Barking Road (Locally listed) St Margarets RC Church, 79 Barking Road, Canning Town, London E16 4HB (Locally listed) Former NatWest Bank, no.51-53 Barking Road (Locally listed) 1930s building Ruscoe Road (former PH) (Locally listed) Amirs, 57 Hallsville Road, Canning Town, London E16 1EE (Locally listed) Areas of Townscape Value Canning Town

N4.SA1 Canning Town East	
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to all types of parks, apart from the northern half of the site which has access to a pocket park, and of under provision to publicly accessible open space by head of population in 2038. Open space at Edwin Street, Rathbone Street Open Space, Burke Street Play Area and Kennedy Cox House Play Area, Burke Street.
Existing uses	Residential, open space, hostel and community facilities in the form of a faith facility and associated facilities.

2.7.3 Future potential

- Consideration of potential uses: Residential. Provision of town centre uses within the small part of the site that current sits within the Canning Town district centre boundary. Community facility floorspace should be re-provided at the River Christian Centre site.
- Infrastructure requirements: Provision of open space given potential for number of homes and deficiency in wider area. Improved existing and new pedestrian connections across A13. Bus route along Vincent Street.
- Tall buildings: within TBZ13: Canning Town (50-40m). Opportunity for tall buildings.

2.7.4 Design Assumptions Review

- Massing remodelled to accommodate new amount of open space and layout.
- Increased height where possible to conserve the capacity of the site. Building height in line with TBZ13: Canning Town.
- Additional small building close to listed building to replace the previous modelled open space.

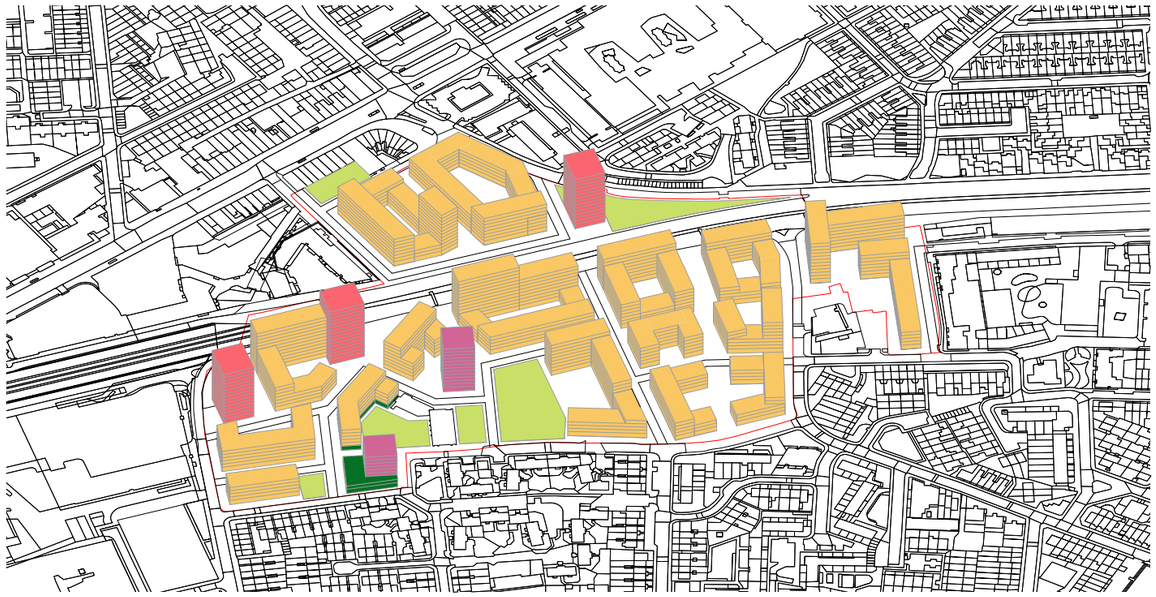


Fig 14 **Site capacity testing (Reg 18)**

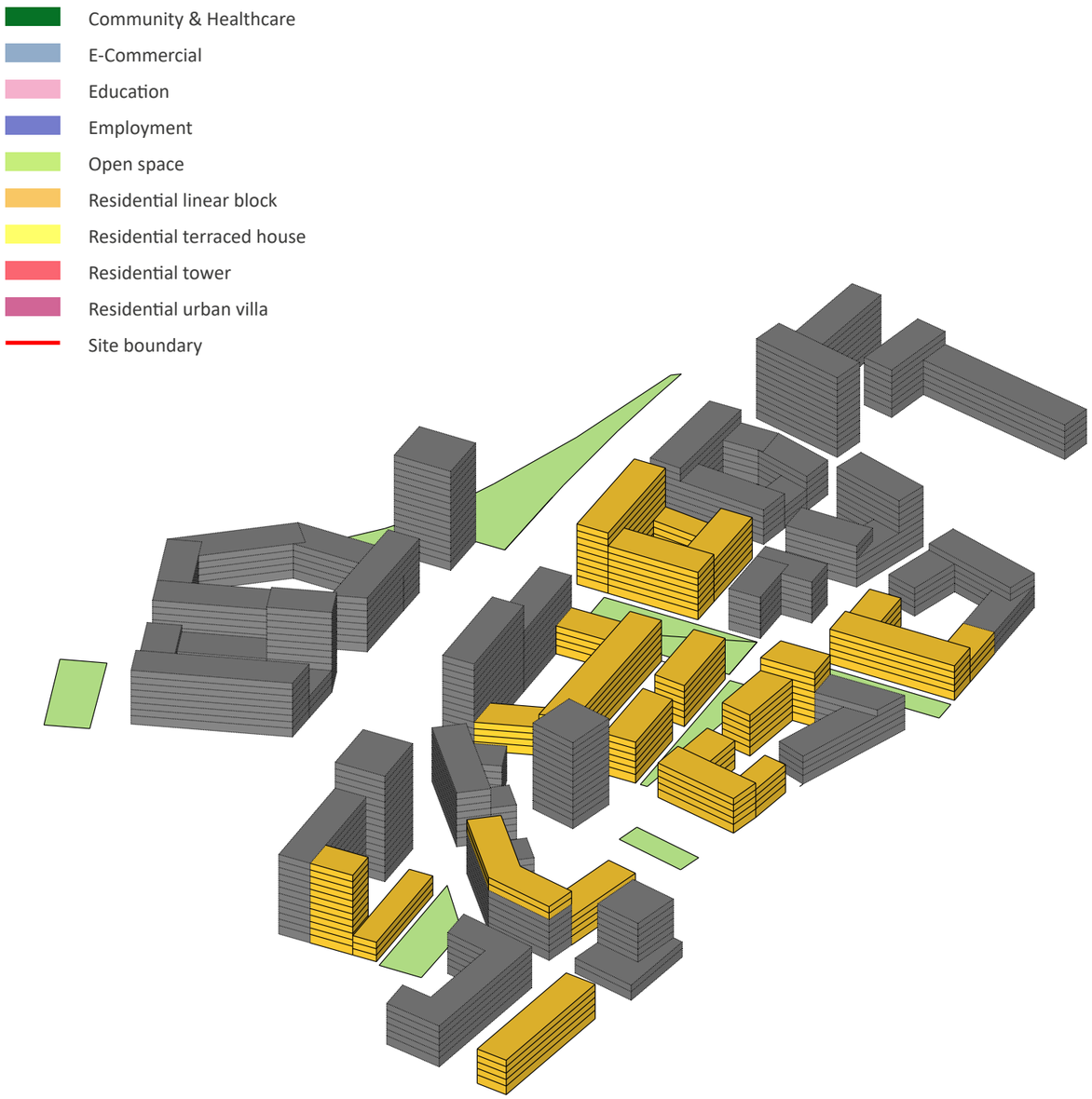


Fig 15 **Site capacity review (Post Reg 18)**

2.7.5 Capacity Calculation

Tab 36 **Schedule**

N4.SA1 CANNING TOWN EAST	
Uses	**GEA (sqm)**
Residential	196,388
Community	2,778
Green space	7.218

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**196,388**	m2
Non-residential	0	m2
Residential GIA	176,749	m2
Residential NIA	123,724	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%**	61,862	Studio	**5%**	39	79.0	39.0	79.3	79
			1 bed	**10%**	50	123.0	50.0	123.7	123
			2 bed	**45%**	70	397.0	70.0	397.7	397
			3 bed	**35%**	86	251.0	86.0	251.8	251
			4 bed	**5%**	108	28.0	108.0	28.6	28
				100%	Total				878
Affordable (Intermediate)	**17.5%**	21,652	Studio	**5%**	39	27.0	39.0	0.0	0
			1 bed	**10%**	50	43.0	50.0	43.3	43
			2 bed	**45%**	70	139.0	70.0	139.2	139
			3 bed	**35%**	86	88.0	86.0	88.1	88
			4 bed	**5%**	108	10.0	108.0	10.0	10
				100%	Total				280
Affordable (Rented)	**32.5%**	40,210	Studio	**5%**	39	51.0	39.0	51.6	51
			1 bed	**10%**	50	80.0	50.0	80.4	80
			2 bed	**45%**	70	258.0	70.0	258.5	258
			3 bed	**35%**	86	163.0	86.0	163.6	163
			4 bed	**5%**	108	18.0	108.0	18.6	18
	100%			100%	Total				570
					Indicative Site Capacity				**1728**
					Indicative capacity impact of accommodating car parking				52

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.

2.8 N4.SA5 Canning Town Riverside

2.8.1 Key information

INFO

Neighbourhood: N4 Canning Town

Degree of change: Transform

Site Area: 9.74 ha

Landownership: Varied

Planning History: N/A

PTAL: 6a-1a

Flood Risk: Zones 2-3

Tall Building Zone: TBZ13: Canning Town (50-40m)

Heritage:

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

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)
- Areas of Townscape Value Canning Town

2.8.2 Constraints and Opportunity

N4.SA5 Canning Town Riverside	
Site address	Crown And Mayer Parry Wharf, Bidder Street, Canning Town, London E16 4ST
Neighbourhood	Canning Town
Site area	4.37 hectares
Public Transport Accessibility Level	2 - 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.
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3). 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) Areas of Townscape Value Canning Town
Natural environment Designations	Major Hazard Site Outer Zone (Leven Road Gasworks) Adjacent to River Thames and tidal tributaries Site of Importance for Nature Conservation Air Quality Management Area In an area of deficiency of access to district, local, small and pocket parks. Lee Valley Regional Park
Existing uses	Industrial land. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Mayer Parry, Bidder Street and P M C Soil Solutions Soil Management Facility).

2.8.3 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: Open space, and Connectivity enhancements required including creating a pedestrianised walk ways along the Lea riverside to open up the Lea River Park and improved access to Canning Town. Can be linked to green/ blue space improvements through wider allocation.
- Tall buildings: within BZ13: Canning Town (50-40m).

2.8.4 Design Assumptions Review

- Light industrial / employment blocks to be serviced from Bidder Street.
- Additional industrial uses as buffer to the SIL. Industrial development set back to allow the bridge landing.
- Commercial uses previously modelled in the location of the industrial development have been relocated.
- Residential blocks remodelled to maximise the 50m zone of the TBZ13: Canning Town.
- The Tall Building Strategy (Tall Building Annex 2024) resulted in the extension of the 60m zone of the TBZ13: Canning Town. Therefore, additional storeys on buildings to the south have been modelled to reflect the updated maximum height parameter.

Fig 16 **Site capacity testing (Reg 18)**

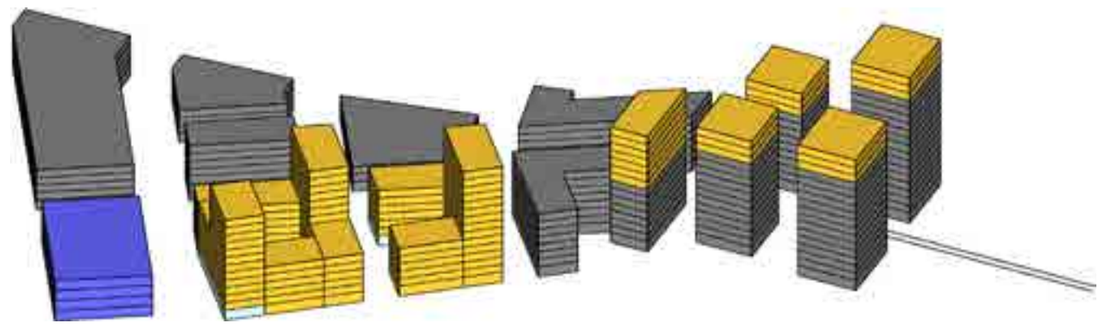


Fig 17 **Site capacity review (Post Reg 18)**

2.8.5 Capacity Calculation

Tab 37 **Schedule**

N4.SA5 CANNING TOWN RIVERSIDE	
Uses	**GEA (sqm)**
Residential	85,648
Commercial	2,738
Employment*	26,784
Green space	5,614

** 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*	**85,648**	m2
Non-residential	0	m2
Residential GIA	77,083	m2
Residential NIA	53,958	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%**	26,979	Studio	**5%**	39	34.0	39.0	34.6	34
			1 bed	**10%**	50	53.0	50.0	54.0	53
			2 bed	**45%**	70	173.0	70.0	173.4	173
			3 bed	**35%**	86	109.0	86.0	109.8	109
			4 bed	**5%**	108	12.0	108.0	12.5	12
				100%	Total				381
Affordable (Intermediate)	**17.5%**	9,443	Studio	**5%**	39	12.0	39.0	0.0	0
			1 bed	**10%**	50	18.0	50.0	18.9	18
			2 bed	**45%**	70	60.0	70.0	60.7	60
			3 bed	**35%**	86	38.0	86.0	38.4	38
			4 bed	**5%**	108	4.0	108.0	4.4	4
				100%	Total				120
Affordable (Rented)	**32.5%**	17,536	Studio	**5%**	39	22.0	39.0	22.5	22
			1 bed	**10%**	50	35.0	50.0	35.1	35
			2 bed	**45%**	70	112.0	70.0	112.7	112
			3 bed	**35%**	86	71.0	86.0	71.4	71
			4 bed	**5%**	108	8.0	108.0	8.1	8
	100%			100%	Total				248
					Indicative Site Capacity				**749**
					Indicative capacity impact of accommodating car parking				22

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.

2.9 N5.SA1 Custom House Land surrounding Freemason Road

2.9.1 Key information

INFO

Neighbourhood: N5 Custom House

Degree of change: Transform

Site Area: 4.29 ha

Landownership: LBN

Planning History: N/A

PTAL: 2 – 3, 3 – 4 (2031)

Flood Risk: Zones 2-3

Tall Building Zone: TBZ12: Custom House (32-50m)

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

In the vicinity of:

- The Flying Angel (former seaman's mission) (Locally listed)
- Warehouse K (Grade II)
- Warehouse W (Grade II)

2.9.2 Constraints and Opportunity

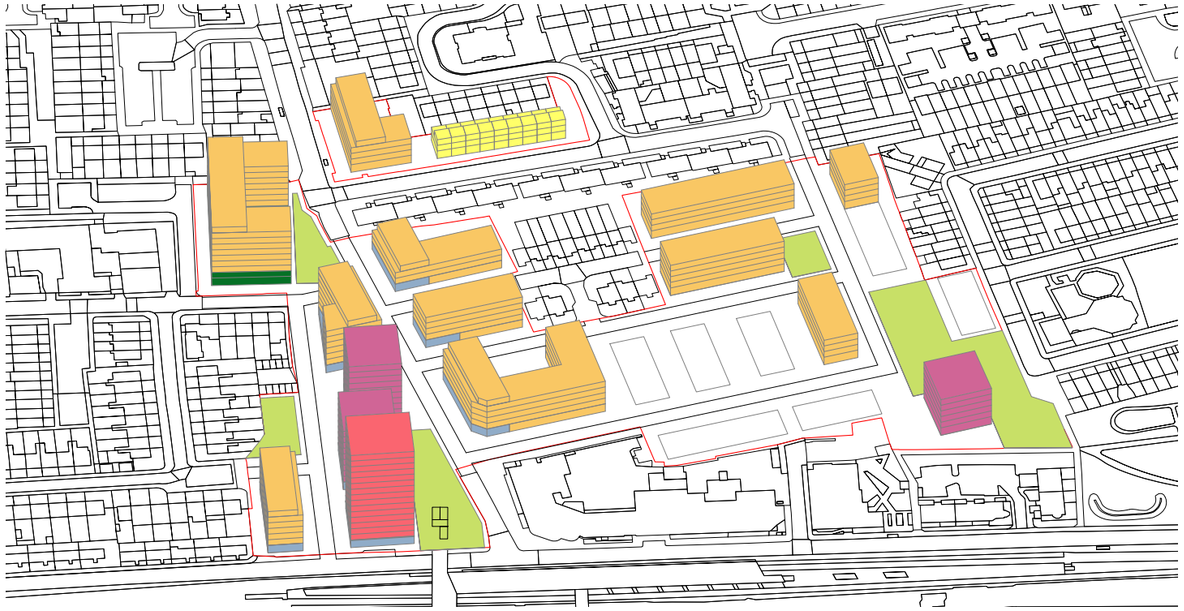
N5.SA1 Custom House – Land surrounding Freemasons Road	
Site address	Custom House Area Redevelopment Project, Freemasons Road
Neighbourhood	Custom House
Site area	4.22 hectares
Public Transport Accessibility Level	2 – 3 3 – 4 (2031)
Flood Risk	The site is shown to be at significant risk of flooding, 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 1% AEP plus 40% climate change and 0.1% AEP event.
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3) In the vicinity of: The Flying Angel (former seaman's mission) (Locally listed) Warehouse K (Grade II) Warehouse W (Grade II)
Natural environment Designations	Open space at Ethel Road Play Area and Hartington Road Pocket Park Row of TPOs fronting Freemasons Road by no. 20 and 16 Freemasons Road Air Quality Management Zone In an area of deficiency of access to all types of parks, except district and local parks. Partial Hazard Zone (London City Airport)
Existing uses	The site contains residential uses with Custom House Local Centre along Freemasons Road. The Local Centre includes a GP surgery. The site also contains a local growing space at William Patton Gardens, as well as a vacant former public house.

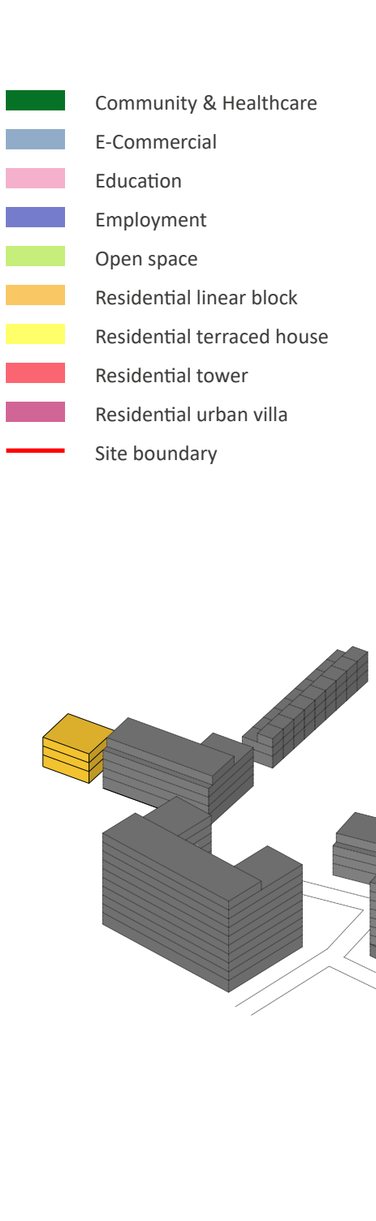
2.9.3 Future potential

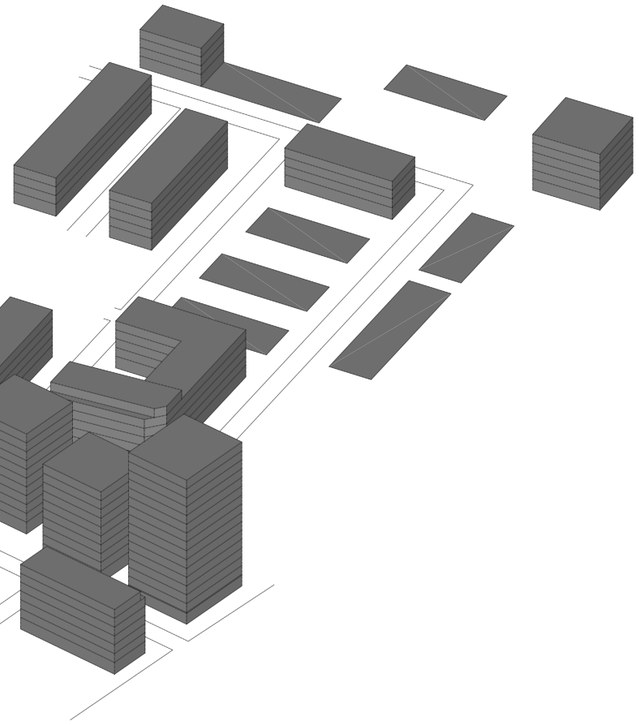
- Consideration of the potential uses: Residential – Capacity figure should be a net figure that takes into consideration any existing home lost (around 250 homes on site currently, including the retrofit blocks) and blocks that are intended to be retrofit. Suitable for town centre uses aligned with local centre designation. Masterplanning should look at providing the health hub.
- Infrastructure requirements: Open space. There should be re-provision of functionality of existing green spaces, including the growing space currently located at William Patton Gardens. Securing improvements to digital connectivity.

2.9.4 Design Assumptions Review

- New local centre to the south to improve connection with Crossrail and Excel Exhibition Centre.
- Connection with locally listed Flying Angel building and Cundy Park improved with open spaces on the south-eastern part of the site.
- Additional residential building has been modelled to reflect the extension of the boundary line of the application (22/02157/LA3).







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

Fig 18 **Site capacity testing (Reg 18)**

Fig 19 **Site capacity review (Post Reg 18)**

2.9.5 Capacity Calculation

Tab 38 **Schedule**

N5.SA1 CUSTOM HOUSE LAND SURROUNDING FREEMASON ROAD	
Uses	**GEA (sqm)**
Residential	56,187
Community and healthcare	2,880
Commercial	3,277
Green space	5,078

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**56,187**	m2
Non-residential	0	m2
Residential GIA	50,568	m2
Residential NIA	35,398	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%**	17,699	Studio	**5%**	39	22.0	39.0	22.7	22
			1 bed	**10%**	50	35.0	50.0	35.4	35
			2 bed	**45%**	70	113.0	70.0	113.8	113
			3 bed	**35%**	86	72.0	86.0	72.0	72
			4 bed	**5%**	108	8.0	108.0	8.2	8
				100%	Total				250
Affordable (Intermediate)	**17.5%**	6,195	Studio	**5%**	39	7.0	39.0	0.0	0
			1 bed	**10%**	50	12.0	50.0	12.4	12
			2 bed	**45%**	70	39.0	70.0	39.8	39
			3 bed	**35%**	86	25.0	86.0	25.2	25
			4 bed	**5%**	108	2.0	108.0	2.9	2
				100%	Total				78
Affordable (Rented)	**32.5%**	11,504	Studio	**5%**	39	14.0	39.0	14.7	14
			1 bed	**10%**	50	23.0	50.0	23.0	23
			2 bed	**45%**	70	73.0	70.0	74.0	73
			3 bed	**35%**	86	46.0	86.0	46.8	46
			4 bed	**5%**	108	5.0	108.0	5.3	5
	100%			100%	Total				161
					Indicative Site Capacity				**489**
					Indicative capacity impact of accommodating car parking				15

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.

2.10 **N5.SA2 Custom House Coolfin North**

2.10.1 **Key information**

INFO

Neighbourhood: N5 Custom House

Degree of change: Transform

Site Area: 8.01 ha

Landownership: LBN

Planning History: N/A

PTAL: 0 – 3 , 0 – 4 (2031)

Flood Risk: Zones 2-3

Tall Building Zone: TBZ12: Custom House (32-50m)

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

In the vicinity of Church of St Luke (Grade II listed)

2.10.2 Constraints and Opportunity

N5.SA2 Custom House – Coolfin North	
Site address	Coolfin North development site, Custom House
Neighbourhood	Custom House
Site area	8.01 hectares
Public Transport Accessibility Level	0 – 3 0 – 4 (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 1% AEP plus 40% climate change and 0.1% AEP event.
Heritage Designations	Archaeological Priority Area (Canning Town / Newham Way) Tier 3 In the vicinity of Church of St Luke (Grade II listed)
Natural environment Designations	Partial open space at Munday Road Play Area, Butchers Road (119-205) and Boreham Avenue Pocket Park In an area of deficiency of access to all types of parks, except district and local parks. Air Quality Management Area
Existing uses	Residential, including accommodation for older people, school (Hallsville Primary) and open space.

2.10.3 Future potential

- Consideration of the potential uses: Residential.
- Infrastructure requirements: Open space. Hallsville Primary - should remain in the site as per its current location/layout to the west of Butchers Road.
- Tall buildings: within TBZ12: Custom House.

2.10.4 Design Assumptions Review

- Existing school and residential block to be retained
- Open Spaces added to the site to improve connection with St Luke Church and Freemasons Road (and new local centre)
- After the review of the Tall Building Strategy (Tall Building Annex 2024) and due to low PTAL and low rise context, the site was not considered suitable for tall buildings up to 50m within the TBZ12: Custom House.
- Consequently the taller element have been reduced of 2 storeys to align with updated TBZ12: Custom House and a maximum height of 32m.

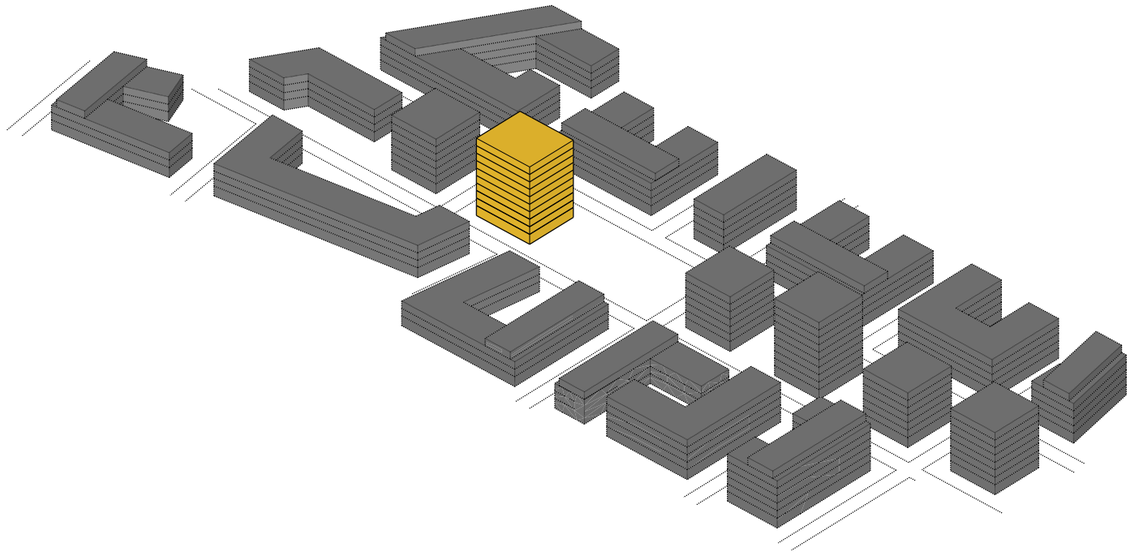


Fig 20 **Site capacity testing (Reg 18)**

Fig 21 **Site capacity review (Post Reg 18)**

2.11 **N5.SA2 Custom House Coolfin North**

Tab 39 **Schedule**

N5.SA2 CUSTOM HOUSE COOLFIN NORTH	
Uses	**GEA (sqm)**
Residential	79,763
Green space	3,642

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**79,763**	m2
Non-residential	0	m2
Residential GIA	71,787	m2
Residential NIA	50,251	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%**	25,125	Studio	**5%**	39	32.0	39.0	32.2	32
			1 bed	**10%**	50	50.0	50.0	50.3	50
			2 bed	**45%**	70	161.0	70.0	161.5	161
			3 bed	**35%**	86	102.0	86.0	102.3	102
			4 bed	**5%**	108	11.0	108.0	11.6	11
				100%	Total				356
Affordable (Intermediate)	**17.5%**	8,794	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	35.8	35
			4 bed	**5%**	108	4.0	108.0	4.1	4
				100%	Total				112
Affordable (Rented)	**32.5%**	16,331	Studio	**5%**	39	20.0	39.0	20.9	20
			1 bed	**10%**	50	32.0	50.0	32.7	32
			2 bed	**45%**	70	104.0	70.0	105.0	104
			3 bed	**35%**	86	66.0	86.0	66.5	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.

2.12 N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks

2.13.1 Key information

INFO

Neighbourhood: N7 Custom House

Degree of change: Transform

Site Area: 19.97 ha

Landownership: National grid and Berkley

Planning History: 17/01847/OUT

PTAL: 0 – 6

Flood Risk: Zones 2-3

Tall Building Zone: TBZ15: West Ham Station (32-50-100m)

Heritage: Bromley by Bow Gasholders (Grade II)

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

In the vicinity of:

- Three Mills Conservation Area
- 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)
- Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II)

2.13.2 Constraints and Opportunity

N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	
Site address	Land at Stephenson Street and Bromley by Bow Gasholders
Neighbourhood	Three Mills
Site area	19.97 hectares
Public Transport Accessibility Level	0 – 6
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	Underground cable route
Heritage Designations	Bromley by Bow Gasholders (Grade II) Canning Town / Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Three Mills Conservation Area 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) Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II)

N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	
Heritage Designations	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) Twelvetrees Crescent Bridge (Grade II) War Memorial (Grade II) Statue of Corbett Woodhall (Grade II) Dowgate Wharf P B Burgoyne and Company Limited Warehouse (Grade II) The Old London Gas Museum (Locally Listed). Canning Town / Newham Way Archaeological Priority Area (Tier 3)

2.13.3 Future potential

- Consideration of potential uses:
  - The Twelvetrees Park site will be delivering residential, local centre uses and a school (in accordance with existing planning permission). Assume residential capacity from existing planning permission.
  - Only the Gaswork site to be capacity tested with residential, employment and light industrial uses.
- Infrastructure requirements: Need to reprovide the Pressure Reduction System. Open space. NHS have also identified a need of 1500sqm health centre. Secondary school to be provided on Stephenson Street site.
- Tall buildings: within TBZ15: West Ham Station. Opportunity for tall elements.

2.13.4 Design Assumptions Review

- Request for additional health centre provision of minimum 1500 sqm, which has been provided at podium level of two tall buildings.
- A couple of storeys have been added on one of the tall building to avoid loss of residential floorspace within the TBZ15: West Ham Station maximum height parameter.

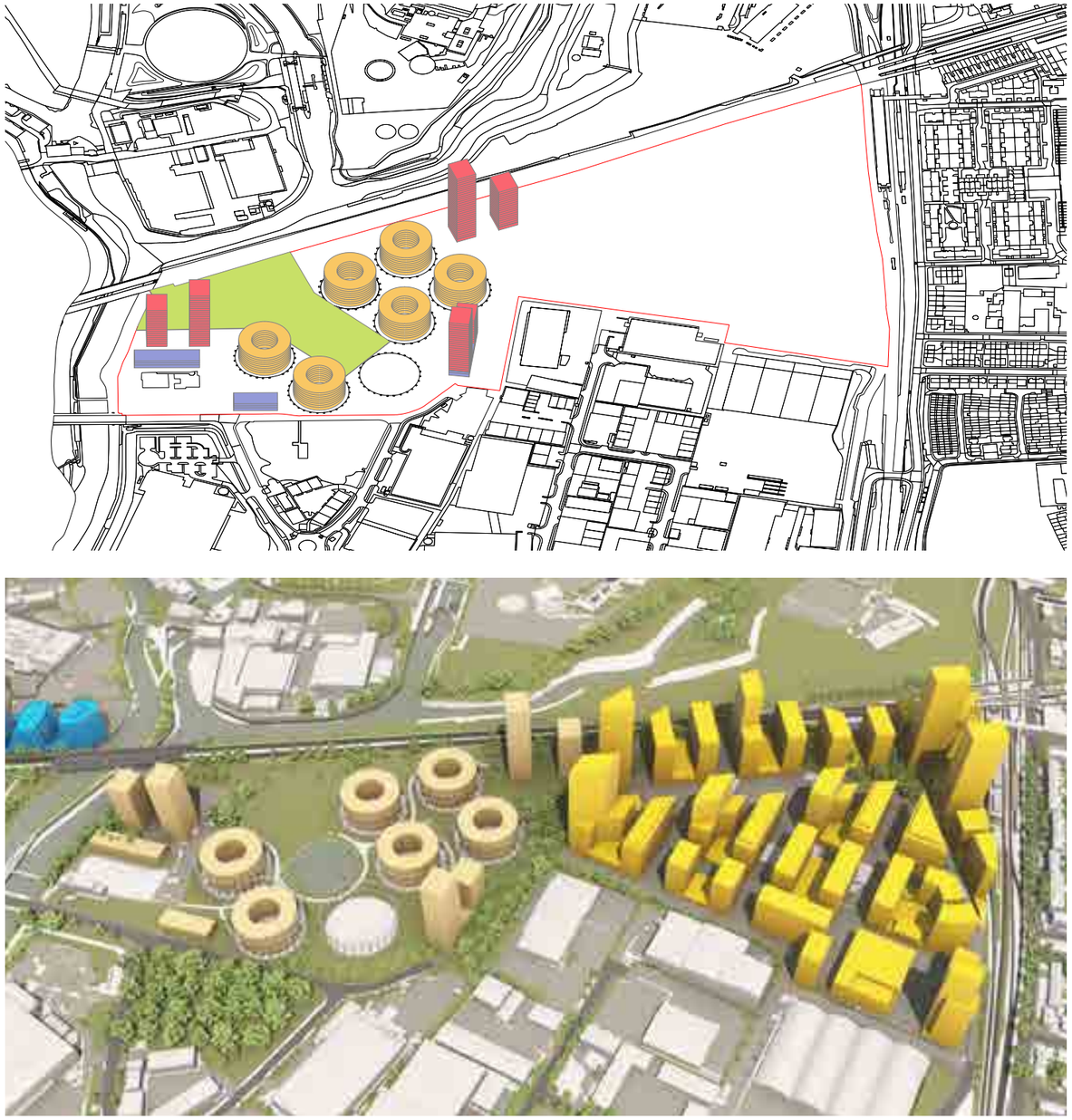


Fig 22 **Site capacity testing (Reg 18)**

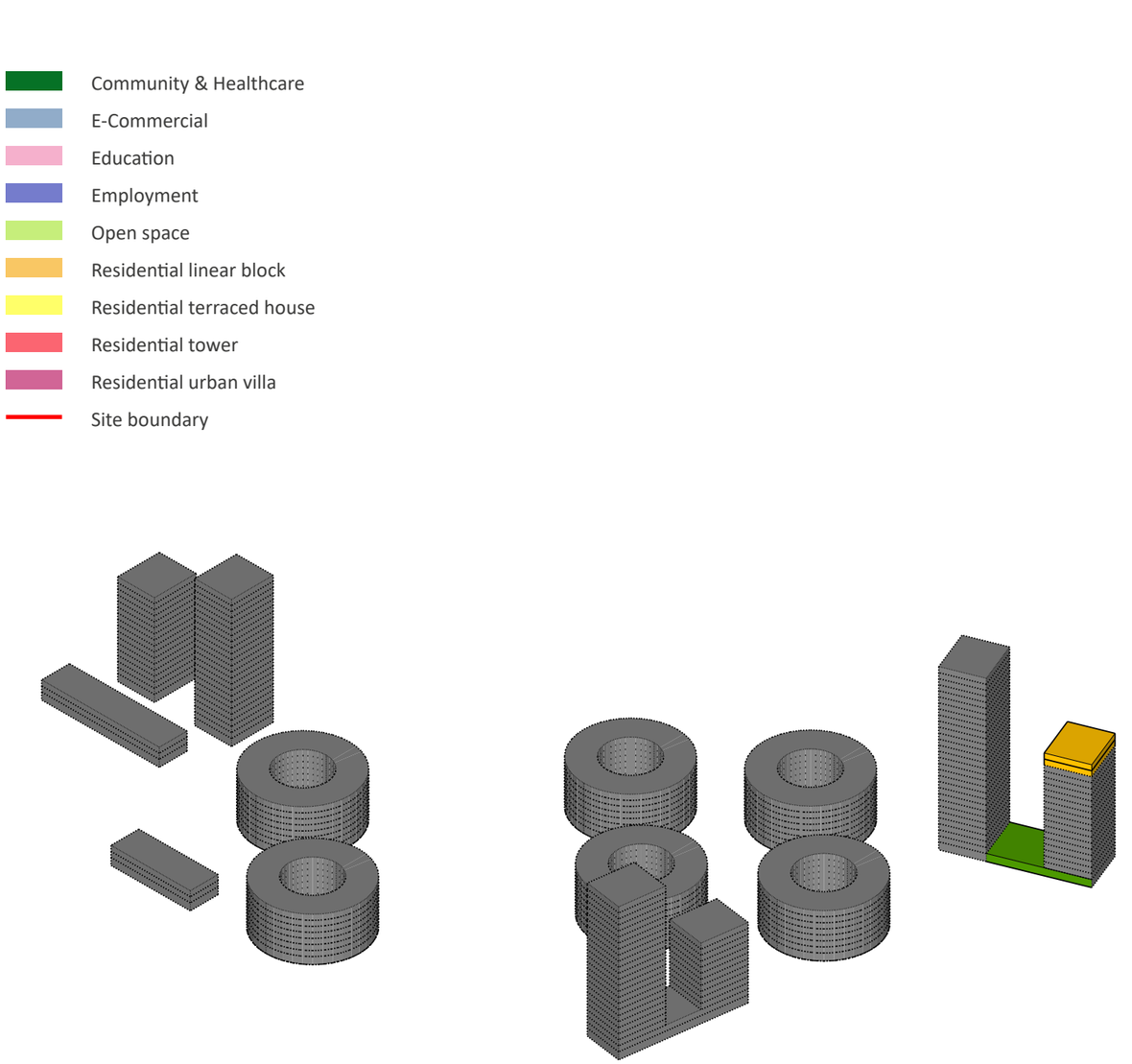


Fig 23 **Site capacity review (Post Reg 18)**

2.13.5 Capacity Calculation - Gaswork site

Tab 40 **Schedule**

N7.SA2 TWELVETREES PARK AND FORMER BROMLEY BY BOW GASWORK (GASWORK SITE)	
Uses	**GEA (sqm)**
Residential	142,663
Community and healthcare	1,620
Employment*	8,169
Green space	20,456

** 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*	**142,663**	m2
Non-residential	0	m2
Residential GIA	128,397	m2
Residential NIA	89,878	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%**	58,420	Studio	**5%**	39	74.0	39.0	74.9	74
			1 bed	**10%**	50	116.0	50.0	116.8	116
			2 bed	**45%**	70	375.0	70.0	375.6	375
			3 bed	**35%**	86	237.0	86.0	237.8	237
			4 bed	**5%**	108	27.0	108.0	27.0	27
				100%	Total				829
Affordable (Intermediate)	**12.25%**	11,010	Studio	**5%**	39	14.0	39.0	0.0	0
			1 bed	**10%**	50	22.0	50.0	22.0	22
			2 bed	**45%**	70	70.0	70.0	70.8	70
			3 bed	**35%**	86	44.0	86.0	44.8	44
			4 bed	**5%**	108	5.0	108.0	5.1	5
				100%	Total				141
Affordable (Rented)	**22.75%**	20,447	Studio	**5%**	39	26.0	39.0	26.2	26
			1 bed	**10%**	50	40.0	50.0	40.9	40
			2 bed	**45%**	70	131.0	70.0	131.4	131
			3 bed	**35%**	86	83.0	86.0	83.2	83
			4 bed	**5%**	108	9.0	108.0	9.5	9
	100%			100%	Total				289
					Indicative Site Capacity				**1259**
					Indicative capacity impact of accommodating car parking				60

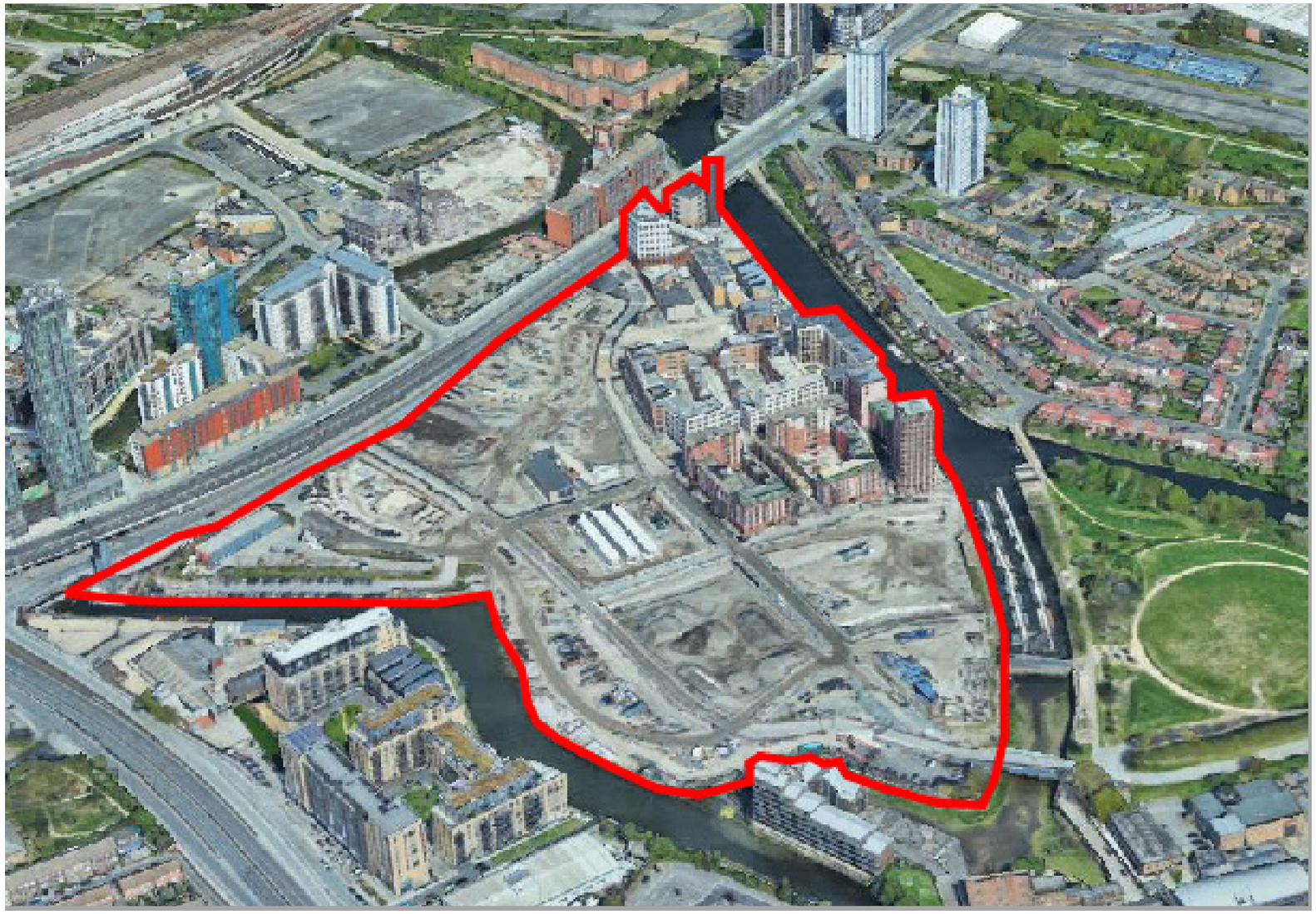
market	65%	65%
affordable	35%	
intermedia	35%	12.3%
rent	65%	22.8%
		100%

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.

2.14 **N7.SA3 Sugar House Island**

2.14.1 **Key information**



INFO

Neighbourhood: N7 Three Mills

Degree of change: Transform and conserve

Site Area: 10 ha

Landownership: VASTINT UK B. V.

Planning History:

- 12/00336/LTGOUT
- 15/00435/REM
- 16/00223/REM
- 16/00440/REM
- 15/00481/REM

PTAL: 2 – 5, 2 – 6 (2031)

Flood Risk: Zones 2-3

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

Heritage: see table in following page for more details

2.14.2 Constraints and Opportunity

N7.SA3 Sugar House Island	
Site address	Land to the south of High Street Stratford, east of the River Lea Navigation and west and north of the Three Mills Wall River
Neighbourhood	Three Mills
Site area	10 hectares
Public Transport Accessibility Level	2 – 5 2 – 6 (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	Sugar House Lane Conservation Area Three Mills Conservation Area River Lea Archaeological Priority Area In the vicinity of: Lockkeeper's Cottage (Locally Listed) 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) Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II)

N7.SA3 Sugar House Island	
Heritage Designations	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	In an area of deficiency of access to regional, district and pocket parks and of under provision to publicly accessible open space by head of population in 2038. Adjacent to Lea Valley and Bow Back River Site Of Importance for Nature Conservation. Lee Valley Regional Park
Existing uses	Vacant land cleared for development. Recently completed development on the site provides residential, employment uses, a school and retail.

2.14.3 Future potential

- Consideration of potential uses:
  - The approved planning consent site will be delivering residential, local centre uses and a school (in accordance with existing planning permission). Assume residential capacity from existing planning permission.
  - Only the remainder site to be capacity tested with residential and employment: modern light industrial including creative industries alongside business & flexible workspaces.
- Infrastructure requirements: Open space.
- Tall buildings: within TBZ18: Stratford High Street.

2.14.4 Design Assumptions Review

- Design principles align with overall masterplan, but connections only shown for portion of the site tested.
- Open space provision in line with the Outline Planning application: 5,659 sqm and with the green and water infrastructure requirement (0.44 ha pocket park and playspace).
- Additional residential storeys to maximise the 32m TBZ18: Stratford High Street and avoid loss of residential floorspace due to increased open space layout. Building height in line with the parameter plans of outline planning application.

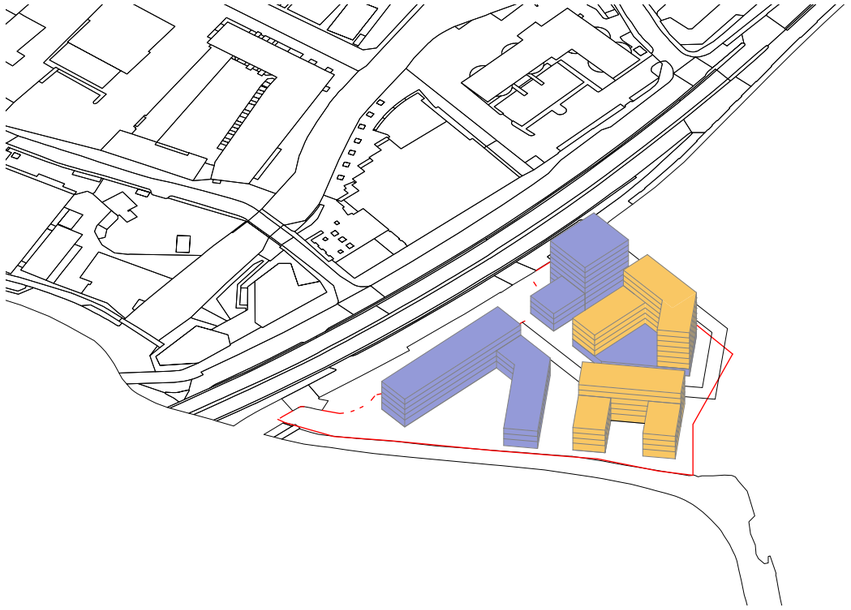


Fig 24 **Site capacity testing (Reg 18)**

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

Fig 25 **Site capacity review (Post Reg 18)**

2.14.5 Capacity Calculation

Tab 41 **Schedule**

N7.SA3 SUGAR HOUSE ISLAND	
Uses	**GEA (sqm)**
Residential	11,329
Employment*	13,038
Green space	5,659

** 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*	**11,329**	m2
Non-residential	0	m2
Residential GIA	10,196	m2
Residential NIA	7,137	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%**	4,639	Studio	**5%**	39	5.0	39.0	5.9	5
			1 bed	**10%**	50	9.0	50.0	9.3	9
			2 bed	**45%**	70	29.0	70.0	29.8	29
			3 bed	**35%**	86	18.0	86.0	18.9	18
			4 bed	**5%**	108	2.0	108.0	2.1	2
				100%	Total				63
Affordable (Intermediate)	**12.25%**	874	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.7	1
			2 bed	**45%**	70	5.0	70.0	5.6	5
			3 bed	**35%**	86	3.0	86.0	3.6	3
			4 bed	**5%**	108	0.0	108.0	0.4	0
				100%	Total				9
Affordable (Rented)	**22.75%**	1,624	Studio	**5%**	39	2.0	39.0	2.1	2
			1 bed	**10%**	50	3.0	50.0	3.2	3
			2 bed	**45%**	70	10.0	70.0	10.4	10
			3 bed	**35%**	86	6.0	86.0	6.6	6
			4 bed	**5%**	108	0.0	108.0	0.8	0
	100%			100%	Total				21
					Indicative Site Capacity				**93**
					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.
- 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.

2.15 **N8.SA1 Stratford Central**

2.15.1 **Key information**

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform and conserve

Site Area: 21 ha

Landownership: Varied

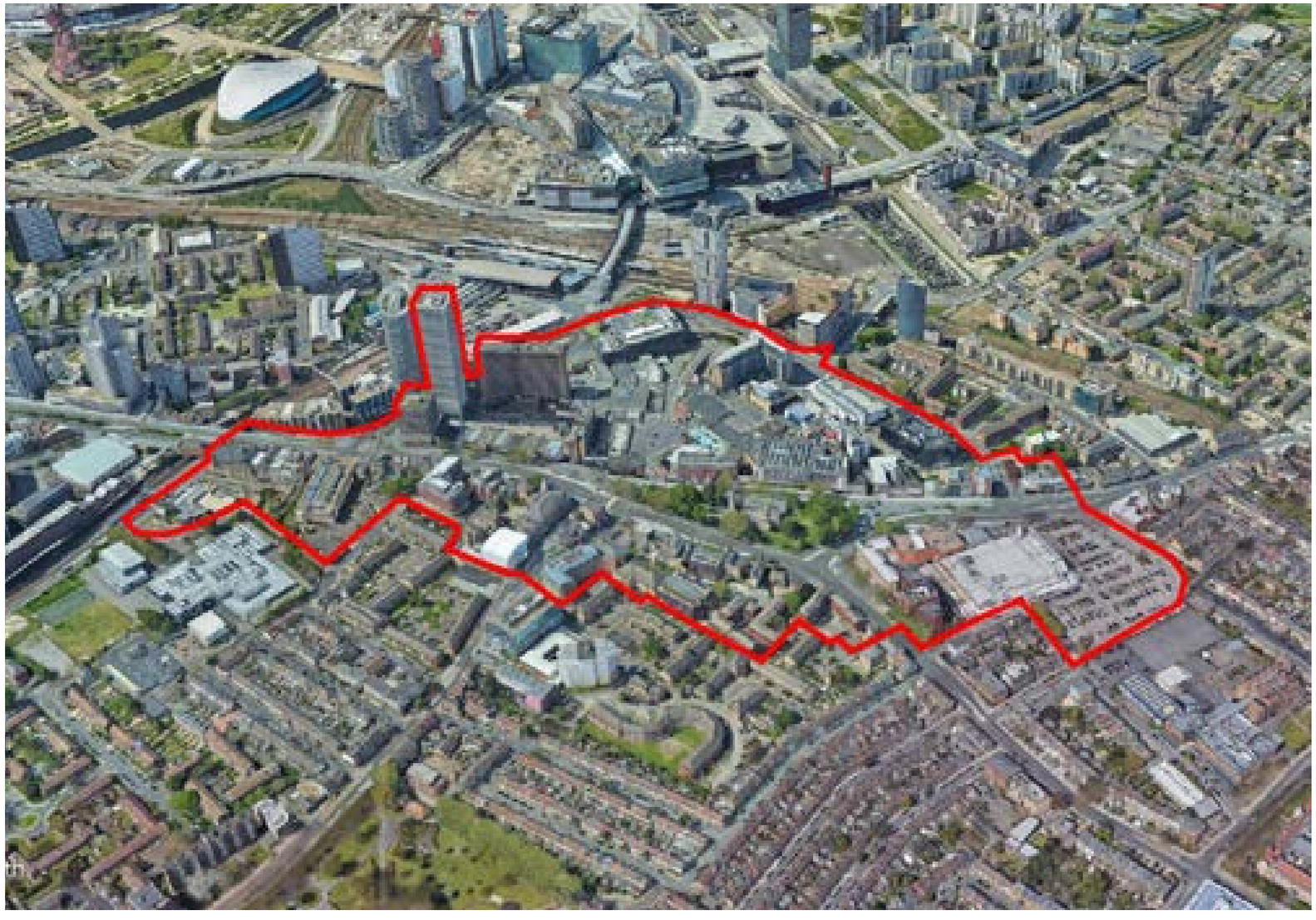
Planning History: 18/03088/FUL

PTAL: 2 – 6

Flood Risk: Zones 2-3

Tall Building Zone: TBZ19: Stratford Central (32-60m)

Heritage: see table in following page for more details



2.15.2 Constraints and Opportunity

N8.SA1 Stratford Central	
Site address	Land at Great Eastern Road, Stratford High Street, the Grove and the Broadway including Stratford Centre and surrounds
Neighbourhood	Stratford and Maryland
Site area	21 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% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	Stratford Archaeological Priority Area (Tier 2) London to Colchester Roman Road Archaeological Priority Area (Tier 2) Stratford St John's Conservation Area The Rex (Locally Listed) The Black Bull (Locally Listed) Former Stratford Town Hall (Grade II) Northern Block and courtyard walls of Alice Billings House (Grade II) (currently on Historic England's Heritage at Risk register) West Ham Court House (Grade II) (currently on the Heritage at Risk register) The Theatre Royal (Grade II*) Church of St John the Evangelist and railings (Grade II) King Edward VII Public House (Grade II) National Westminster Bank (Grade II) St John's House (Grade II) 30 Romford Road (Grade II)

N8.SA1 Stratford Central	
Heritage Designations	In the vicinity of: University Conservation Area and its listed and locally listed buildings including University House (Grade II*) 306 – 308 High Street (Locally Listed) Stratford Market Station (Locally Listed) Stratford Workshops (Locally Listed)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to regional and pocket parks and part of the site (north eastern) is in an area of deficiency of access to small and district parks, and of under provision to publicly accessible open space by head of population in 2038. Open space at St John's Churchyard Source Protection Zone 1
Existing uses	Stratford Shopping Centre, parking and road infrastructure, education, hotel, office, retail, leisure and food and drink uses. Stratford Cultural Quarter including cinema, youth zone and Theatre Royal. Stratford Old Town Hall, St John's Church and Stratford Magistrates Court. Supermarket, car parking and library.

2.15.3 Future potential

- Consideration of potential uses :
  - Morrisons – retail, residential and health on the basis of 4,780 sqm Total Area of Morrisons (GEA) 2550 sqm Total Net Sales Area for Morrisons (NIA);
  - The Rex and Pitch – residential and ground floor commercial – retail or leisure;
  - Former Magistrates Court car park - residential;
  - Stratford centre, Morgan House and road infrastructure multi-storey car park and infrastructure – retention or re-provision of shopping centre with residential above and reprovision of office.

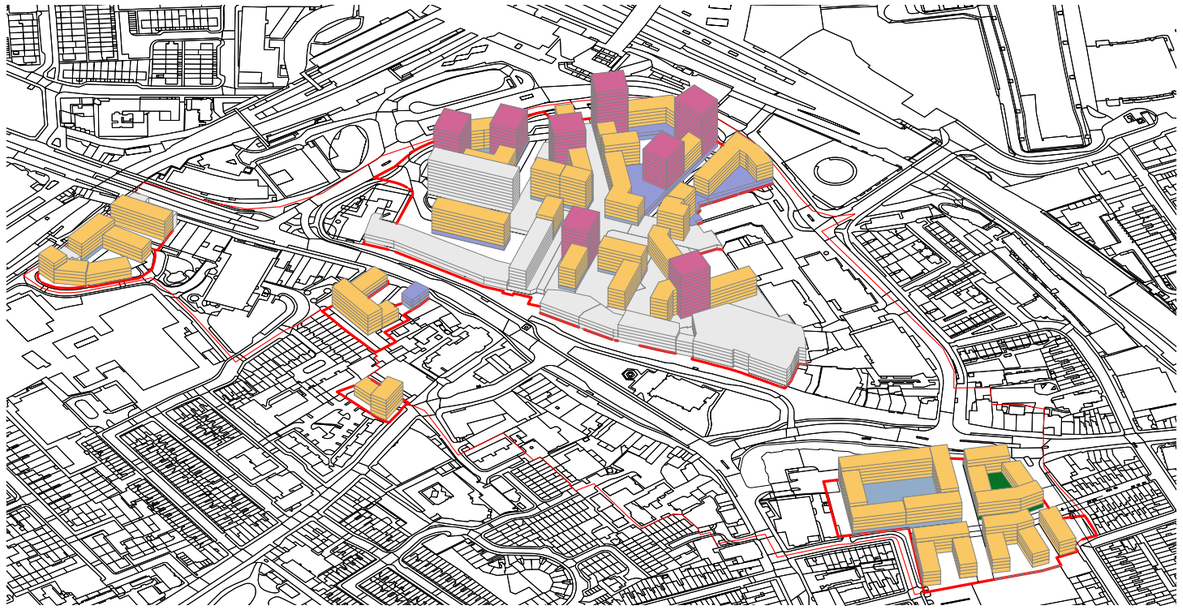
Need to consider different leaseholders:

- 78 – 102 Broadway - ground floor commercial with residential and replacement of office;
- 72 – 74 - ground floor commercial with residential and replacement of office;
- 104 – 106 Broadway – consider existing application but also ground floor commercial with residential and replacement of office;
- 64 – 70 Broadway and Boardman House - ground floor commercial with residential and replacement of office and retention/reprovision of the indoor market;
- 56 – 62 Broadway and units on the Grove can be tested for ground floor commercial, replacement of office and residential;
- Gredley House – replacement of office and residential;
- For remainder of site consider any design principles.

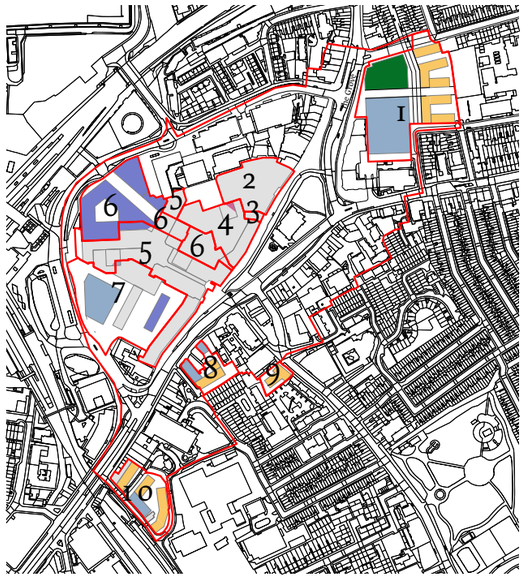
- Infrastructure requirements: 2500-3000sqm for health centre on Morrison's sites.
- Open space and improved public realm across the numerous plots have been considered as part of Stratford Central in the urban design framework for the site.

2.15.4 Design Assumptions Review

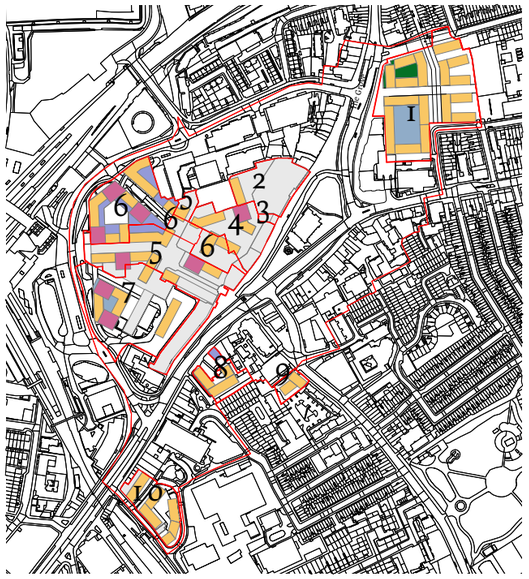
- The existing shopping mall has been retained and excluded from the GEA count.
- The existing retail frontage along the Broadway has been retained and new development is focused behind the existing façade and towards Stratford Station.
- The car park on site 6 has been completely redeveloped with retail/employment uses and residential on upper floors.
- The site has been reviewed to verify open space was in line with 0.44 ha requirement. Open space modelled initially was in line with the requirement. Therefore there were no changes to the residential capacity.



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



Ground floor plan



Roof plan

Fig 26 **Site capacity testing (Reg 18)**

2.15.5 Capacity Calculation - Stratford Central Plot 1

Tab 42 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 1	
Uses	**GEA (sqm)**
Residential	36,583
Community and healthcare	2,600
Commercial	5,142
Employment	27,633

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**36,583**	m2
Non-residential	0	m2
Residential GIA	32,925	m2
Residential NIA	23,047	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%**	14,981	Studio	**5%**	39	19.0	39.0	19.2	19
			1 bed	**10%**	50	29.0	50.0	30.0	29
			2 bed	**45%**	70	96.0	70.0	96.3	96
			3 bed	**35%**	86	60.0	86.0	61.0	60
			4 bed	**5%**	108	6.0	108.0	6.9	6
				100%	Total				210
Affordable (Intermediate)	**12.25%**	2,823	Studio	**5%**	39	3.0	39.0	0.0	0
			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	11.5	11
			4 bed	**5%**	108	1.0	108.0	1.3	1
				100%	Total				35
Affordable (Rented)	**22.75%**	5,243	Studio	**5%**	39	6.0	39.0	6.7	6
			1 bed	**10%**	50	10.0	50.0	10.5	10
			2 bed	**45%**	70	33.0	70.0	33.7	33
			3 bed	**35%**	86	21.0	86.0	21.3	21
			4 bed	**5%**	108	2.0	108.0	2.4	2
	100%			100%	Total				72
					Indicative Site Capacity				**317**
					Indicative capacity impact of accommodating car parking				16

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.
- 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.

2.15.6 Capacity Calculation - Stratford Central Plot 2

Tab 43 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 2	
Uses	**GEA (sqm)**
Residential	3,004
Community and healthcare	0
Commercial	0
Employment	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**3,044**	m2
Non-residential	0	m2
Residential GIA	2,740	m2
Residential NIA	1,918	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%**	1,247	Studio	**5%**	39	1.0	39.0	1.6	1
			1 bed	**10%**	50	2.0	50.0	2.5	2
			2 bed	**45%**	70	8.0	70.0	8.0	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				16
Affordable (Intermediate)	**12.25%**	235	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	0.0	50.0	0.5	0
			2 bed	**45%**	70	1.0	70.0	1.5	1
			3 bed	**35%**	86	0.0	86.0	1.0	0
			4 bed	**5%**	108	0.0	108.0	0.1	0
				100%	Total				1
Affordable (Rented)	**22.75%**	436	Studio	**5%**	39	0.0	39.0	0.6	0
			1 bed	**10%**	50	0.0	50.0	0.9	0
			2 bed	**45%**	70	2.0	70.0	2.8	2
			3 bed	**35%**	86	1.0	86.0	1.8	1
			4 bed	**5%**	108	0.0	108.0	0.2	0
	100%			100%	Total				3
					Indicative Site Capacity				**20**
					Indicative capacity impact of accommodating car parking				1

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.
- 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.

2.15.7 Capacity Calculation - Stratford Central Plot 4

Tab 44 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 4	
Uses	**GEA (sqm)**
Residential	13,221
Community and healthcare	0
Commercial	451
Employment	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**13,221**	m2
Non-residential	0	m2
Residential GIA	11,899	m2
Residential NIA	8,329	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%**	5,414	Studio	**5%**	39	6.0	39.0	6.9	6
			1 bed	**10%**	50	10.0	50.0	10.8	10
			2 bed	**45%**	70	34.0	70.0	34.8	34
			3 bed	**35%**	86	22.0	86.0	22.0	22
			4 bed	**5%**	108	2.0	108.0	2.5	2
				100%	Total				74
Affordable (Intermediate)	**12.25%**	1,020	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	2.0	50.0	2.0	2
			2 bed	**45%**	70	6.0	70.0	6.6	6
			3 bed	**35%**	86	4.0	86.0	4.2	4
			4 bed	**5%**	108	0.0	108.0	0.5	0
				100%	Total				12
Affordable (Rented)	**22.75%**	1,895	Studio	**5%**	39	2.0	39.0	2.4	2
			1 bed	**10%**	50	3.0	50.0	3.8	3
			2 bed	**45%**	70	12.0	70.0	12.2	12
			3 bed	**35%**	86	7.0	86.0	7.7	7
			4 bed	**5%**	108	0.0	108.0	0.9	0
	100%			100%	Total				24
					Indicative Site Capacity				**110**
					Indicative capacity impact of accommodating car parking				5

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.
- 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.

2.15.8 Capacity Calculation - Stratford Central Plot 5

Tab 45 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 5	
Uses	**GEA (sqm)**
Residential	32,348
Community and healthcare	0
Commercial	1,782
Employment	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**32,348**	m2
Non-residential	0	m2
Residential GIA	29,113	m2
Residential NIA	20,379	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%**	13,247	Studio	**5%**	39	16.0	39.0	17.0	16
			1 bed	**10%**	50	26.0	50.0	26.5	26
			2 bed	**45%**	70	85.0	70.0	85.2	85
			3 bed	**35%**	86	53.0	86.0	53.9	53
			4 bed	**5%**	108	6.0	108.0	6.1	6
				100%	Total				186
Affordable (Intermediate)	**12.25%**	2,496	Studio	**5%**	39	3.0	39.0	0.0	0
			1 bed	**10%**	50	4.0	50.0	5.0	4
			2 bed	**45%**	70	16.0	70.0	16.0	16
			3 bed	**35%**	86	10.0	86.0	10.2	10
			4 bed	**5%**	108	1.0	108.0	1.2	1
				100%	Total				31
Affordable (Rented)	**22.75%**	4,636	Studio	**5%**	39	5.0	39.0	5.9	5
			1 bed	**10%**	50	9.0	50.0	9.3	9
			2 bed	**45%**	70	29.0	70.0	29.8	29
			3 bed	**35%**	86	18.0	86.0	18.9	18
			4 bed	**5%**	108	2.0	108.0	2.1	2
	100%			100%	Total				63
					Indicative Site Capacity				**280**
					Indicative capacity impact of accommodating car parking				13

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.
- 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.

2.15.9 Capacity Calculation - Stratford Central Plot 6

Tab 46 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 6	
Uses	**GEA (sqm)**
Residential	42,887
Community and healthcare	0
Commercial	452
Employment	3,590

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**42,887**	m2
Non-residential	0	m2
Residential GIA	38,598	m2
Residential NIA	27,019	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%**	17,562	Studio	**5%**	39	22.0	39.0	22.5	22
			1 bed	**10%**	50	35.0	50.0	35.1	35
			2 bed	**45%**	70	112.0	70.0	112.9	112
			3 bed	**35%**	86	71.0	86.0	71.5	71
			4 bed	**5%**	108	8.0	108.0	8.1	8
				100%	Total				248
Affordable (Intermediate)	**12.25%**	3,310	Studio	**5%**	39	4.0	39.0	0.0	0
			1 bed	**10%**	50	6.0	50.0	6.6	6
			2 bed	**45%**	70	21.0	70.0	21.3	21
			3 bed	**35%**	86	13.0	86.0	13.5	13
			4 bed	**5%**	108	1.0	108.0	1.5	1
				100%	Total				41
Affordable (Rented)	**22.75%**	6,147	Studio	**5%**	39	7.0	39.0	7.9	7
			1 bed	**10%**	50	12.0	50.0	12.3	12
			2 bed	**45%**	70	39.0	70.0	39.5	39
			3 bed	**35%**	86	25.0	86.0	25.0	25
			4 bed	**5%**	108	2.0	108.0	2.8	2
	100%			100%	Total				85
					Indicative Site Capacity				**374**
					Indicative capacity impact of accommodating car parking				18

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.
- 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.

2.15.10 Capacity Calculation - Stratford Central Plot 7

Tab 47 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 7	
Uses	**GEA (sqm)**
Residential	24,348
Community and healthcare	0
Commercial	307
Employment	759

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**24,348**	m2
Non-residential	0	m2
Residential GIA	21,913	m2
Residential NIA	15,339	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%**	9,971	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%**	1,879	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%**	3,490	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.
- 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.

2.15.11 Capacity Calculation - Stratford Central Plot 8

Tab 48 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 8	
Uses	**GEA (sqm)**
Residential	4,967
Community and healthcare	0
Commercial	439
Employment*	420

** 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*	**4,967**	m2
Non-residential	0	m2
Residential GIA	4,470	m2
Residential NIA	3,129	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%**	2,034	Studio	**5%**	39	2.0	39.0	2.6	2
			1 bed	**10%**	50	4.0	50.0	4.1	4
			2 bed	**45%**	70	13.0	70.0	13.1	13
			3 bed	**35%**	86	8.0	86.0	8.3	8
			4 bed	**5%**	108	0.0	108.0	0.9	0
				100%	Total				27
Affordable (Intermediate)	**12.25%**	383	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	0.0	50.0	0.8	0
			2 bed	**45%**	70	2.0	70.0	2.5	2
			3 bed	**35%**	86	1.0	86.0	1.6	1
			4 bed	**5%**	108	0.0	108.0	0.2	0
				100%	Total				3
Affordable (Rented)	**22.75%**	712	Studio	**5%**	39	0.0	39.0	0.9	0
			1 bed	**10%**	50	1.0	50.0	1.4	1
			2 bed	**45%**	70	4.0	70.0	4.6	4
			3 bed	**35%**	86	2.0	86.0	2.9	2
			4 bed	**5%**	108	0.0	108.0	0.3	0
	100%			100%	Total				7
					Indicative Site Capacity				**37**
					Indicative capacity impact of accommodating car parking				2

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.
- 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.

2.15.12 Capacity Calculation - Stratford Central Plot 9

Tab 49 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 9	
Uses	**GEA (sqm)**
Residential	2,735
Community and healthcare	0
Commercial	0
Employment	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**2,735**	m2
Non-residential	0	m2
Residential GIA	2,462	m2
Residential NIA	1,723	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%**	862	Studio	**5%**	39	1.0	39.0	1.1	1
			1 bed	**10%**	50	1.0	50.0	1.7	1
			2 bed	**45%**	70	5.0	70.0	5.5	5
			3 bed	**35%**	86	3.0	86.0	3.5	3
			4 bed	**5%**	108	0.0	108.0	0.4	0
				100%	Total				10
Affordable (Intermediate)	**17.5%**	302	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	0.0	50.0	0.6	0
			2 bed	**45%**	70	1.0	70.0	1.9	1
			3 bed	**35%**	86	1.0	86.0	1.2	1
			4 bed	**5%**	108	0.0	108.0	0.1	0
				100%	Total				2
Affordable (Rented)	**32.5%**	560	Studio	**5%**	39	0.0	39.0	0.7	0
			1 bed	**10%**	50	1.0	50.0	1.1	1
			2 bed	**45%**	70	3.0	70.0	3.6	3
			3 bed	**35%**	86	2.0	86.0	2.3	2
			4 bed	**5%**	108	0.0	108.0	0.3	0
	100%			100%	Total				6
					Indicative Site Capacity				**18**
					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.
- 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.

2.15.13 Capacity Calculation - Stratford Central Plot 10

Tab 50 **Schedule**

N8.SA1 STRATFORD CENTRAL PLOT 10	
Uses	**GEA (sqm)**
Residential	11,162
Community and healthcare	0
Commercial	481
Employment	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**11,162**	m2
Non-residential	0	m2
Residential GIA	10,046	m2
Residential NIA	7,032	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%**	3,516	Studio	**5%**	39	4.0	39.0	4.5	4
			1 bed	**10%**	50	7.0	50.0	7.0	7
			2 bed	**45%**	70	22.0	70.0	22.6	22
			3 bed	**35%**	86	14.0	86.0	14.3	14
			4 bed	**5%**	108	1.0	108.0	1.6	1
				100%	Total				48
Affordable (Intermediate)	**17.5%**	1,231	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	7.0	70.0	7.9	7
			3 bed	**35%**	86	5.0	86.0	5.0	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				14
Affordable (Rented)	**32.5%**	2,285	Studio	**5%**	39	2.0	39.0	2.9	2
			1 bed	**10%**	50	4.0	50.0	4.6	4
			2 bed	**45%**	70	14.0	70.0	14.7	14
			3 bed	**35%**	86	9.0	86.0	9.3	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
	100%			100%	Total				30
					Indicative Site Capacity				**92**
					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.
- 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.

2.16 **N8.SA2 Stratford Station**

2.15.14 **Key information**

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform and enhance

Site Area: 11.7 ha

Landownership: Varied

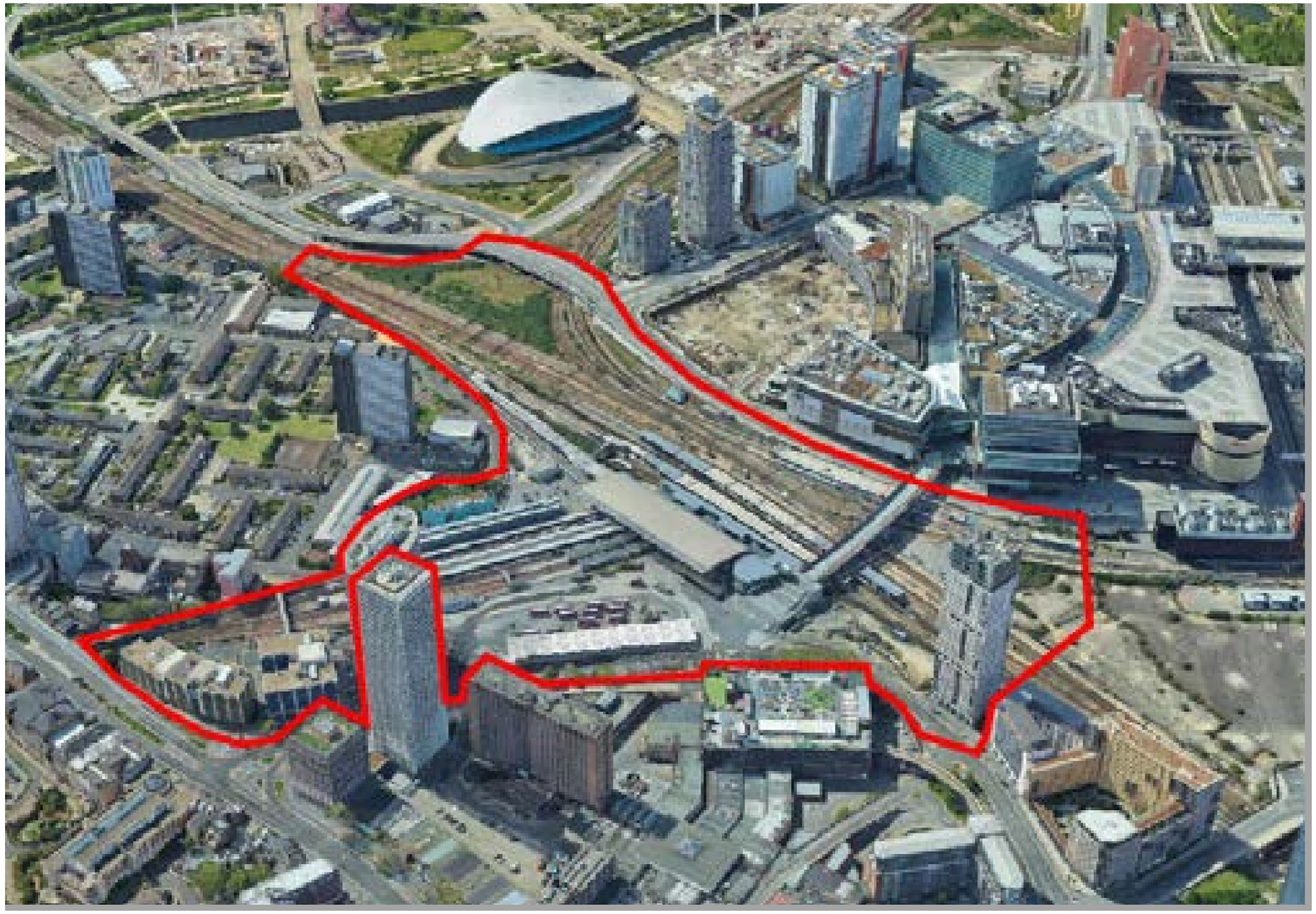
Planning History: 21/00483/FUL

PTAL: 6

Flood Risk: Zones 2-3

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

Heritage: see table in following page for more details



2.16.1 Constraints and Opportunity

N8.SA2 Stratford Station	
Site address	Stratford Station and surrounds including land bounded by Montfichet Road, Stratford bus station and Jubilee, Broadway and Bridge House.
Neighbourhood	Stratford and Maryland
Site area	11.7 hectares
Public Transport Accessibility Level	6
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zones 2 and 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.
Heritage Designations	Stratford St John's Conservation Area Stratford Archaeological Priority Area (Tier 2) River Lea Archaeological Priority Area (Tier 3) London to Colchester Archaeological Priority Area (Tier 2) In the vicinity of: 306 – 308 High Street (Locally Listed) Stratford Market Station (Locally Listed) The Black Bull (Locally Listed) The Rex (Locally Listed) Former Stratford Town Hall (Grade II) Northern Block and courtyard walls of Alice Billings House (Grade II) West Ham Court House (Grade II) The Theatre Royal (Grade II*) Church of St John the Evangelist and railings (Grade II) King Edward VII Public House (Grade II) National Westminster Bank (Grade II) St John's House (Grade II)

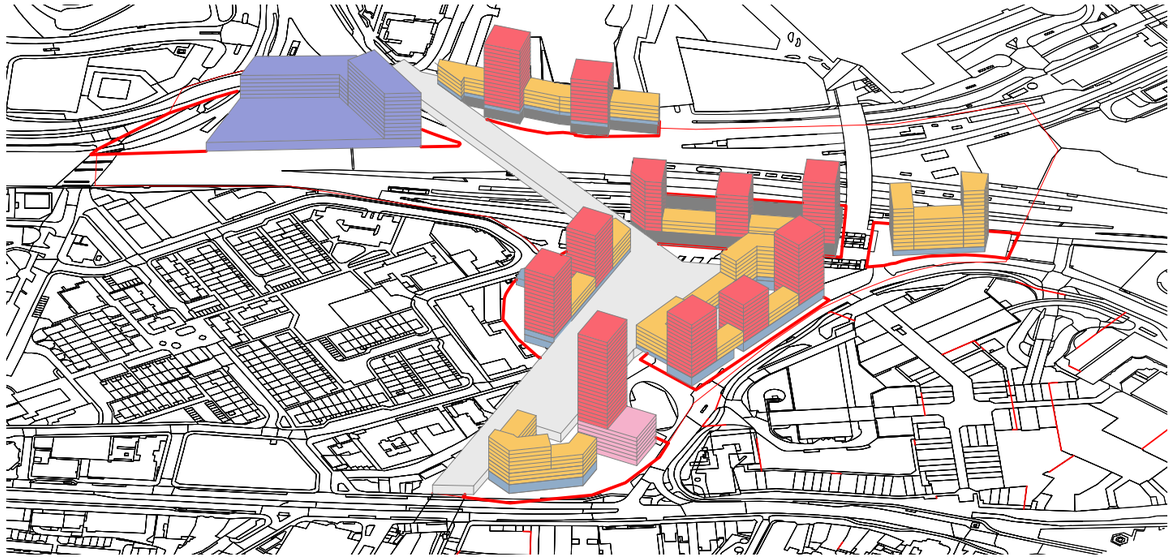
N8.SA2 Stratford Station	
Natural environment Designations	Air Quality Management Area Air Quality Focus Area Source Protection Zone 1 In an area of deficiency of access to all parks except metropolitan parks, with some of the site within the catchment of West Ham district park (southern part of the site) and of under provision to publicly accessible open space by head of population in 2038. Open space along the railway corridor
Existing uses	Stratford Station, tracks and depot, Stratford bus station, vacant land, school and office buildings.

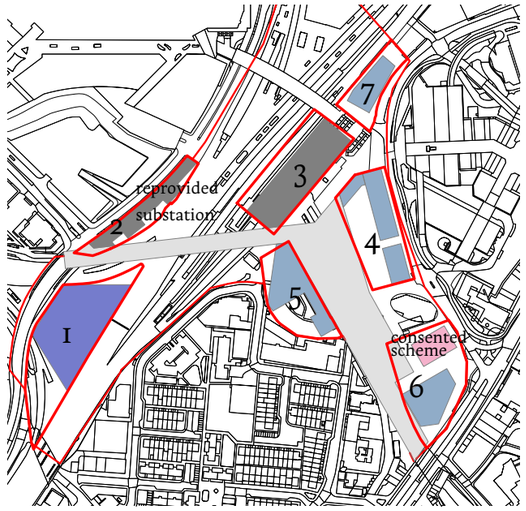
2.16.2 Future potential

- Consideration of potential uses :
  - D.C.1 (2.) – new access point to station – test for residential and also ground floor active frontage as within metropolitan centre. This site is dependent on reducing Montifichet Road from 4 to 2 lanes.
  - D.M.1 (3.) – station and southern ticket hall - unlikely to be brought forward independently without station improvement works. Test for residential and commercial above a new ticket hall. The maintenance depot will need to be relocated.
  - D.M.6 (5.) – test for residential to see what capacity could come forward on the Jubilee Fleet House.
  - D.M.2 (4.) - reprovision of bus station and residential above.
  - D.C.2 (1.)– test for residential but provide view on feasibility of this site.
  - Plot D.M.4 (6.) - Jubilee House, Bridge House and Broadway House – test for residential and school (taking into account permission for Jubilee House) would need ground floor commercial given location in town centre.
- Infrastructure requirements: Network Rail Infrastructure Ltd require the re provision of utilities infrastructure including a substation located within Plot D.C.1. This would be re provided adjacent to the viaduct. Public realm infrastructure at station square. Station Street bridge (from station street south through to plot D.C.2) and upgrade of bridge on Jupp Road. About 8,000 sqm for school. New bridge and upgrade of existing bridge on Jupp Road.
- Tall buildings: within TBZ19: Stratford Central. Opportunity for tall building cluster up to 100m.
- Open space and improved public realm across the numerous plots have been considered as part of Stratford Station in the urban design framework for the site.

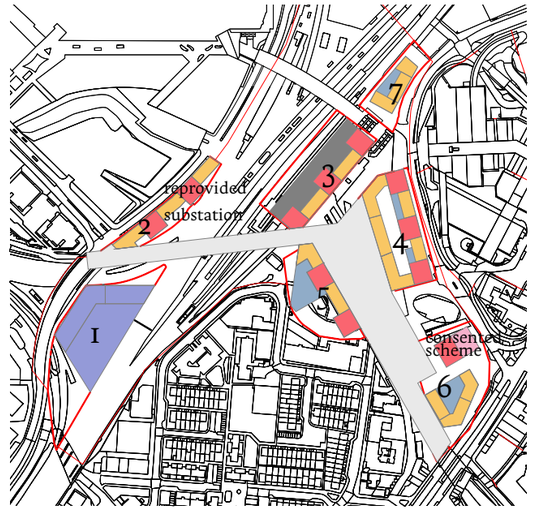
2.16.3 Design Assumptions Review

- Plot 4 includes bus station at grade with commercial above facing the station.
- The Stratford UDF is reflected in this design as much as possible as we agree with the spatial strategy proposed.
- The consented education and residential building on Plot 6 has been included as per the developers proposal. The height of this is beyond the maximum height as per the Characterisation Study tall building guidance
- Calculation of open space layout to ensure it was in line with the 0.44 ha requirement. Open space across the site is in line with 0.44 ha requirement.
- Employment use removed from Plot 1 as it will be used as a construction compound site to enable the comprehensive development of the site.
- Additional residential floorspace modelled on Plot 3 to maximise the height within the 100m zone of the TBZ19: Stratford Central.

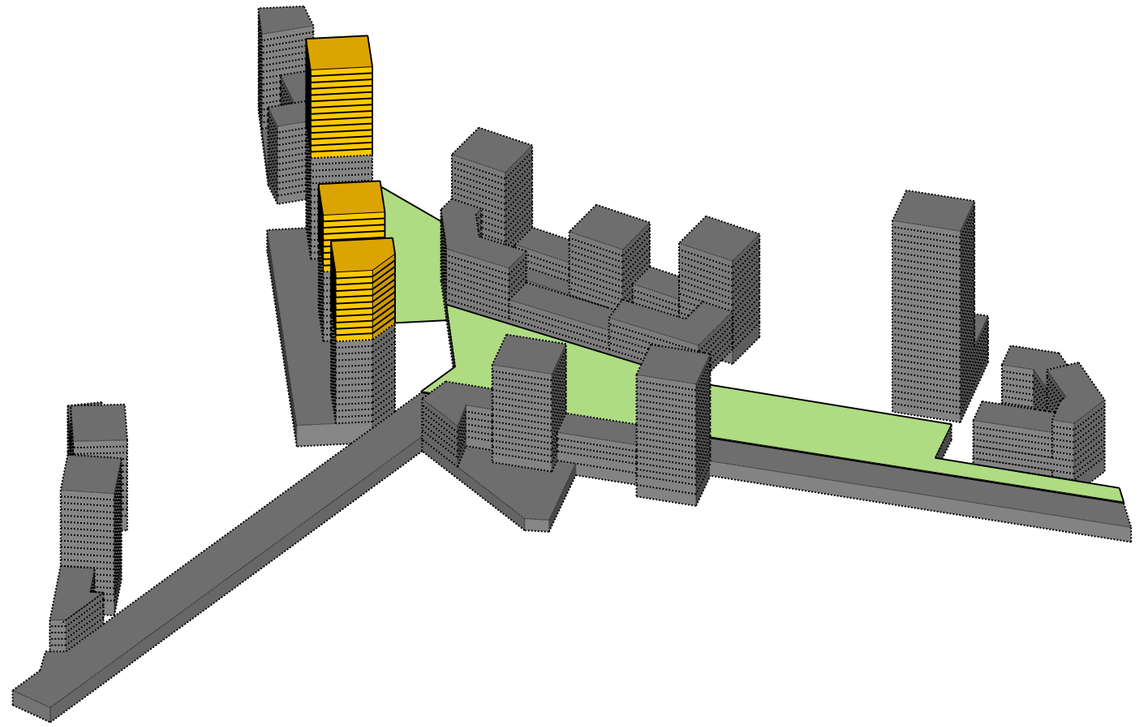




Ground floor plan



Roof plan



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

2.16.4 Capacity Calculation - Stratford Station Plot 2

Tab 51 **Schedule**

N8.SA2 STRATFORD STATION PLOT 2	
Uses	**GEA (sqm)**
Residential	18,761
Community and healthcare	0
Commercial	2,294
Employment	0
Education	0
Infrastructure	2,294

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**18,761**	m2
Non-residential	0	m2
Residential GIA	16,885	m2
Residential NIA	11,819	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%**	5,910	Studio	**5%**	39	7.0	39.0	7.6	7
			1 bed	**10%**	50	11.0	50.0	11.8	11
			2 bed	**45%**	70	37.0	70.0	38.0	37
			3 bed	**35%**	86	24.0	86.0	24.1	24
			4 bed	**5%**	108	2.0	108.0	2.7	2
				100%	Total				81
Affordable (Intermediate)	**17.5%**	2,068	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	4.0	50.0	4.1	4
			2 bed	**45%**	70	13.0	70.0	13.3	13
			3 bed	**35%**	86	8.0	86.0	8.4	8
			4 bed	**5%**	108	0.0	108.0	1.0	0
				100%	Total				25
Affordable (Rented)	**32.5%**	3,841	Studio	**5%**	39	4.0	39.0	4.9	4
			1 bed	**10%**	50	7.0	50.0	7.7	7
			2 bed	**45%**	70	24.0	70.0	24.7	24
			3 bed	**35%**	86	15.0	86.0	15.6	15
			4 bed	**5%**	108	1.0	108.0	1.8	1
	100%			100%	Total				51
					Indicative Site Capacity				**157**
					Indicative capacity impact of accommodating car parking				5

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.

2.16.5 Capacity Calculation - Stratford Station Plot 3

Tab 52 **Schedule**

N8.SA2 STRATFORD STATION PLOT 3	
Uses	**GEA (sqm)**
Residential	38,861
Community and healthcare	0
Commercial	0
Employment	0
Education	0
Infrastructure	5,132

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**38,861**	m2
Non-residential	0	m2
Residential GIA	34,975	m2
Residential NIA	24,482	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%**	12,241	Studio	**5%**	39	15.0	39.0	15.7	15
			1 bed	**10%**	50	24.0	50.0	24.5	24
			2 bed	**45%**	70	78.0	70.0	78.7	78
			3 bed	**35%**	86	49.0	86.0	49.8	49
			4 bed	**5%**	108	5.0	108.0	5.7	5
				100%	Total				171
Affordable (Intermediate)	**17.5%**	4,284	Studio	**5%**	39	5.0	39.0	0.0	0
			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				53
Affordable (Rented)	**32.5%**	7,957	Studio	**5%**	39	10.0	39.0	10.2	10
			1 bed	**10%**	50	15.0	50.0	15.9	15
			2 bed	**45%**	70	51.0	70.0	51.2	51
			3 bed	**35%**	86	32.0	86.0	32.4	32
			4 bed	**5%**	108	3.0	108.0	3.7	3
	100%			100%	Total				111
					Indicative Site Capacity				**335**
					Indicative capacity impact of accommodating car parking				10

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.

2.16.6 Capacity Calculation - Stratford Station Plot 4

Tab 53 **Schedule**

N8.SA2 STRATFORD STATION PLOT 4	
Uses	**GEA (sqm)**
Residential	33,056
Community and healthcare	0
Commercial	4,046
Employment	0
Education	0
Infrastructure	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**33,056**	m2
Non-residential	0	m2
Residential GIA	29,750	m2
Residential NIA	20,825	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%**	10,413	Studio	**5%**	39	13.0	39.0	13.3	13
			1 bed	**10%**	50	20.0	50.0	20.8	20
			2 bed	**45%**	70	66.0	70.0	66.9	66
			3 bed	**35%**	86	42.0	86.0	42.4	42
			4 bed	**5%**	108	4.0	108.0	4.8	4
				100%	Total				145
Affordable (Intermediate)	**17.5%**	3,644	Studio	**5%**	39	4.0	39.0	0.0	0
			1 bed	**10%**	50	7.0	50.0	7.3	7
			2 bed	**45%**	70	23.0	70.0	23.4	23
			3 bed	**35%**	86	14.0	86.0	14.8	14
			4 bed	**5%**	108	1.0	108.0	1.7	1
				100%	Total				45
Affordable (Rented)	**32.5%**	6,768	Studio	**5%**	39	8.0	39.0	8.7	8
			1 bed	**10%**	50	13.0	50.0	13.5	13
			2 bed	**45%**	70	43.0	70.0	43.5	43
			3 bed	**35%**	86	27.0	86.0	27.5	27
			4 bed	**5%**	108	3.0	108.0	3.1	3
	100%			100%	Total				94
					Indicative Site Capacity				**284**
					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.
- 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.

2.16.7 Capacity Calculation - Stratford Station Plot 5

Tab 54 **Schedule**

N8.SA2 STRATFORD STATION PLOT 5	
Uses	**GEA (sqm)**
Residential	18,003
Community and healthcare	0
Commercial	3,096
Employment	0
Education	0
Infrastructure	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**18,003**	m2
Non-residential	0	m2
Residential GIA	16,203	m2
Residential NIA	11,342	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%**	5,671	Studio	**5%**	39	7.0	39.0	7.3	7
			1 bed	**10%**	50	11.0	50.0	11.3	11
			2 bed	**45%**	70	36.0	70.0	36.5	36
			3 bed	**35%**	86	23.0	86.0	23.1	23
			4 bed	**5%**	108	2.0	108.0	2.6	2
				100%	Total				79
Affordable (Intermediate)	**17.5%**	1,985	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	3.0	50.0	4.0	3
			2 bed	**45%**	70	12.0	70.0	12.8	12
			3 bed	**35%**	86	8.0	86.0	8.1	8
			4 bed	**5%**	108	0.0	108.0	0.9	0
				100%	Total				23
Affordable (Rented)	**32.5%**	3,686	Studio	**5%**	39	4.0	39.0	4.7	4
			1 bed	**10%**	50	7.0	50.0	7.4	7
			2 bed	**45%**	70	23.0	70.0	23.7	23
			3 bed	**35%**	86	15.0	86.0	15.0	15
			4 bed	**5%**	108	1.0	108.0	1.7	1
	100%			100%	Total				50
					Indicative Site Capacity				**152**
					Indicative capacity impact of accommodating car parking				5

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.

2.16.8 Capacity Calculation - Stratford Station Plot 6

Tab 55 **Schedule**

N8.SA2 STRATFORD STATION PLOT 6	
Uses	**GEA (sqm)**
Residential	22,151
Community and healthcare	0
Commercial	2,520
Employment	0
Education	8,001
Infrastructure	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**22,151**	m2
Non-residential	0	m2
Residential GIA	19,936	m2
Residential NIA	13,955	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	**50%**	6,978	Studio	**5%**	39	8.0	39.0	8.9	8
			1 bed	**10%**	50	13.0	50.0	14.0	13
			2 bed	**45%**	70	44.0	70.0	44.9	44
			3 bed	**35%**	86	28.0	86.0	28.4	28
			4 bed	**5%**	108	3.0	108.0	3.2	3
				100%	Total				96
Affordable (Intermediate)	**17.5%**	2,442	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	15.7	15
			3 bed	**35%**	86	9.0	86.0	9.9	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
				100%	Total				29
Affordable (Rented)	**32.5%**	4,535	Studio	**5%**	39	5.0	39.0	5.8	5
			1 bed	**10%**	50	9.0	50.0	9.1	9
			2 bed	**45%**	70	29.0	70.0	29.2	29
			3 bed	**35%**	86	18.0	86.0	18.5	18
			4 bed	**5%**	108	2.0	108.0	2.1	2
	100%			100%	Total				63
					Indicative Site Capacity				**188**
					Indicative capacity impact of accommodating car parking				5

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.

2.16.9 Capacity Calculation - Stratford Station Plot 7

Tab 56 **Schedule**

N8.SA2 STRATFORD STATION PLOT 7	
Uses	**GEA (sqm)**
Residential	11,816
Community and healthcare	0
Commercial	1,423
Employment	0
Education	0
Infrastructure	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**11,816**	m2
Non-residential	0	m2
Residential GIA	10,634	m2
Residential NIA	7,444	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%**	4,839	Studio	**5%**	39	6.0	39.0	6.2	6
			1 bed	**10%**	50	9.0	50.0	9.7	9
			2 bed	**45%**	70	31.0	70.0	31.1	31
			3 bed	**35%**	86	19.0	86.0	19.7	19
			4 bed	**5%**	108	2.0	108.0	2.2	2
				100%	Total				67
Affordable (Intermediate)	**12.25%**	912	Studio	**5%**	39	1.0	39.0	0.0	0
			1 bed	**10%**	50	1.0	50.0	1.8	1
			2 bed	**45%**	70	5.0	70.0	5.9	5
			3 bed	**35%**	86	3.0	86.0	3.7	3
			4 bed	**5%**	108	0.0	108.0	0.4	0
				100%	Total				9
Affordable (Rented)	**22.75%**	1,694	Studio	**5%**	39	2.0	39.0	2.2	2
			1 bed	**10%**	50	3.0	50.0	3.4	3
			2 bed	**45%**	70	10.0	70.0	10.9	10
			3 bed	**35%**	86	6.0	86.0	6.9	6
			4 bed	**5%**	108	0.0	108.0	0.8	0
	100%			100%	Total				21
					Indicative Site Capacity				**97**
					Indicative capacity impact of accommodating car parking				5

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.
- 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.

2.17 **N8.SA7 Rick Roberts Way**

2.16.10 **Key information**

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 4.45 ha

Landownership: LBN, LLDC, St William

Planning History: Legacy Communities Scheme (outline consent)

PTAL: 2– 5 , 2 – 6 (2031)

Flood Risk: Zones 2-3

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

Heritage: River Lea Archaeological Priority Area (Tier 3)

In the vicinity of:

- Three Mills Conservation Area
- Sugar House Island Conservation Area
- 116 – 130 Abbey Lane (Grade II)
- Gate Lodge at Abbey Mills (Grade II) Former Superintendent House at
- Abbey Mills (Grade II)
- Chimney Stacks at Abbey Mills (Grade II)
- Abbey Mills Pumping Station (II*)

2.17.1 Constraints and Opportunity

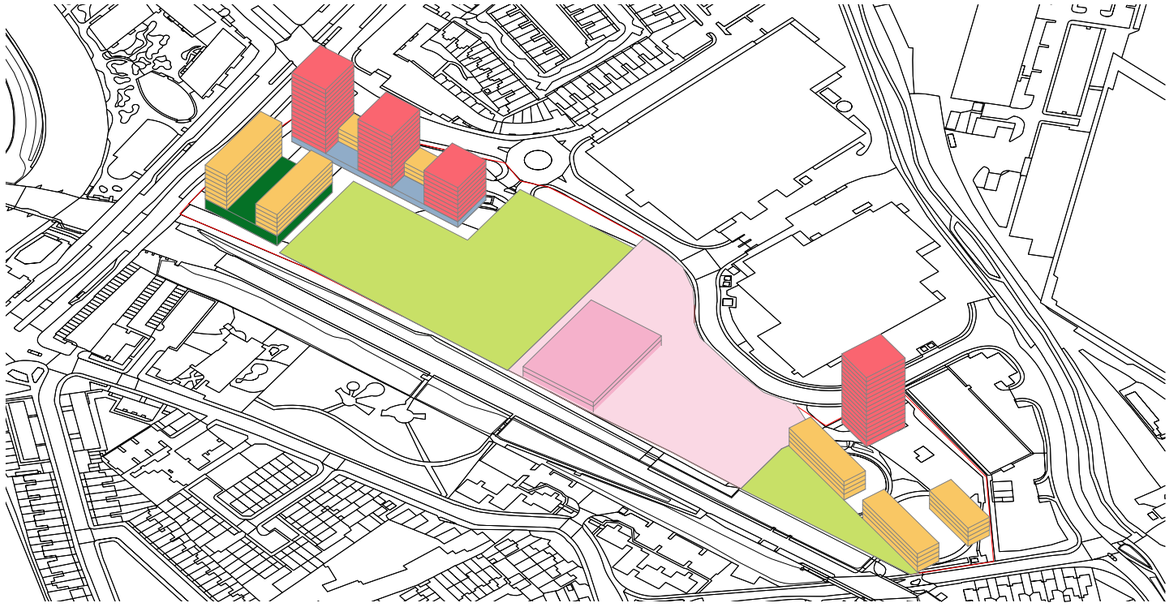
N8.SA7 Rick Roberts Way	
Site address	Land between Rick Roberts Way to the north and Greenway to the south
Neighbourhood	Stratford and Maryland
Site area	4.3 hectares
Public Transport Accessibility Level	2 – 5 2 – 6 (2031)
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 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.
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Three Mills Conservation Area Sugar House Island Conservation Area 116 – 130 Abbey Lane (Grade II) Gate Lodge at Abbey Mills (Grade II) Former Superintendent House at Abbey Mills (Grade II) Chimney Stacks at Abbey Mills (Grade II) Abbey Mills Pumping Station (II*)
Utilities	Underground cable route
Natural environment Designations	Air Quality Management Area In an area of deficiency of access to all types of parks, except metropolitan and small parks and of under provision to publicly accessible open space by head of population in 2038. Adjacent to Greenway Site of Importance for Nature Conservation and Metropolitan Open Land
Existing uses	Temporary community facility, vacant land, storage use and gasholder infrastructure.

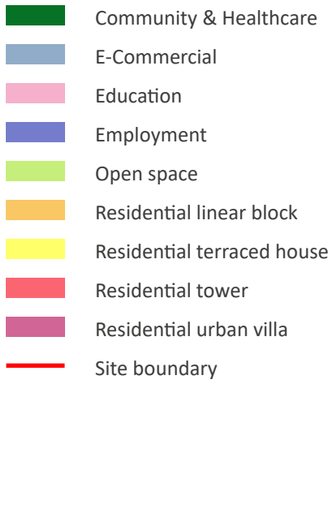
2.17.2 Future potential

- Consideration of potential uses : Residential-led mixed-use development and SEND school.
- Infrastructure requirements: Local Open Space – 6000sqm of public space on LLDC site and 1.2ha in total.
- Tall buildings: within TBZ18: Stratford High Street.

2.17.3 Design Assumptions Review

- PRS retained in the existing position.
- Retention of telecommuncations mast and incorporated in open space.
- Total open space between LBN & LLDC portion of the site is 12000 sqm.
- Additional storey for leisure facility.
- Remodelled building on open space with some green infrastructure to be retained.





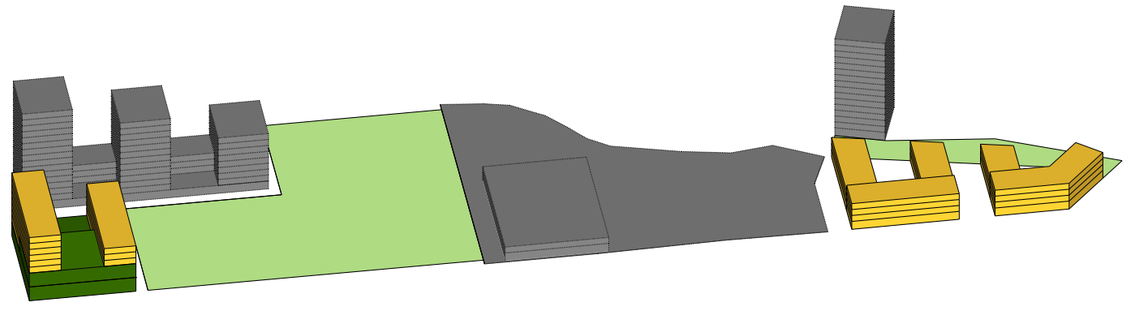


Fig 27 **Site capacity testing (Reg 18)**

Fig 28 **Site capacity review (Post Reg 18)**

2.17.4 Capacity Calculation

Tab 57 **Schedule**

N8.SA7 RICK ROBERTS WAY	
Uses	**GEA (sqm)**
Residential	44,719
Community and healthcare	3,277
Employment	2,472
Education	11,030
Green space	13,700

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**44,719**	m2
Non-residential	0	m2
Residential GIA	40,247	m2
Residential NIA	28,173	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%**	14,086	Studio	**5%**	39	18.0	39.0	18.1	18
			1 bed	**10%**	50	28.0	50.0	28.2	28
			2 bed	**45%**	70	90.0	70.0	90.6	90
			3 bed	**35%**	86	57.0	86.0	57.3	57
			4 bed	**5%**	108	6.0	108.0	6.5	6
				100%	Total				199
Affordable (Intermediate)	**17.5%**	4,930	Studio	**5%**	39	6.0	39.0	0.0	0
			1 bed	**10%**	50	9.0	50.0	9.9	9
			2 bed	**45%**	70	31.0	70.0	31.7	31
			3 bed	**35%**	86	20.0	86.0	20.1	20
			4 bed	**5%**	108	2.0	108.0	2.3	2
				100%	Total				62
Affordable (Rented)	**32.5%**	9,156	Studio	**5%**	39	11.0	39.0	11.7	11
			1 bed	**10%**	50	18.0	50.0	18.3	18
			2 bed	**45%**	70	58.0	70.0	58.9	58
			3 bed	**35%**	86	37.0	86.0	37.3	37
			4 bed	**5%**	108	4.0	108.0	4.2	4
	100%			100%	Total				128
					Indicative Site Capacity				**389**
					Indicative capacity impact of accommodating car parking				12

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.

2.18 **N8.SA8 Bridgewater Road**

2.18.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 4.01 ha

Landownership: LLDC

Planning History: 21/00403/OUT

PTAL: 2 – 6

Flood Risk: N/A

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

Heritage: River Lea Archaeological Priority Area (Tier 3)

In the vicinity of Yardley's Building (Locally Listed)

2.18.3 Constraints and Opportunity

N8.SA8 Bridgewater Road	
Site address	Land at Bridgewater Road
Neighbourhood	Stratford and Maryland
Site area	4.01 hectares
Public Transport Accessibility Level	2 – 6
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. The site is at residual risk if the Thames were to breach its banks and defences were to fail. The risk posed by all these sources of flooding remain along the boundaries of the site, mainly affecting access and egress routes.
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Yardley's Building (Locally Listed)
Natural environment Designations	Partial Metropolitan Open Land Pudding Mill Allotments which are part of the Queen Elizabeth Olympic Park and Metropolitan Open Land Greenway Site of Importance for Nature Conservation and Metropolitan Open Land. Adjacent to Bow Back River Site of Importance for Nature Conservation In an area of deficiency of access to all types of Parks except Metropolitan and Small Parks and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Area Source Protection Zone 3
Existing uses	Vacant land, open space, including allotments.

2.18.2 Future potential

- Consideration of potential uses: Testing the site for residential having regard to the figures in the outline application.
- Infrastructure requirements: Ancillary open space and playspace and rebuilt Bridgewater Road Bridge and connection across Greenway to the new Pudding Mill Local Centre.
- Tall buildings: within TBZ18: Stratford High Street (50m).

2.18.4 Design Assumptions Review

- All massings have been modelled outside SINC area.
- The riverside area is also proposed as SINC - extension to NeBI16.
- Building heights in line with TBZ18: Stratford High Street, between 3-16 storeys.
- Additional residential floorspace in extended boundary line of approved outline planning application. Proposed low/medium rise buildings.

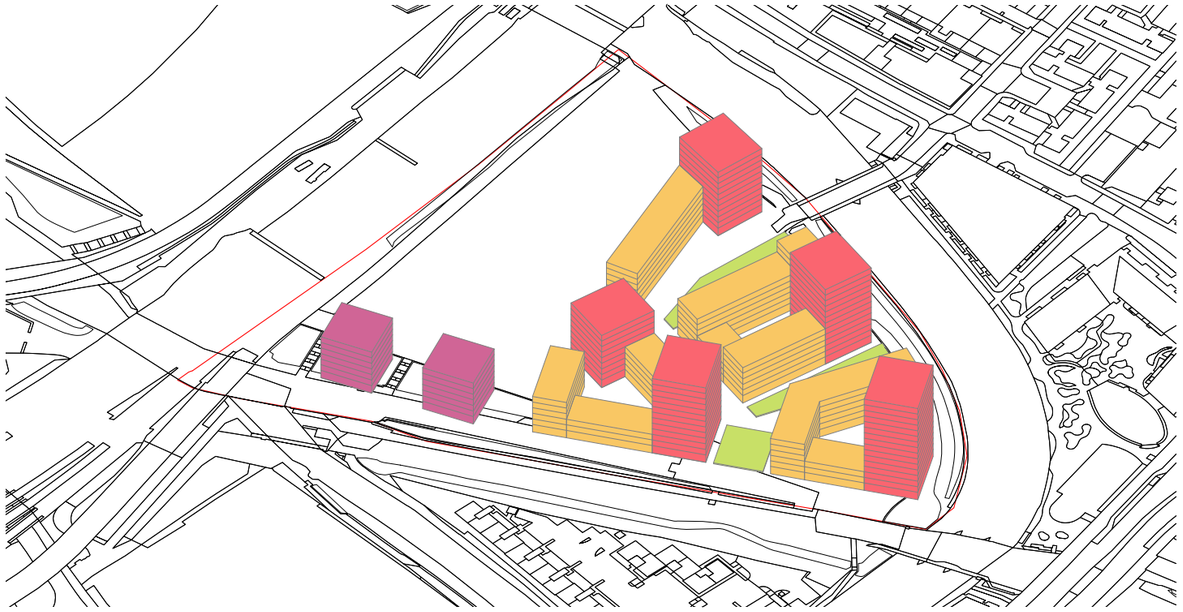


Fig 29 **Site capacity testing (Reg 18)**

Fig 30 **Site capacity review (Post Reg 18)**

2.18.5 Capacity Calculation

Tab 58 **Schedule**

N8.SA8 BRIDGEWATER ROAD	
Uses	**GEA (sqm)**
Residential	77,514
Green space	2,132

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**77,514**	m2
Non-residential	0	m2
Residential GIA	69,763	m2
Residential NIA	48,834	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%**	24,417	Studio	**5%**	39	31.0	39.0	31.3	31
			1 bed	**10%**	50	48.0	50.0	48.8	48
			2 bed	**45%**	70	156.0	70.0	157.0	156
			3 bed	**35%**	86	99.0	86.0	99.4	99
			4 bed	**5%**	108	11.0	108.0	11.3	11
				100%	Total				345
Affordable (Intermediate)	**17.5%**	8,546	Studio	**5%**	39	10.0	39.0	0.0	0
			1 bed	**10%**	50	17.0	50.0	17.1	17
			2 bed	**45%**	70	54.0	70.0	54.9	54
			3 bed	**35%**	86	34.0	86.0	34.8	34
			4 bed	**5%**	108	3.0	108.0	4.0	3
				100%	Total				108
Affordable (Rented)	**32.5%**	15,871	Studio	**5%**	39	20.0	39.0	20.3	20
			1 bed	**10%**	50	31.0	50.0	31.7	31
			2 bed	**45%**	70	102.0	70.0	102.0	102
			3 bed	**35%**	86	64.0	86.0	64.6	64
			4 bed	**5%**	108	7.0	108.0	7.3	7
	100%			100%	Total				224

Indicative Site Capacity	**677**
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.
- 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.

2.19 **N10.SA3 Newham Leisure Centre**

2.19.1 Key information

INFO

Neighbourhood: N10 Plaistow

Degree of change: Enhance

Site Area: 7.7 ha

Landownership: LBN

Planning History: N/A

PTAL: 2 – 3

Flood Risk: Zone 2

Tall Building Zone: N/A

Heritage: N/A

2.19.2 Constraints and Opportunity

N10.SA3 Newham Leisure Centre	
Site address	Newham Leisure Centre, 281 Prince Regent Lane E13 8SD
Neighbourhood	Plaistow
Site area	7.7 hectares
Public Transport Accessibility Level	2 to 3
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2, is at risk of flooding during the 3.3%, 1% and 0.1% AEP surface water food events and is at risk of flooding if the Thames was to breach its bank and defences were to fail.
Heritage Designations	N/A
Natural environment Designation	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. Open space designation: Newham Leisure Centre Playing Fields Adjacent to Newham Way Footpath SINC Air Quality Management Area Air Quality Focus Area Partly within Epping Forest Mitigation Zone – 6.2km
Existing uses	Leisure centre including a swimming pool, outdoor and indoor athletics tracks, studios, a gymnasium, a mixed-use games area, a sports hall, playing pitches, an outdoor football stadium and a car park.

2.19.3 Future potential

- Consideration of potential uses: Leisure and greenspace with residential. Consideration of how to make best use of the site to retain green space, deliver leisure (as below) and housing.
- Infrastructure requirements: Re-provision of green space and leisure uses.
- Tall buildings: Not in a tall building zone.

2.19.4 Design Assumptions Review

- Leisure Centre: 16,500 sqm multistoreys including urban sport (2000 sqm) and running track.
- 3 pitches on the roof of leisure centre.
- 1 playing pitch: 105x68.5m included in Open Space provision.
- Open Space: 60,720 sqm including 1 playing pitch (7192.5 sqm).
- Not in a tall building zone. Suitable for mid-rise buildings (below 21m). Additional storeys to maximise the height of residential buildings previous modelled. 6 storeys residential building to replace the one previously modelled above the Leisure Centre.

Fig 31 **Site capacity testing (Reg 18)**

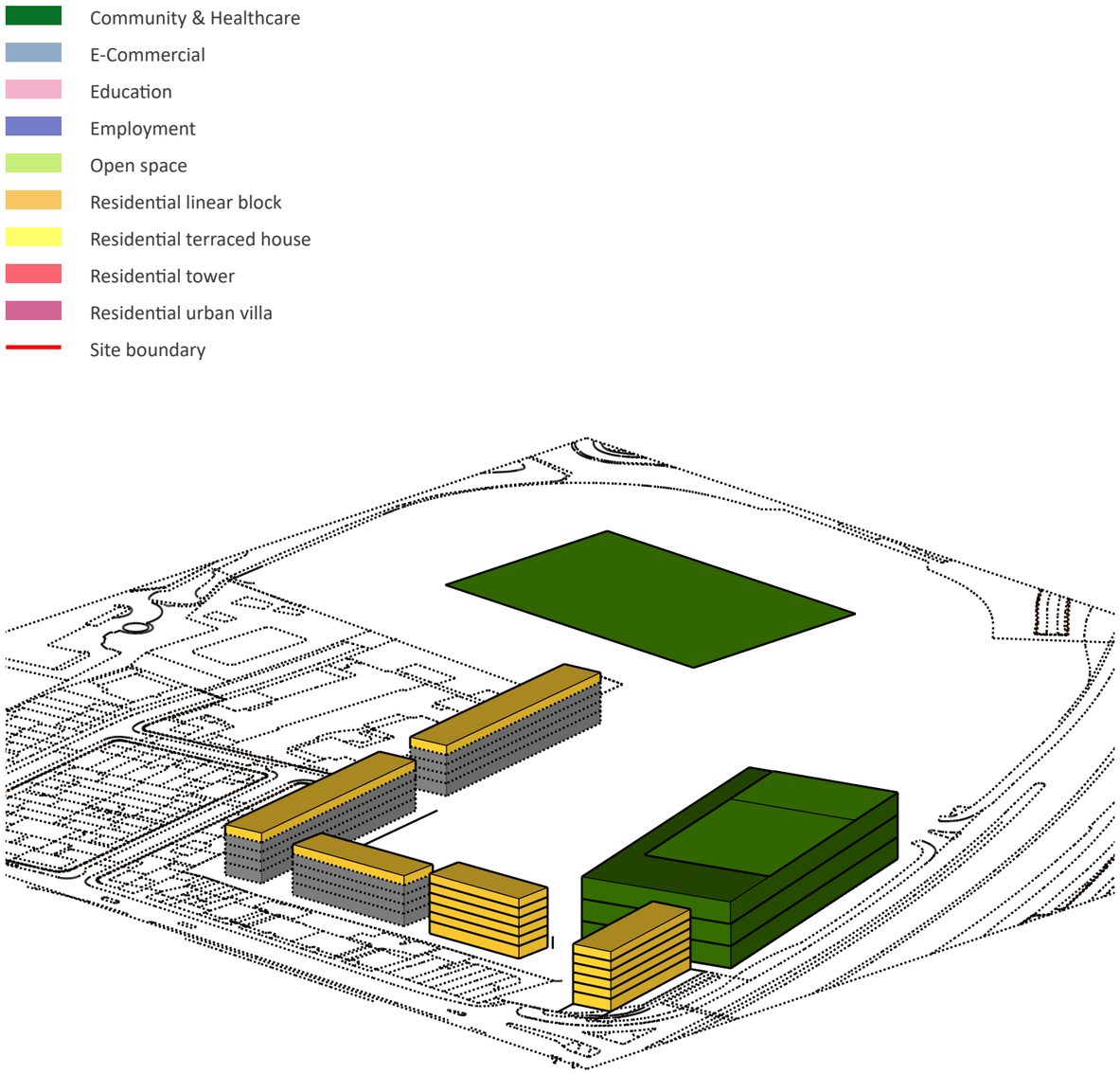


Fig 32 **Site capacity review (Post Reg 18)**

2.19.5 Capacity Calculation

Tab 59 **Schedule**

N10.SA3 NEWHAM LEISURE CENTRE	
Uses	**GEA (sqm)**
Residential	16,924
Community and healthcare	16,500
Green space	60,720

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**16,924**	m2
Non-residential	0	m2
Residential GIA	15,232	m2
Residential NIA	10,662	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%**	5,331	Studio	**5%**	39	6.0	39.0	6.8	6
			1 bed	**10%**	50	10.0	50.0	10.7	10
			2 bed	**45%**	70	34.0	70.0	34.3	34
			3 bed	**35%**	86	21.0	86.0	21.7	21
			4 bed	**5%**	108	2.0	108.0	2.5	2
				100%	Total				73
Affordable (Intermediate)	**17.5%**	1,866	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	3.0	50.0	3.7	3
			2 bed	**45%**	70	11.0	70.0	12.0	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				21
Affordable (Rented)	**32.5%**	3,465	Studio	**5%**	39	4.0	39.0	4.4	4
			1 bed	**10%**	50	6.0	50.0	6.9	6
			2 bed	**45%**	70	22.0	70.0	22.3	22
			3 bed	**35%**	86	14.0	86.0	14.1	14
			4 bed	**5%**	108	1.0	108.0	1.6	1
	100%			100%	Total				47
					Indicative Site Capacity				**141**
					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.
- 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.

2.20 N11.SA1 East Beckton Town Centre

2.20.1 Key information

INFO

Neighbourhood: N11 Beckton

Degree of change: Transform

Site Area: 5.4 ha

Landownership: Varied

Planning History: 20/02641/PREAPP

PTAL: 2 – 4

Flood Risk: Zone 2-3

Tall Building Zone: TBZ4: Beckton (32-40m)

Heritage: Canning Town/Newham Way Archaeological Priority Area (Tier 2 and 3)

In the vicinity of:

- Winsor Terrace Area of Townscape Value
- 2-100 Winsor Terrace (Locally-listed)
- Former Pumping Station (Locally-listed)

2.20.2 Constraints and Opportunity

N11.SA1 East Beckton Town Centre	
Site address	Tollgate Road, Beckton, London E6 5LX
Neighbourhood	Gallions Reach
Site area	5.4 hectares
Public Transport Accessibility Level	2 to 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 0.1% AEP event.
Heritage Designations	Canning Town/Newham Way Archaeological Priority Area (Tier 2 and 3) In the vicinity of: Winsor Terrace Area of Townscape Value 2-100 Winsor Terrace (Locally-listed) Former Pumping Station (Locally-listed)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except District and Local Parks. Adjacent to Beckton Alp SINC Air Quality Management Area
Existing uses	Town centre uses including retail, a supermarket, a car park, and community facilities including a health centre, a faith facility, a library, a community centre and a gymnastics centre.

2.20.3 Future potential

- Consideration of potential uses: Residential and town centre uses, focusing on intensifying and diversifying the range of convenience retail and providing further services (community uses and E(c) use class), leisure and culture, alongside supporting public realm, to achieve a better functioning District Centre. Development should retain the overall quantity of retail floorspace in the form of small and medium units and a consolidated supermarket. Leisure. Town centre offer to support the development of a local evening and night-time economy.
- Infrastructure requirements: Healthcare hub - 2,000sqm; Apart from health facilities, reprovision of all existing community uses including the gymnastics centre, a faith facility, library and a community centre. Integrate adjacent SINCs into green space strategy for the site and address local park deficiency by providing new green space. Significant opportunity for new green space to support town centre offer.
- Tall buildings: within TBZ4: Beckton. Opportunity for buildings above 21m.

2.20.4 Design Assumptions Review

- Central open space to support town centre function. Smaller open spaces to provide open spaces for residents and support SINC/ecological corridor.
- Gymnastics Centre (Option 2) and St Marks Church modelled in their existing location as redevelopment.
- Additional leisure centre uses: 3,366 m2 in London Gymnastic Centre Site (Option 1) is required should the preferred leisure site for the Beckton catchment area not come forward, as evidenced through the Built Leisure Needs Assessment.
- Buildings heights in line with TBZ4: Beckton, between 4-11 storeys.

Fig 33 **Site capacity testing (Reg 18)**

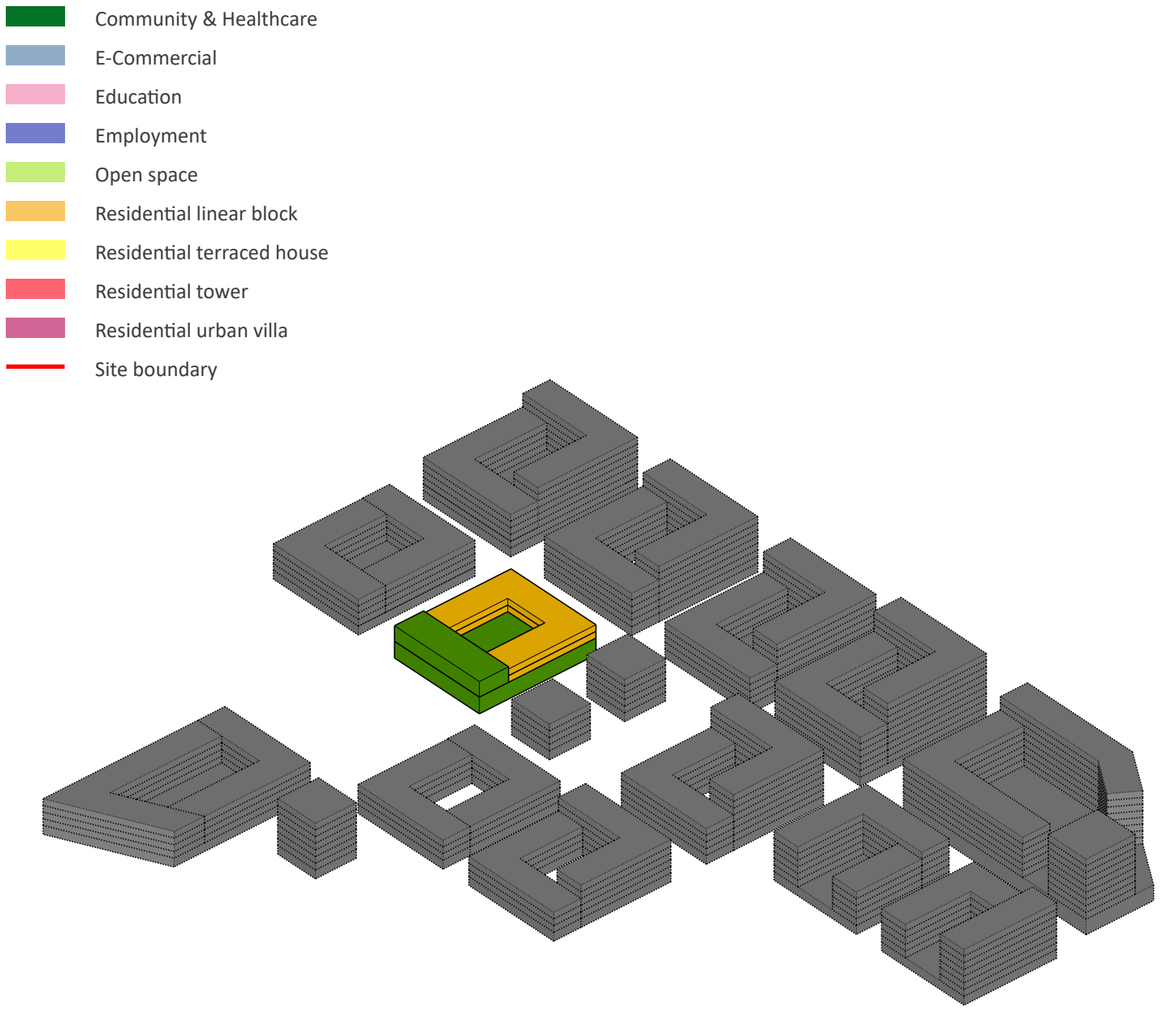


Fig 34 **Site capacity review (Post Reg 18)**

2.20.5 Capacity Calculation East Beckton Town Centre - London Gymnastics Centre - Option 1

Tab 60 **Schedule**

N11.SA1 EAST BECKTON TOWN CENTRE - LONDON GYMNASTIC CENTRE - OPTION 1	
Uses	**GEA (sqm)**
Residential	5,162
Community and healthcare	7,048
Commercial	0
Green space	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**5,162**	m2
Non-residential	0	m2
Residential GIA	4,646	m2
Residential NIA	3,252	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%**	2,114	Studio	**5%**	39	2.0	39.0	2.7	2
			1 bed	**10%**	50	4.0	50.0	4.2	4
			2 bed	**45%**	70	13.0	70.0	13.6	13
			3 bed	**35%**	86	8.0	86.0	8.6	8
			4 bed	**5%**	108	0.0	108.0	1.0	0
				100%	Total				27
Affordable (Intermediate)	**12.25%**	398	Studio	**5%**	39	0.0	39.0	0.0	0
			1 bed	**10%**	50	0.0	50.0	0.8	0
			2 bed	**45%**	70	2.0	70.0	2.6	2
			3 bed	**35%**	86	1.0	86.0	1.6	1
			4 bed	**5%**	108	0.0	108.0	0.2	0
				100%	Total				3
Affordable (Rented)	**22.75%**	740	Studio	**5%**	39	0.0	39.0	0.9	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	3.0	3
			4 bed	**5%**	108	0.0	108.0	0.3	0
	100%			100%	Total				8
					Indicative Site Capacity				**38**
					Indicative capacity impact of accommodating car parking				2

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.
- 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.

2.20.6 Capacity Calculation East Beckton Town Centre - London Gymnastics Centre - Option 2

Tab 61 **Schedule**

N11.SA1 EAST BECKTON TOWN CENTRE - LONDON GYMNASTIC CENTRE - OPTION 2	
Uses	**GEA (sqm)**
Residential	10,604
Community and healthcare	3,682
Commercial	0
Green space	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**10,604**	m2
Non-residential	0	m2
Residential GIA	9,544	m2
Residential NIA	6,681	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%**	4,342	Studio	**5%**	39	5.0	39.0	5.6	5
			1 bed	**10%**	50	8.0	50.0	8.7	8
			2 bed	**45%**	70	27.0	70.0	27.9	27
			3 bed	**35%**	86	17.0	86.0	17.7	17
			4 bed	**5%**	108	2.0	108.0	2.0	2
				100%	Total				59
Affordable (Intermediate)	**12.25%**	818	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	5.3	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%**	1,520	Studio	**5%**	39	1.0	39.0	1.9	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%			100%	Total				19
					Indicative Site Capacity				**87**
					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.
- 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.

2.20.7 Capacity Calculation East Beckton Town Centre - St Marks and Health Centre

Tab 62 **Schedule**

N11.SA1 EAST BECKTON TOWN CENTRE - ST MARKS AND HEALTH CENTRE	
Uses	**GEA (sqm)**
Residential	22,300
Community and healthcare	8,243
Commercial	2,228
Green space	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**22,300**	m2
Non-residential	0	m2
Residential GIA	20,070	m2
Residential NIA	14,049	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%**	9,132	Studio	**5%**	39	11.0	39.0	11.7	11
			1 bed	**10%**	50	18.0	50.0	18.3	18
			2 bed	**45%**	70	58.0	70.0	58.7	58
			3 bed	**35%**	86	37.0	86.0	37.2	37
			4 bed	**5%**	108	4.0	108.0	4.2	4
				100%	Total				128
Affordable (Intermediate)	**12.25%**	1,721	Studio	**5%**	39	2.0	39.0	0.0	0
			1 bed	**10%**	50	3.0	50.0	3.4	3
			2 bed	**45%**	70	11.0	70.0	11.1	11
			3 bed	**35%**	86	7.0	86.0	7.0	7
			4 bed	**5%**	108	0.0	108.0	0.8	0
				100%	Total				21
Affordable (Rented)	**22.75%**	3,196	Studio	**5%**	39	4.0	39.0	4.1	4
			1 bed	**10%**	50	6.0	50.0	6.4	6
			2 bed	**45%**	70	20.0	70.0	20.5	20
			3 bed	**35%**	86	13.0	86.0	13.0	13
			4 bed	**5%**	108	1.0	108.0	1.5	1
	100%			100%	Total				44
					Indicative Site Capacity				**193**
					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.
- 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.

2.20.8 Capacity Calculation East Beckton Town Centre - Beckton Globe

Tab 63 **Schedule**

N11.SA1 EAST BECKTON TOWN CENTRE - BECKTON GLOBE	
Uses	**GEA (sqm)**
Residential	16,546
Community and healthcare	2,697
Commercial	0
Green space	0

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**16,546**	m2
Non-residential	0	m2
Residential GIA	14,891	m2
Residential NIA	10,424	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%**	6,776	Studio	**5%**	39	8.0	39.0	8.7	8
			1 bed	**10%**	50	13.0	50.0	13.6	13
			2 bed	**45%**	70	43.0	70.0	43.6	43
			3 bed	**35%**	86	27.0	86.0	27.6	27
			4 bed	**5%**	108	3.0	108.0	3.1	3
				100%	Total				94
Affordable (Intermediate)	**12.25%**	1,277	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	8.2	8
			3 bed	**35%**	86	5.0	86.0	5.2	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				15
Affordable (Rented)	**22.75%**	2,371	Studio	**5%**	39	3.0	39.0	3.0	3
			1 bed	**10%**	50	4.0	50.0	4.7	4
			2 bed	**45%**	70	15.0	70.0	15.2	15
			3 bed	**35%**	86	9.0	86.0	9.7	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
	100%			100%	Total				32
					Indicative Site Capacity				**141**
					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.
- 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.

2.20.9 Capacity Calculation East Beckton Town Centre - Asda

Tab 64 **Schedule**

N11.SA1 EAST BECKTON TOWN CENTRE - ASDA	
Uses	**GEA (sqm)**
Residential	104,015
Community and healthcare	2,697
Commercial	0
Green space	9,340

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**104,015**	m2
Non-residential	0	m2
Residential GIA	93,614	m2
Residential NIA	65,529	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%**	42,594	Studio	**5%**	39	54.0	39.0	54.6	54
			1 bed	**10%**	50	85.0	50.0	85.2	85
			2 bed	**45%**	70	273.0	70.0	273.8	273
			3 bed	**35%**	86	173.0	86.0	173.3	173
			4 bed	**5%**	108	19.0	108.0	19.7	19
				100%	Total				604
Affordable (Intermediate)	**12.25%**	8,027	Studio	**5%**	39	10.0	39.0	0.0	0
			1 bed	**10%**	50	16.0	50.0	16.1	16
			2 bed	**45%**	70	51.0	70.0	51.6	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				102
Affordable (Rented)	**22.75%**	14,908	Studio	**5%**	39	19.0	39.0	19.1	19
			1 bed	**10%**	50	29.0	50.0	29.8	29
			2 bed	**45%**	70	95.0	70.0	95.8	95
			3 bed	**35%**	86	60.0	86.0	60.7	60
			4 bed	**5%**	108	6.0	108.0	6.9	6
	100%			100%	Total				209
					Indicative Site Capacity				**915**
					Indicative capacity impact of accommodating car parking				44

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.
- 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.

2.21 N17.SA1 Beckton Riverside

2.21.1 Key information

INFO

Neighbourhood: N17 Gallions Reach

Degree of change: Transform

Site Area: 84.66 ha

Landownership: Varied

Planning History: 20/02641/PREAPP

PTAL: 0-3

Flood Risk: Zone 2-3

Tall Building Zone: TBZ5: Gallions Reach (32-40-50m)

Heritage: Beckton Archaeological Priority Area (Tier 3)

Royal Docks Archaeological Priority Area (Tier 3)

In the vicinity of:

- Gallions Hotel (Grade II* listed)
- The Royal Standard (Locally listed)
- Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed)
- The Ferndale Public House (Locally listed)
- 2-100 Winsor Terrace, Beckton, London (Locally listed)

2.21.2 Constraints and Opportunity

N17.SA1 Beckton Riverside	
Site address	Gallions Reach Retail Park and Beckton Gas Works, Beckton, E6
Neighbourhood	Gallions Reach
Site area	84.66 hectares
Public Transport Accessibility Level	0 – 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 significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead Transmission Line route On-site sewer
Heritage Designations	Beckton Archaeological Priority Area (Tier 3) Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of: Gallions Hotel (Grade II* listed) The Royal Standard (Locally listed) Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed) The Ferndale Public House (Locally listed) 2-100 Winsor Terrace, Beckton, London (Locally listed)
Natural environment Designations	In an area of deficiency of access to all parks. Site contains two Sites of Importance for Nature Conservation (SINCs) Air Quality Management Area
Existing uses	The site contains remnants of the former Beckton gas works, the Gallions Reach shopping park and associated car parking and the Beckton DLR depot, which sits to the south of the former Beckon Gas works site, within retained Strategic Industrial Land. The site contains a range of industrial uses in the south west corner of the site also designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020, including an area designated as SINC, which includes an attenuation pond serving Gallions Reach.

2.21.3 Future Potential

- Four scenarios were tested for this site around the provision of a new DLR connection. A mixed use development was considered which included residential, employment, open space, main town centre uses and social infrastructure.

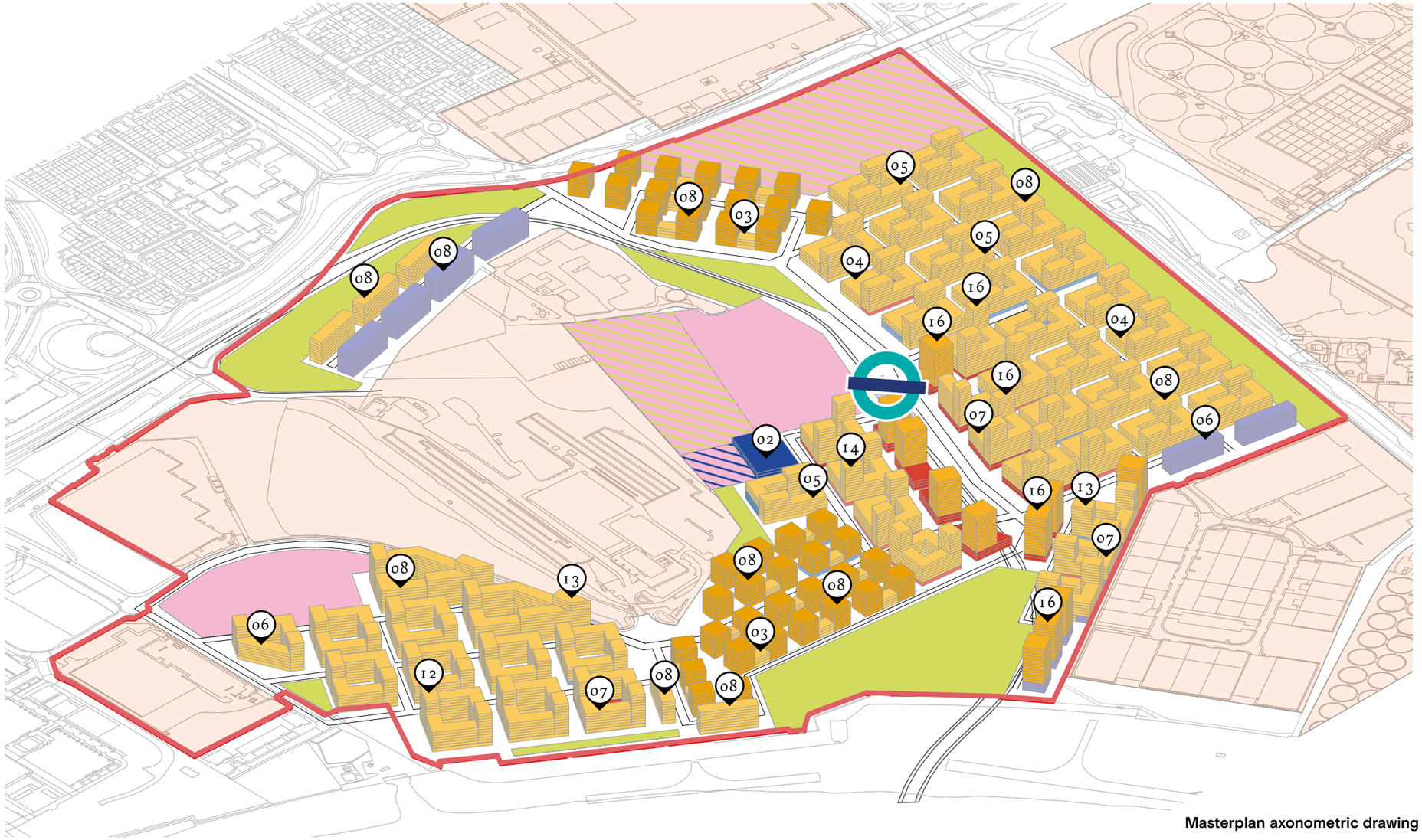
2.21.4 Future assumption review

- It has been assumed that the new DLR line and station will be taken forward. A new primary and secondary school has been considered as part of this site, alongside the provision of new open space, a health centre and a new town centre.

SCENARIO 4 - DLR

Masterplan proposal

- Residential
- Town Centre: retail
- Town Centre: other
- Health Centre
- Leisure Centre
- Employment
- Place of Worhip
- Education: core site
- Education: hard outdoor PE
- Education: soft outdoor PE
- Open space
- SIL
- Safeguarded Road Area



Masterplan axonometric drawing

2.21.5 Capacity Calculation - DLR scenario

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**832,376**	m2
Non-residential	0	m2
Residential GIA	749,138	m2
Residential NIA	524,397	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%**	340,858	Studio	**5%**	39	436.0	39.0	437.0	436
			1 bed	**10%**	50	681.0	50.0	681.7	681
			2 bed	**45%**	70	2191.0	70.0	2191.2	2191
			3 bed	**35%**	86	1387.0	86.0	1387.2	1387
			4 bed	**5%**	108	157.0	108.0	157.8	157
				100%	Total				4852
Affordable (Intermediate)	**12.25%**	64,239	Studio	**5%**	39	82.0	39.0	0.0	0
			1 bed	**10%**	50	128.0	50.0	128.5	128
			2 bed	**45%**	70	412.0	70.0	413.0	412
			3 bed	**35%**	86	261.0	86.0	261.4	261
			4 bed	**5%**	108	29.0	108.0	29.7	29
				100%	Total				830
Affordable (Rented)	**22.75%**	119,300	Studio	**5%**	39	152.0	39.0	152.9	152
			1 bed	**10%**	50	238.0	50.0	238.6	238
			2 bed	**45%**	70	766.0	70.0	766.9	766
			3 bed	**35%**	86	485.0	86.0	485.5	485
			4 bed	**5%**	108	55.0	108.0	55.2	55
	100%			100%	Total				1696
					Indicative Site Capacity				**7378**
					Indicative capacity impact of accommodating car parking				354

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.
- 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.

3 Site capacity testing (Post Reg 18)

3.1 N2.SA5 Excel Western Entrance - New site

3.2.1 Key information

INFO

Site Reference/name: Excel Western Entrance

Neighbourhood: Royal Victoria

Degree of change: Enhance

Site Area: 3.46 ha

Landownership: GLA freehold, Private long lease - London International Exhibition Centre Plc

Planning History: 21/00965/FUL, 22/03046/FUL, 22/00588/FUL,

PTAL: 2-3, forecast 3-4

Flood Risk: zone 2/3

Tall Building Zone: N/A

Heritage: Archaeological Priority Area Tier 3, Grade II listings – Stothert and Pitt Cranes, Warehouse W, Grade II listing - Warehouse K

3.2.3 Constraints and Opportunity

N2.SA5 Excel Western Entrance	
Site address	Excel Western Entrance, Western Gateway, E16
Neighbourhood	Royal Victoria
Site area	3.46 hectares
Public Transport Accessibility Level	2 to 3 3 to 4 (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. There is also some pluvial flood risk in the 0.1% AEP event. Access and egress is highly likely to be impeded if the Thames were to breach its bank and defences were to fail.
Utilities	Existing on-site sewer
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Stothert and Pitt Cranes (Grade II) Warehouse W (Grade II) In the vicinity of: Warehouse K (Grade II)
Natural environment Designations	Open space designation: Royal Victoria Square The site is in an area of deficiency of access to Regional, Metropolitan, District, and Pocket Parks. Air Quality Management Area
Existing uses	Main entrance to Excel conference centre with open space, a nursery, offices and residential accommodation at Warehouse W.

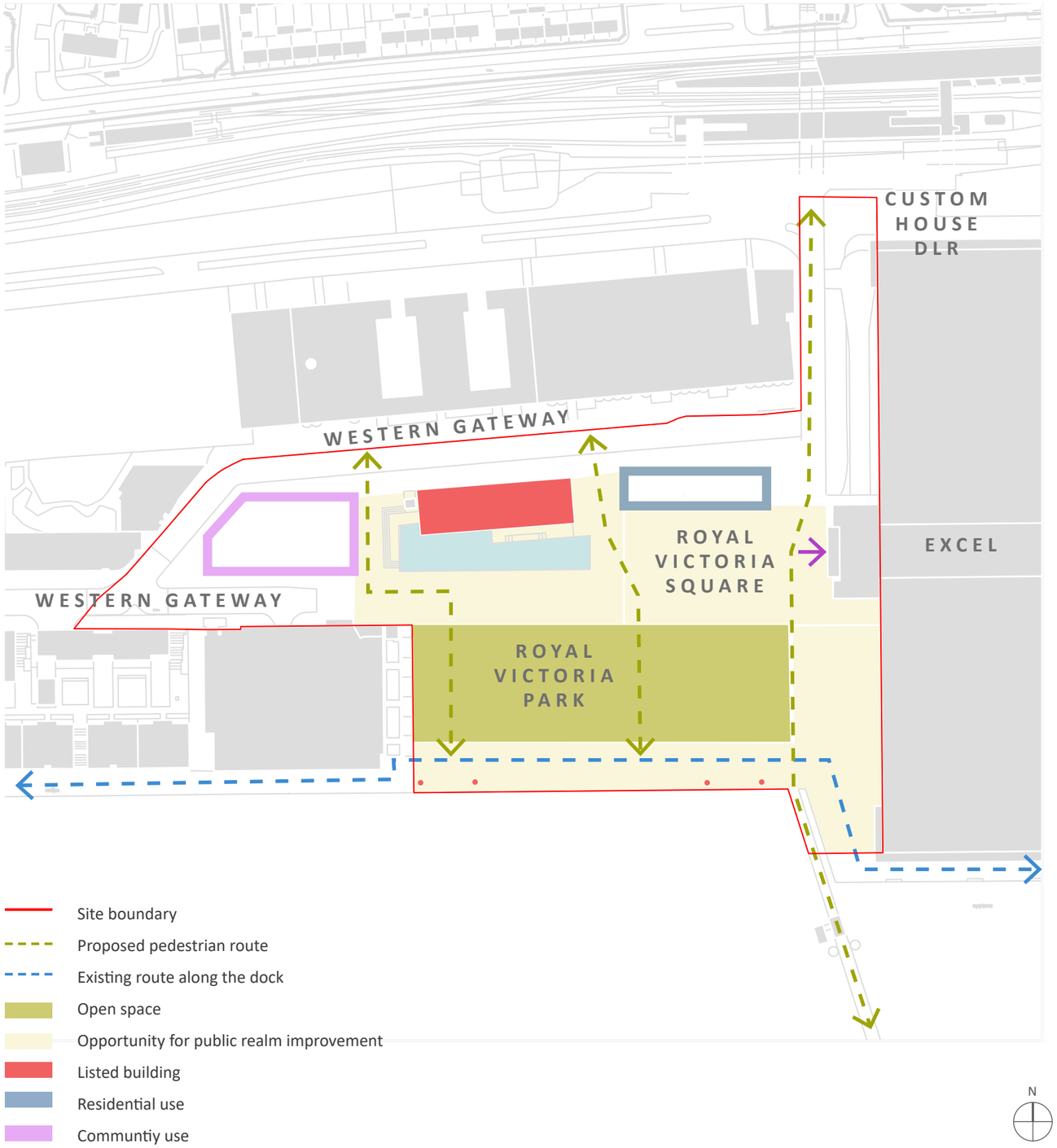
3.2.2 Future Potential

- Uses: Protect/re-provide the existing public square in terms of functionality, quality and quantity (Approx. 4,870 sqm) and improvement of public realm within the site, especially in front of the ExCel main entrance as welcoming gateway. Residential. Re-provision of nursery (Approx. 1,000 sqm). Improvement on pedestrian connectivity through north south route from DLR to waterfront and east west route along western gateway
- Infrastructure requirements: Royal Victoria has a deficiency in access to all type of park provision. Proposed layout should re-provide the existing green infrastructure and public square function
- Tall buildings: Not a tall building zone, subject to capacity testing and review of TBZ
- Note: the capacity testing has resulted in an additional tall building zone TBZ21: Excel West (40m)

3.2.4 Design principles

- Place Royal Victoria Square at the east of the site, centred with the Grade II listed Warehouse W and its pond, creating an inviting entrance to the Excel site.
- Mantain and Improve Royal Victoria green space provison along the waterfront edge.
- Set back the open space along the water edge to create an active public realm on the waterfront that enhance the Grade II listed Stothert and Pitt Cranes.
- Improve pedestrian connectivity through north-south routes connecting Western Gateway with the waterfront.
- Place residential uses with nursery at the GF at the west-north part of the site.
- Place residential uses (with potential retail frontages) adjacent the Grade II listed Warehouse W.

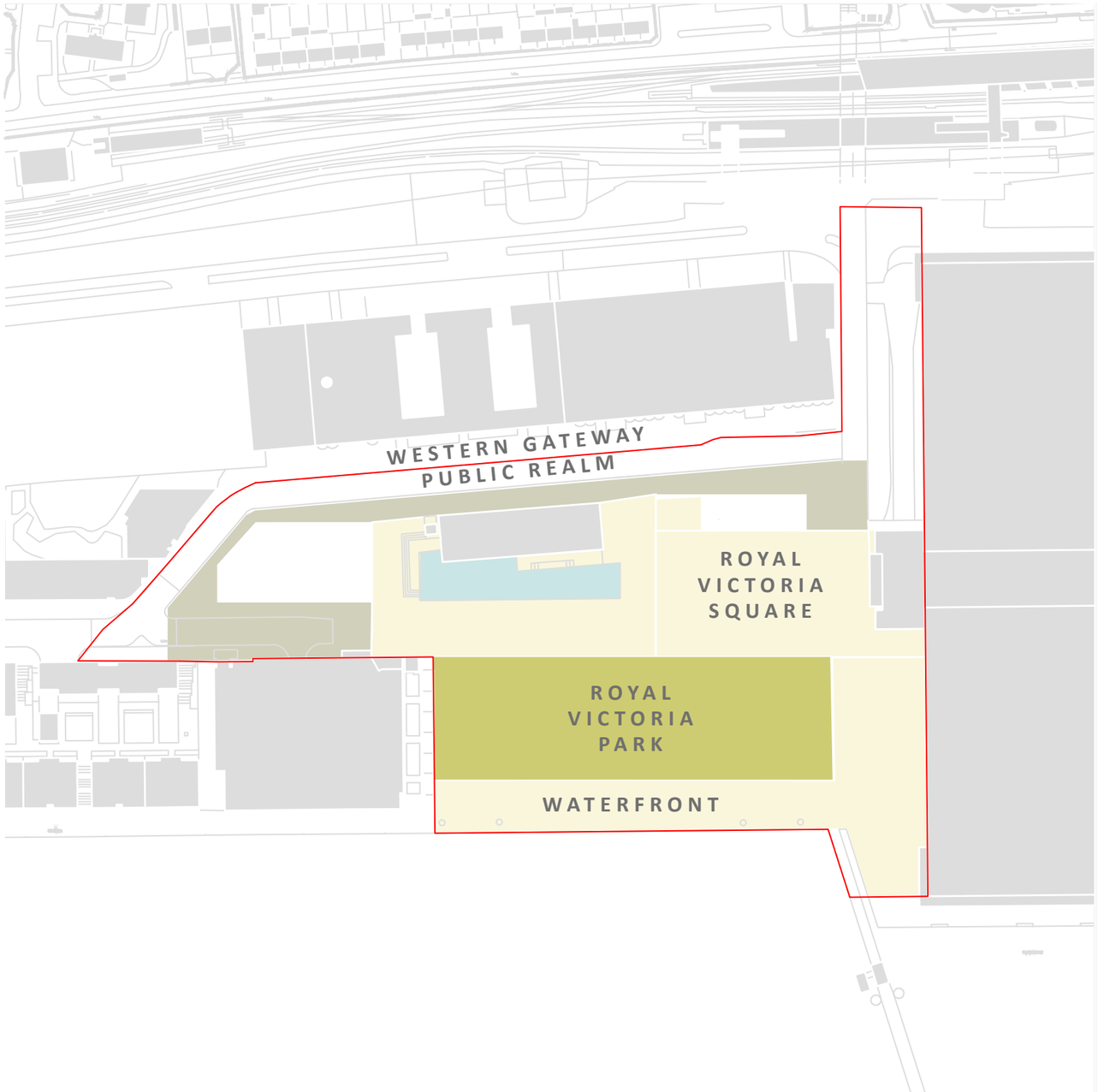
3.2.5 Urban Design Framework



3.2.6 Landscape led redevelopment

Tab 65 **Landscape**

N2.SA5 EXCEL WESTERN ENTRANCE	
Spaces	**GEA (sqm)**
Royal Victoria Square	3,853
Royal Victoria Open Space	6,485
Royal Victoria Public realm	4,611
Western Gateway Public realm	4,173
Waterfront	5,579
TOTAL PUBLIC REALM	24,700



3.2.7 Capacity Calculation

Tab 66 **Schedule**

N2.SA5 EXCEL WESTERN ENTRANCE	
Uses	**GEA (sqm)**
Residential	16,101
Community and healthcare	1,513
Green space	24,700

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**16,101**	m2
Non-residential	0	m2
Residential GIA	14,491	m2
Residential NIA	10,144	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%**	6,593	Studio	**5%**	39	8.0	39.0	8.5	8
			1 bed	**10%**	50	13.0	50.0	13.2	13
			2 bed	**45%**	70	42.0	70.0	42.4	42
			3 bed	**35%**	86	26.0	86.0	26.8	26
			4 bed	**5%**	108	3.0	108.0	3.1	3
				100%	Total				92
Affordable (Intermediate)	**12.25%**	1,243	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	7.0	70.0	8.0	7
			3 bed	**35%**	86	5.0	86.0	5.1	5
			4 bed	**5%**	108	0.0	108.0	0.6	0
				100%	Total				14
Affordable (Rented)	**22.75%**	2,308	Studio	**5%**	39	2.0	39.0	3.0	2
			1 bed	**10%**	50	4.0	50.0	4.6	4
			2 bed	**45%**	70	14.0	70.0	14.8	14
			3 bed	**35%**	86	9.0	86.0	9.4	9
			4 bed	**5%**	108	1.0	108.0	1.1	1
	100%			100%	Total				30
					Indicative Site Capacity				**136**
					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.
- 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.

3.3 N11.SA3 Alpine Way - New site

3.3.1 Key information

INFO

Site Reference/name: Alpine Way

Neighbourhood: Beckton

Degree of change: Transform

Site Area: approx 5.25 ha

Landownership: LAMIT c/CCLA Investment Management Ltd

Planning History: 18/01760/PPPA residential-led development; 18/02475/PPPA & 17/03846/PREAPP - ski sport centre

PTAL: 4-1a

Flood Risk: zone 2/3

Tall Building Zone: TBZ4 Beckton 32m, representation seeking for a TBZ40m in the west-south area of the site

Heritage: Winsor Terrace Area of Townscape Value, locally listed 2-100 Winsor Terrace, locally listed former pumping station at Woolwich Manor Way

Fig 35 **Alpine Way industrial site view**

3.3.3 Constraints and Opportunity

N11.SA3 Alpine Way	
Site address	Alpine Way, E6 6LA
Neighbourhood	Beckton
Site area	5.25 hectares
Public Transport Accessibility Level	1a to 4
Flood Zone	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. The site is at residual risk if the Thames were to breach its banks and defences were to fail. The risk posed by all these sources of flooding remain along the boundaries of the site, mainly affecting access and egress routes.
Utilities	Existing on-site sewer.
Heritage Designations	Archaeological Priority Area (Tier 2 and 3) In the vicinity of: Winsor Terrace Area of Townscape Value 2-100 Winsor Terrace (Locally-listed) Former Pumping Station at Woolwich Manor Way (Locally-listed)
Natural environment Designation	Open space designation: Beckton Alp SINC The site is in an area of deficiency of access to Regional, Metropolitan, Local, Small and Pocket Parks apart from the southern part of the site which has access to a local park. Air Quality Management Area
Existing uses	Beckton Retail Park with large scale retail offering

3.3.2 Future Potential

EDGE OF CENTRE AND OUT OF CENTRE LOCATION

- Potential of residential development to complete the function of the proposed East Beckton Town Centre at its immediate southwest with good connectivity.
- Wide variety of services provided by East Beckton Town Centre with existing town centre uses including retail, a supermarket, an extensive car park, and community facilities including a health centre, a faith facility, a library, a community centre and a gymnastics centre; proposed for reconfiguration to provide residential, town centre uses, community facilities and open space in the future.

RELATIONSHIP TO SIL

- The area to the north and north east of the site forms part of the highly functioning SIL London Industrial Park.
- potential for employment uses along Alpine Way to complement the SIL to the north and east

RELATIONSHIP TO RESIDENTIAL USES

- Careful consideration of frontage, access and public realm enhancements to integrate with Winsor Terrace to its south.

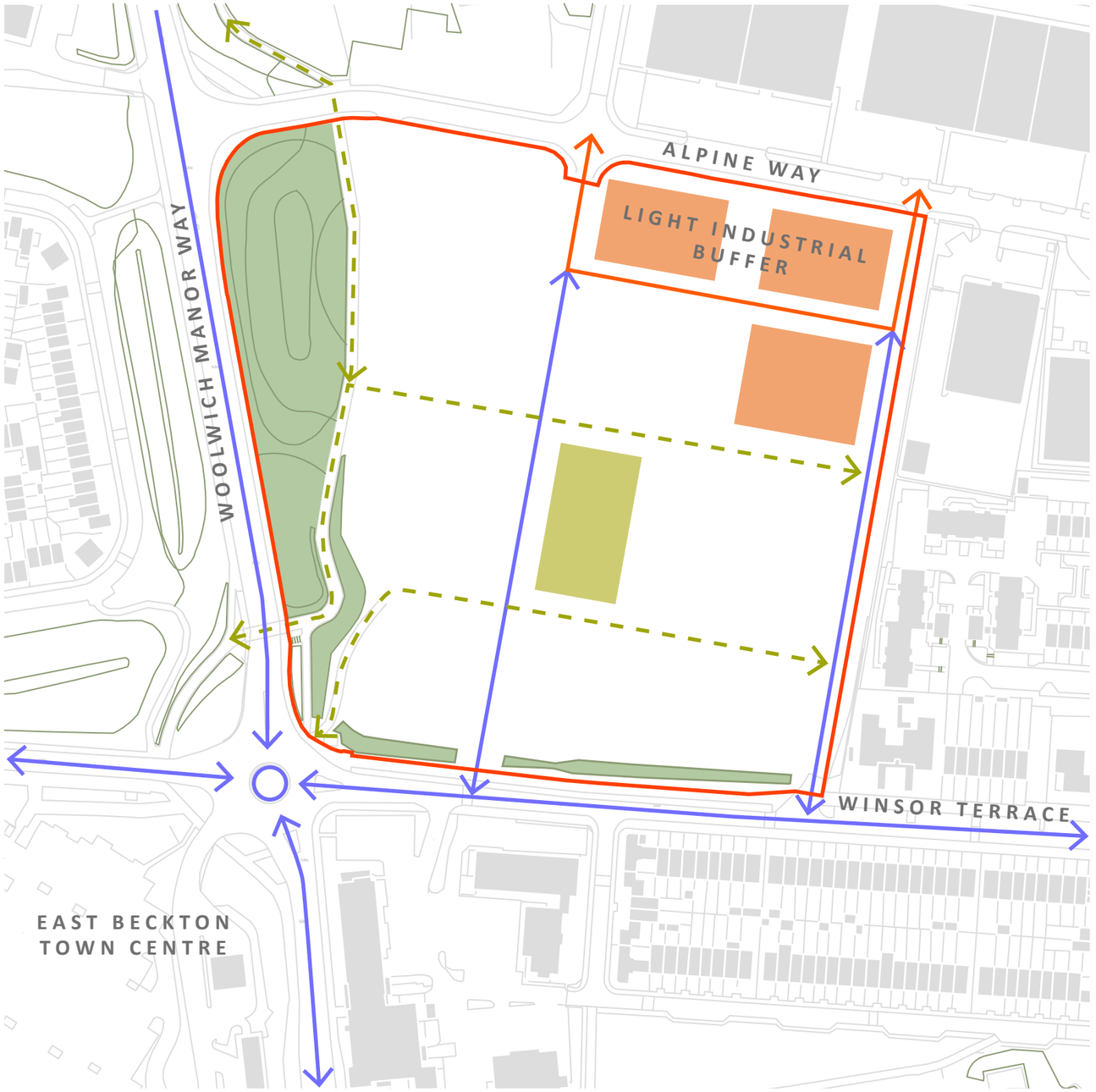
TALL BUILDING STRATEGY

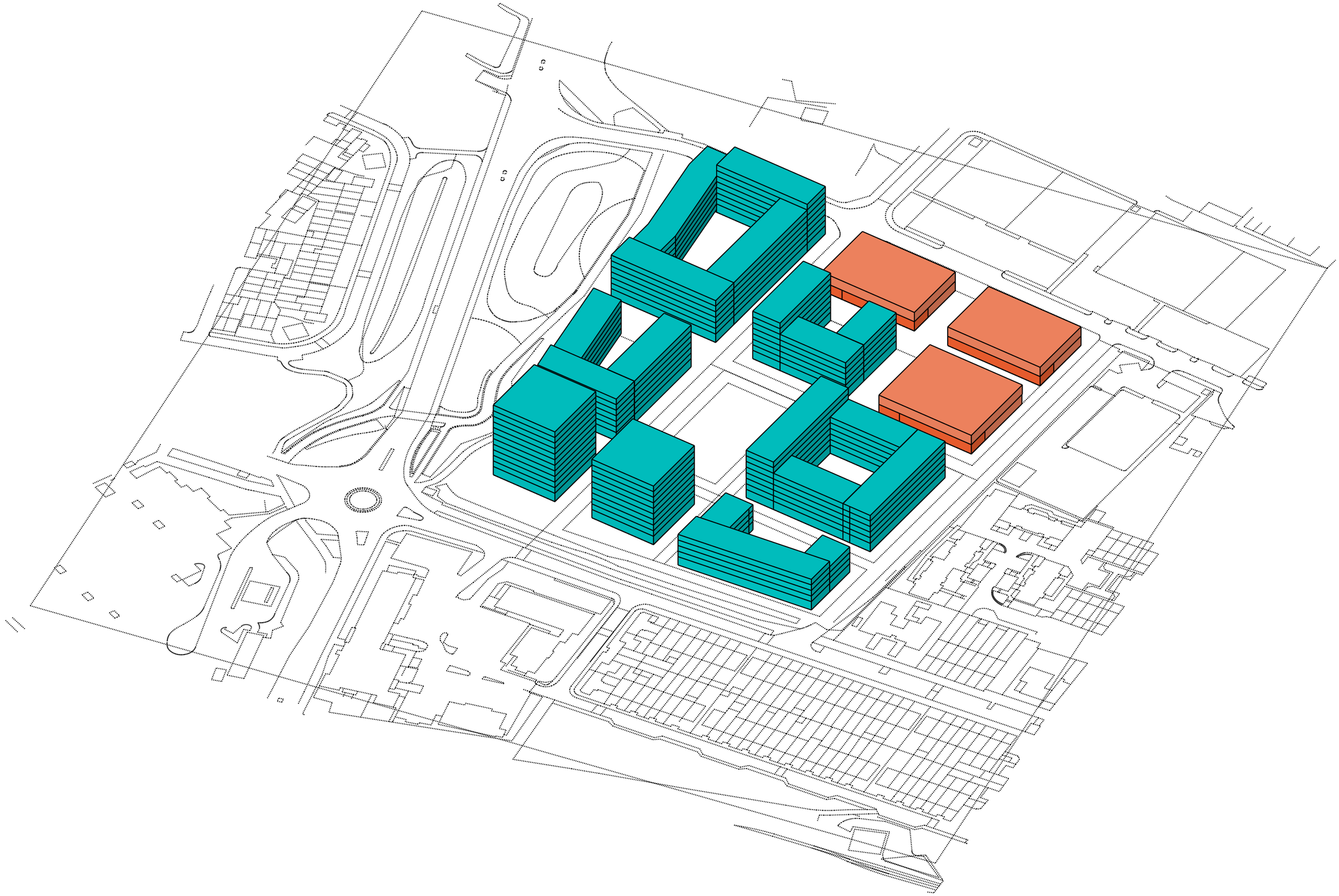
- Potential for extending the East Beckton Town Centre TBZ 40m to the west-south part of the site.
- Note: the capacity testing has resulted in extending the TBZ 40m of the TBZ4:Beckton to include the west-south part of the N11.SA3 Alpine Way site.

3.3.4 Design principles

- Residential-led development with industrial uses and open space provision.
- Industrial uses including light industrial uses, warehouses and storage uses along Alpine Way to complement SIL to the north and east and act as buffer from SIL to residential uses.
- Dedicated industrial route serving the industrial uses avoiding conflict with residential uses.
- North-south routes connecting the site with Beckton Alps to the north and Winsor Terrace to the south and connecting the proposed road network to the existing one.
- Future proof east- west routes connecting to the east urban fabric.
- Retain and enhance SINCs Alpine Walk and Winsor Terrace landscape buffer.
- New central open space for community use.
- Improve Alpine Walk pedestrian connection with Beckton Alps and east Beckton Town Centre.

3.3.5 Urban Design Framework





3.3.6 Capacity Calculation

Tab 67 **Schedule**

N11.SA3 ALPINE WAY	
Uses	**GEA (sqm)**
Residential	80,507
Employment*	8,960

** 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*	**80,507**	m2
Non-residential	0	m2
Residential GIA	72,456	m2
Residential NIA	50,719	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%**	32,968	Studio	**5%**	39	42.0	39.0	42.3	42
			1 bed	**10%**	50	65.0	50.0	65.9	65
			2 bed	**45%**	70	211.0	70.0	211.9	211
			3 bed	**35%**	86	134.0	86.0	134.2	134
			4 bed	**5%**	108	15.0	108.0	15.3	15
				100%	Total				467
Affordable (Intermediate)	**12.25%**	6,213	Studio	**5%**	39	7.0	39.0	0.0	0
			1 bed	**10%**	50	12.0	50.0	12.4	12
			2 bed	**45%**	70	39.0	70.0	39.9	39
			3 bed	**35%**	86	25.0	86.0	25.3	25
			4 bed	**5%**	108	2.0	108.0	2.9	2
				100%	Total				78
Affordable (Rented)	**22.75%**	11,539	Studio	**5%**	39	14.0	39.0	14.8	14
			1 bed	**10%**	50	23.0	50.0	23.1	23
			2 bed	**45%**	70	74.0	70.0	74.2	74
			3 bed	**35%**	86	46.0	86.0	47.0	46
			4 bed	**5%**	108	5.0	108.0	5.3	5
	100%			100%	Total				162
					Indicative Site Capacity				**707**
					Indicative capacity impact of accommodating car parking				35

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.
- 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.

3.4 Plot M7B Stratford - New plot within N8.SA5 Stratford Town Centre West

3.4.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 0.47 ha

Landownership: Unibail-Rodamco-Westfield

Planning History: 16/00653/REM office building

PTAL: 6B

Flood Risk: zone 2

Tall Building Zone: TBZ19: Stratford Central (60m).

Heritage: N/A

Fig 36 **Plot M7B between developed Plot M7A (office) and Cherry Park scheme**

3.4.2 Constraints and Opportunity

- Existing use - Plot M7B – part retail/restaurant. Adjacent plot has been built out for office.
- Designation - Within the Stratford Metropolitan Town Centre. M7B is within primary shopping area so needs ground floor retail use.
- Character of surrounding site - Stratford International station and train tracks . Westfield Stratford City and town centre uses . Residential to the north. Olympic Park to the west . Stratford Waterfront North is adjacent to recently built academic and cultural institutions and on waterfront. Take into consideration waterside setting.
- Flood risk, Stratford Waterfront – M7B also in Flood Zone 2.

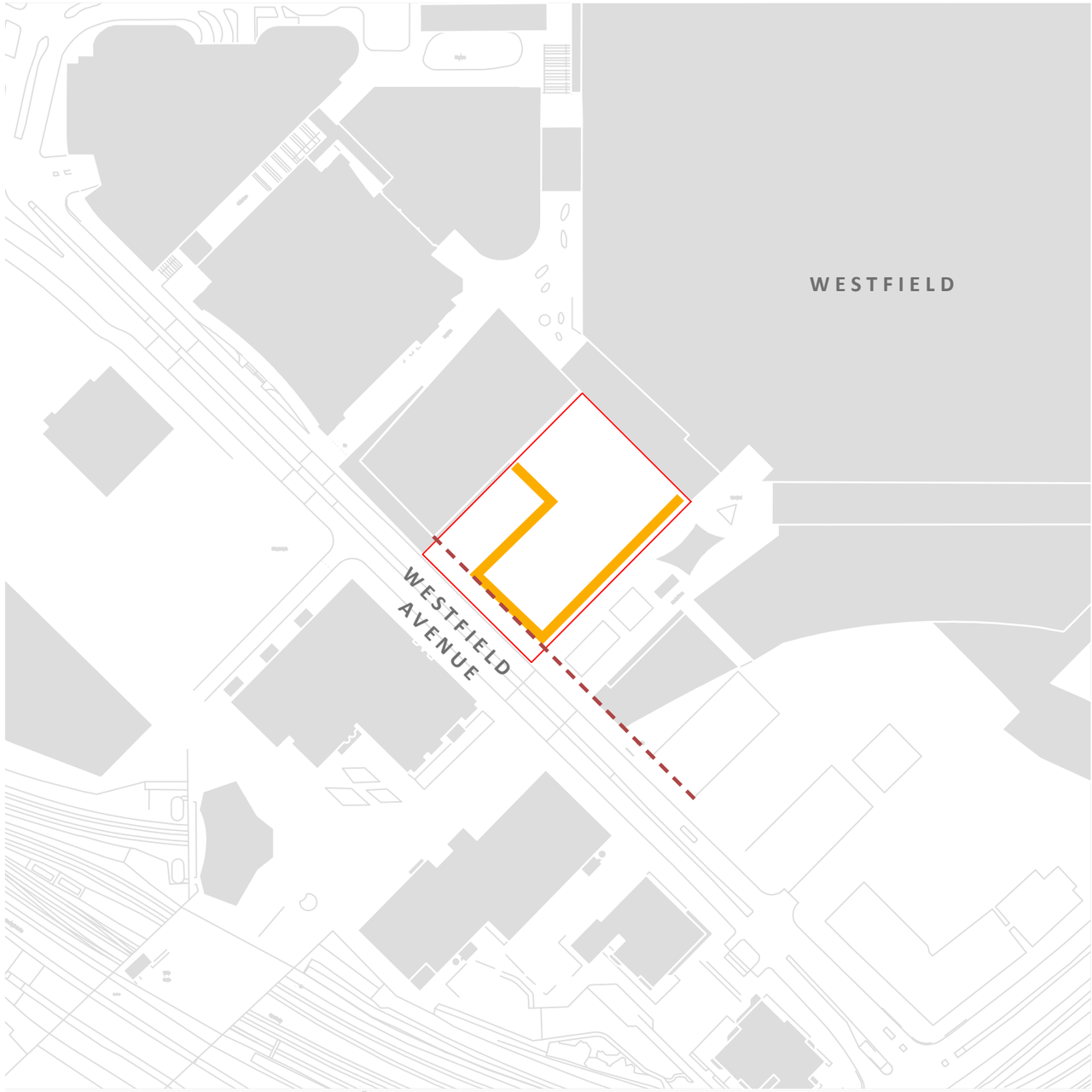
3.4.3 Future Potential

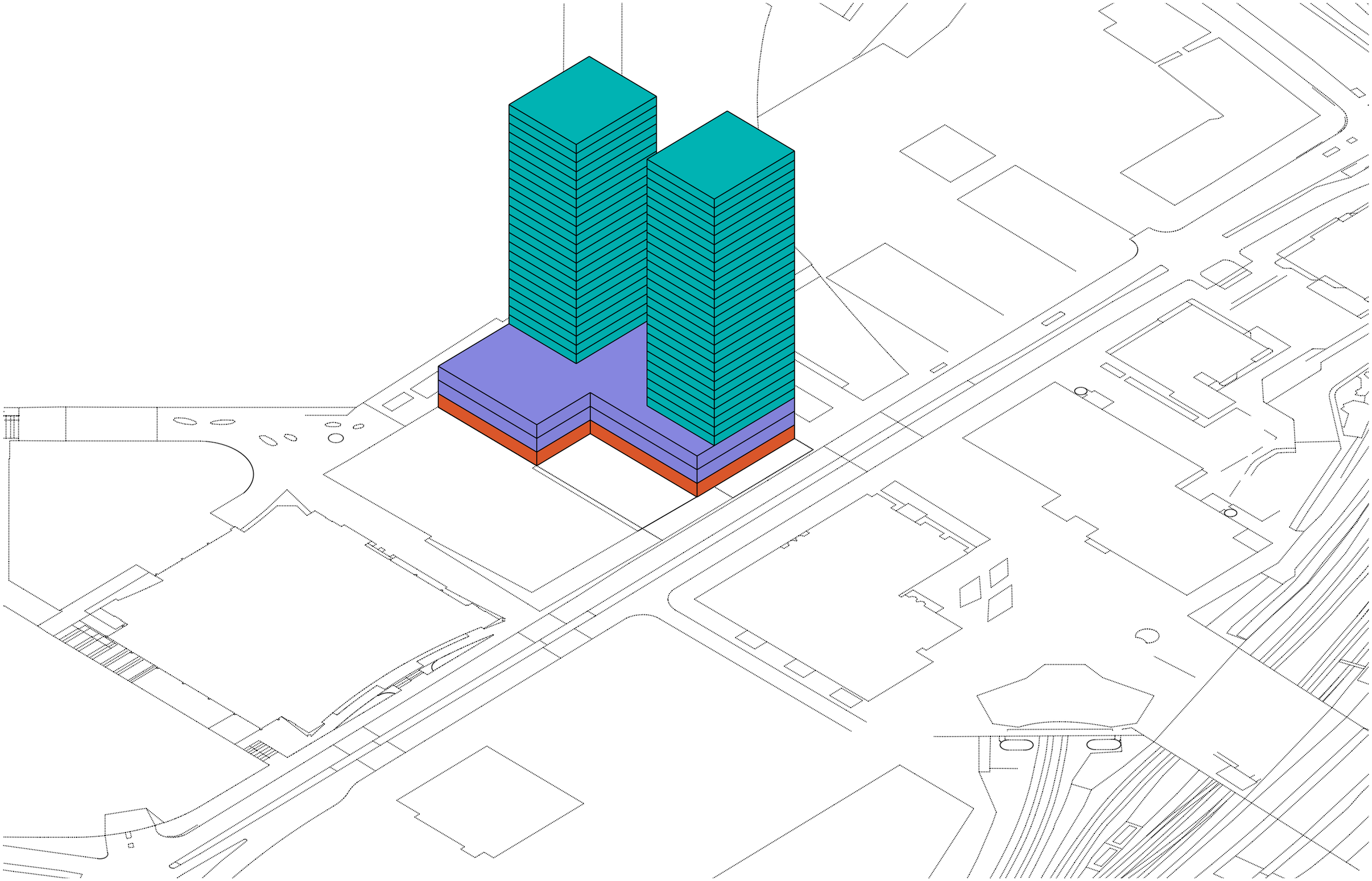
- Consideration of uses: Residential with ground floor retail uses.
- Tall buildings: TBZ19: Stratford Central (60m). Opportunity for additional height.
- Note: the capacity testing has resulted in extending the TBZ 100m of the TBZ19:Stratford Central to include Plot M7B.

3.4.4 Design principles

- Set back from Plot M7A to avoid overlooking and to avoid obstructing glazed facade at the first floors.
- Align frontage on Westfield Avenue to Plot M7A and Cherry Park.
- Reprovide retail F&B uses along Westfield Avenue.
- Potential office uses above retails.
- Provide amenity space at podium level.

3.4.5 Urban Design Framework





3.4.6 Capacity Calculation

Tab 68 **Schedule**

N8.SA5 STRATFORD TOWN WEST - PLOT M7B	
Uses	**GEA (sqm)**
Residential	38,250
Retail	3,512
Office	7,024

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**38,250**	m2
Non-residential	0	m2
Residential GIA	34,425	m2
Residential NIA	24,098	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%**	15,663	Studio	**5%**	39	20.0	39.0	20.1	20
			1 bed	**10%**	50	31.0	50.0	31.3	31
			2 bed	**45%**	70	100.0	70.0	100.7	100
			3 bed	**35%**	86	63.0	86.0	63.7	63
			4 bed	**5%**	108	7.0	108.0	7.3	7
				100%	Total				221
Affordable (Intermediate)	**12.25%**	2,952	Studio	**5%**	39	3.0	39.0	0.0	0
			1 bed	**10%**	50	5.0	50.0	5.9	5
			2 bed	**45%**	70	18.0	70.0	19.0	18
			3 bed	**35%**	86	12.0	86.0	12.0	12
			4 bed	**5%**	108	1.0	108.0	1.4	1
				100%	Total				36
Affordable (Rented)	**22.75%**	5,482	Studio	**5%**	39	7.0	39.0	7.0	7
			1 bed	**10%**	50	10.0	50.0	11.0	10
			2 bed	**45%**	70	35.0	70.0	35.2	35
			3 bed	**35%**	86	22.0	86.0	22.3	22
			4 bed	**5%**	108	2.0	108.0	2.5	2
	100%			100%	Total				76
					Indicative Site Capacity				**333**
					Indicative capacity impact of accommodating car parking				17

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.

3.5 Stratford Waterfront North - New plot within N8.SA5 Stratford Town Centre West

3.5.1 Key information

INFO

Neighbourhood: N8 Stratford and Maryland

Degree of change: Transform

Site Area: 1.05 ha

Landownership:

Planning History: 18/00470/OUT

PTAL: 6B

Flood Risk: zone 2/3

Tall Building Zone: TBZ19 Stratford central 100m

Heritage: NA

Fig 37 **Unbuilt sites along Stratford Waterfront North**

3.5.2 Constraints and Opportunity

- Existing use - Stratford Waterfront North – remaining plot adjacent to recently built out cultural/educational uses.
- Designation - Stratford Waterfront is part of existing LLDC site allocation for Stratford Waterfront North and is proposed to be part of the extension to the Metropolitan Town Centre.
- Character of surrounding site - Stratford Waterfront North is adjacent to recently built academic and cultural institutions and on waterfront. Take into consideration waterside setting.
- Open space, trees and biodiversity - Stratford Waterfront adjacent to SINC on waterways.
- Flood risk - needs set back from Flood Defence Safeguarding along south and western boundary of site. Partially Flood Zone 2 and 3 so take a sequential test approach to layout.
- Public transport, walking and cycling and highway - Need to improve connectivity from Stratford Waterfront North to rest of town centre west site. LLDC site allocation requires new pedestrian/cycle connection between IQL and Stratford Waterfront North – should align with the existing urban grain to support permeability and access to Queen Elizabeth Olympic Park.

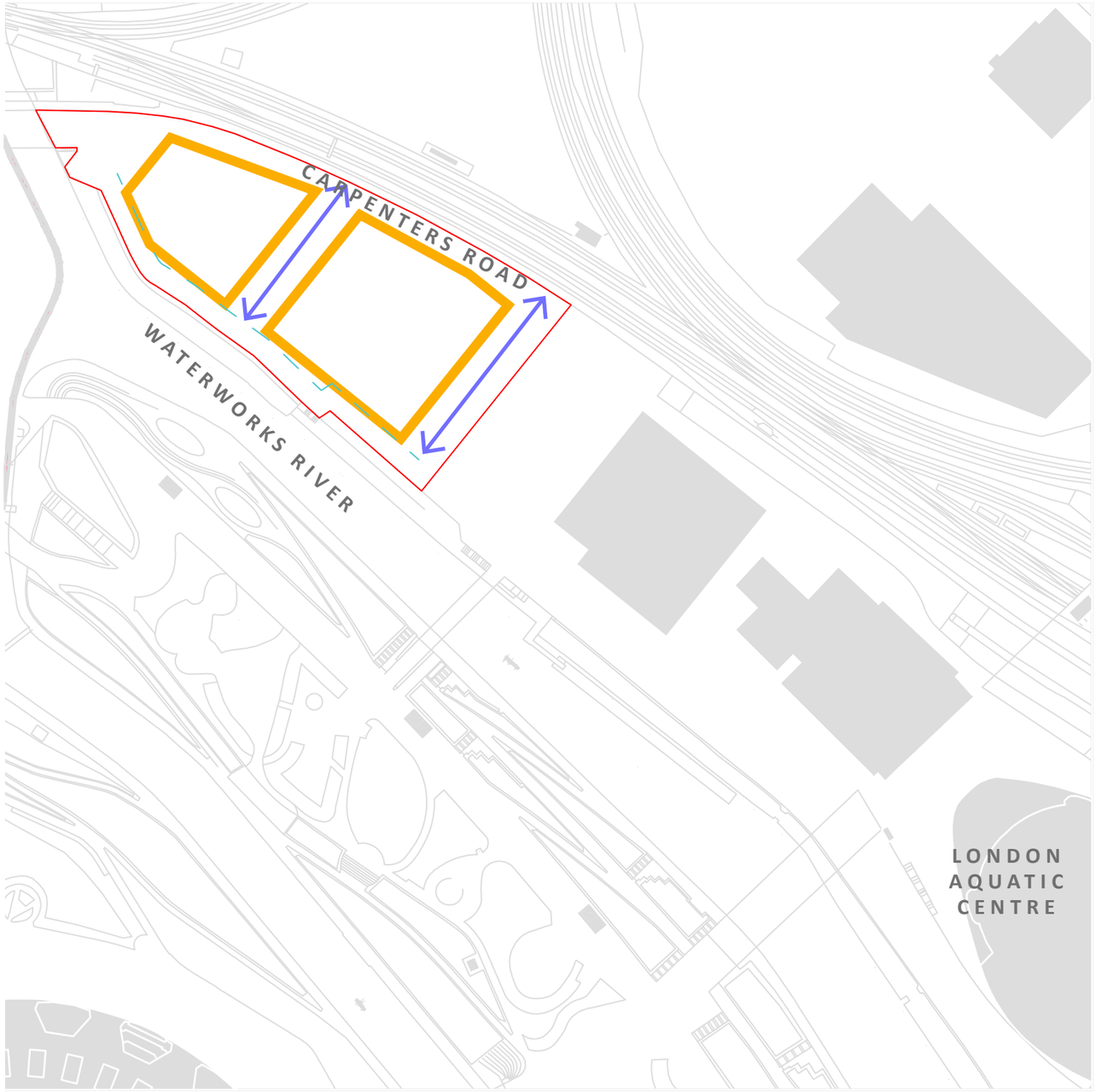
3.5.3 Future Potential

- Uses - residential with ground floor retail uses.
- Tall buildings - within TBZ of 100m. LLDC site allocation requires building form to avoid ‘canyonisation’ of Carpenters Road. Protection of views through Olympic Park through site.

3.5.4 Design principles

- Allow 8 m set back from the waterfront
- North-south permeability from Carpenters Road
- Provide active frontages along the waterfront
- Protect the view of the London Aquatic Centre from Carpenter Road bridge

3.5.5 Urban Design Framework

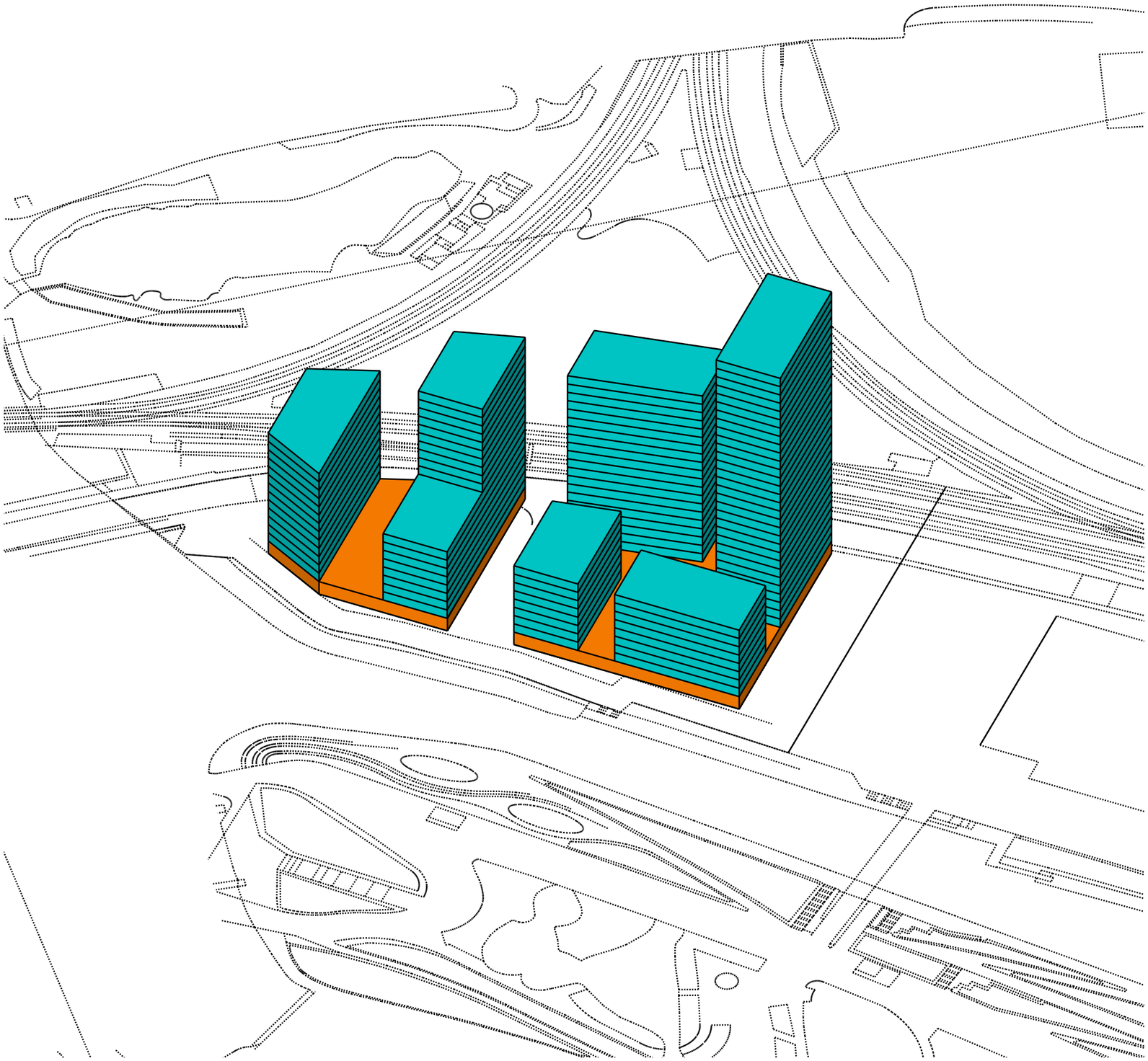


Site boundary

Opportunity for retail frontage

North-south route

N



3.5.6 Capacity Calculation

Tab 69 **Schedule**

N8.SA5 STRATFORD TOWN WEST - STRATFORD WATERFRONT NORTH	
Uses	**GEA (sqm)**
Residential	60,867
Retail	6,135

GLA Indicative Site Capacity Calculator

Capacity Calculator

Residential GEA*	**60,867**	m2
Non-residential	0	m2
Residential GIA	54,780	m2
Residential NIA	38,346	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%**	19,173	Studio	**5%**	39	24.0	39.0	24.6	24
			1 bed	**10%**	50	38.0	50.0	38.3	38
			2 bed	**45%**	70	123.0	70.0	123.3	123
			3 bed	**35%**	86	78.0	86.0	78.0	78
			4 bed	**5%**	108	8.0	108.0	8.9	8
				100%	Total				271
Affordable (Intermediate)	**17.5%**	6,711	Studio	**5%**	39	8.0	39.0	0.0	0
			1 bed	**10%**	50	13.0	50.0	13.4	13
			2 bed	**45%**	70	43.0	70.0	43.1	43
			3 bed	**35%**	86	27.0	86.0	27.3	27
			4 bed	**5%**	108	3.0	108.0	3.1	3
				100%	Total				86
Affordable (Rented)	**32.5%**	12,463	Studio	**5%**	39	15.0	39.0	16.0	15
			1 bed	**10%**	50	24.0	50.0	24.9	24
			2 bed	**45%**	70	80.0	70.0	80.1	80
			3 bed	**35%**	86	50.0	86.0	50.7	50
			4 bed	**5%**	108	5.0	108.0	5.8	5
	100%			100%	Total				174
					Indicative Site Capacity				**531**
					Indicative capacity impact of accommodating car parking				16

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.

London Borough of Newham

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