

5.48 Housing Supplementary Planning Guidance

March 2016 (as updated August 2017)

Throughout the development of the masterplan, consideration has been given to the GLA's Housing SPG (March 2016, as updated August 2017) and design standards. The masterplan parameters have been developed to enable the future detailed development of the plots to be of the highest design quality complying to current legislation.

Neighbourhoods - Standard: 1 & 2

Lifetime neighbourhoods promote well-connected, walkable neighbourhoods which provide a choice of homes and accessible infrastructure, services and supporting uses and facilities in order to enhance health and wellbeing, social inclusion and community cohesion. The buildings and spaces within the masterplan have been set out to create character, legibility, permeability and accessibility, this will contribute to people's sense of place, safety and security.

The design of the masterplan has been developed to provide an enjoyable and diverse new district whilst also contributing to and enhancing the quality of local places through consideration of physical context, local character, density and residential mix. The masterplan will enhance the provision of and relationship with public, communal and open spaces and the requirements of all including; children, older and disabled people.

Public Realm - Standard: 3 & 4

Thameside West puts the public realm and green spaces at the heart of the masterplan. Careful attention has been given to improve biodiversity whilst also encouraging physical activity such as walking, exercising and cycling. The masterplan seeks to improve the health of its residents and those of the wider communities through extended river walks, sports facilities, playing fields, walking and cycle routes alongside a diverse provision of planting species. Play provisions have been provided across the masterplan providing a diverse range of activities for all age groups.

All open space, both public and private has been designed to be safe, accessible and inviting to ensure that they are well used by all without the fear or limitations. The design of the spaces considers the life cycle, including management and maintenance and the changing needs of the private and public amenity spaces. All recreational facilities will be designed to ensure that all children have access to safe, well designed and stimulating play alongside informal recreation.

The masterplan responds to the physical context through careful management of levels, optimising residents and visitors access to open spaces and the rivers, whilst providing the foundations for a series of individual residential developments to provide a diverse mix of units types and offering to accommodate the growing population. Careful consideration was given to past, existing and future occupants of the area to ensure that the masterplan benefits both the new residents but also compliments and enhances the existing population.

The location of public realm elements have been placed to improve connectivity, accessibility and to take advantage of daylight and sunlight. Different activities have been located to maximise usage of the amenity spaces.

Please refer to Design and Access Statement Volume 1 for further details regarding Secure by Design standards and measures

Play Space - Standard: 5
Please refer to Design and Access Statement Volume 1 for further details regarding playspace provisions across the masterplan.

The masterplan will complement the local area by providing a number of opportunities for formal and informal sports and recreation as part of encouraging an active lifestyle. This will be achieved through the provision of facilities in accessible locations, well-connected to public transport and linked to local networks for walking and cycling.

A variety of facilities have been provided across the masterplan with consideration given to the co-location of services between sports providers, schools, other community facilities and residential areas.

A focus to the design of the public realm has been to provide opportunities for play and informal recreation and enable children and young people to be independently mobile. This has been achieved by the incorporation of good-quality, accessible play provision for all ages, of at least 10 square metres per child that:

- Provide a stimulating environment.
- Be accessed safely from the street by children and young people independently.
- Form an integral part of the surrounding neighbourhood.
- Incorporate trees and/or other forms of greenery.

- Incorporate accessible routes for children and young people to existing play provision, schools and youth centres, within the local area, that enable them to play and move around their local neighbourhood safely and independently .
- Incorporate incidental play space to make the space more playable.

Density - Standard: 6

The site is located a 10-minute walk to two DLR stations (Royal Victoria and West Silvertown stations) that connect to the wider Overground and Underground networks. A new DLR station is proposed within the masterplan to further improve connectivity.

The site will also have improved accessibility with the completion of the Silvertown tunnel and associated new bus routes. In addition Custom House Crossrail Station is due to open in 2019.

Alongside the site's desirable riverfront location, the improved PTAL across the site's make it a good location for a high density development to meet London's pressing need for new housing.

The masterplan improves connectivity into the wider community, whilst also providing its own amenity spaces within the development. Careful consideration has been given in the location of ground floor animation and the provision of a series of community benefits, including retail, but also open spaces, parks, a new nursery, school and community centre.

Residential Mix - Standard: 7

London's population is growing, meeting the scale of growth required, it is crucial that new housing is delivered to a high standard in terms of architecture, urban design, environmental and residential quality, accessibility and adaptability. Inclusive design and accessibility are particularly important to meeting London's diverse needs. The masterplan provides a mix of unit sizes, types and tenures to reflect the local and strategic demand.

The masterplan allows for the needs of all Londoners at different stages of life, so that people can use it safely, easily and with dignity regardless of their age, disability,

gender or ethnicity. It will meet inclusive design principles by being responsive, flexible, convenient, accommodating, welcoming and adaptable.

Dual aspect family units located within the building are complimented with a series of ground floor family maisonettes accessed directly from the street.

The masterplan has been designed to house a series of community benefits such as a school and nursery within walking distance of the family units.

All units will be designed to maximise daylight and sunlight. Careful consideration in the detailed design phase will be given to mitigate environmental discomfort including acoustics, wind and pollution.

Entrance and Approach - Standard: 8 & 9

The arrival sequence across the masterplan has been developed within the illustrative masterplan and standards set out within the Design Codes. The location of residential front doors, car parking, cycles and servicing have been considered to make the masterplan secure, welcoming and accessible to all.

All main entrances will be visible, clearly identifiable and directly accessible from the main pedestrian circulation routes. The landscape has been designed to be fully accessible to all with ramped access accommodating changes in levels. All units will have step free access.

Active Frontages - Standard: 10

The design of the ground floor of the masterplan has been developed to ensure the development is coherent, legible, inclusive and a secure environment is achieved. Blank and inactive frontages at ground level have been minimised through the implementation of podiums and management of the changing levels across the masterplan. Plant, parking, waste and servicing is always secondary to the location of public realms and active frontages.

Where podiums are provided the upper level is utilised as private residential amenity.

Active Frontages have been maximised to enhance the public realm experience whilst also providing natural surveillance through activity.

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Access - Standard: 11

The outline masterplan allows for the detailed development of the design to be compliant with current building regulations including that a percent of new housing should meet requirement M4 (2) 'accessible and adaptable dwellings' and M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Wheelchair accessible units will be provided across all unit types and tenures within the detail design of each phase.

The masterplan seeks to ensure that the provision of housing will meet the local needs by providing an adequate mix of dwelling sizes and a mix of tenures to reflect the local and strategic demand.

Shared Circulation - Standard: 12, 13, 14, 15 & 16

Each residential core should be accessible to generally no more than eight units per floor. This is subject to building design, tenure and dwelling mix per level. Section 5.46 presents a residential floor plan example of how apartments could be planned to meet this standard. Any proposals to exceed this should demonstrate to the Local Planning Authority that all dwellings and circulation spaces achieve a high standard of accommodation.

In line with the London Housing SPG Standard 13, all cores serving more than 4 units will be provided with an access control system, additional security measures including audio visual verification will be included where more than 25 units or 100 bed spaces are served by one core or more than 8 units per floor are provided.

Where possible dwellings access via an internal corridor will be provided with natural daylight and ventilation.

All dwellings over eight storeys should be provided with two access lifts. Where possible all wheelchair units will also be provided with two access lifts.

Car Parking - Standard 17, 18 & 19

In line with the London Housing SPG Standard 18, each designated wheelchair accessible dwelling is supplied with a fully accessible car parking space within a podium or at street level. Street level parking has been kept to a minimum to enhance the use and appearance of the public realm.

Active frontages and green streets are clear design aspirations within the masterplan. Careful consideration has been given to the location of back of house facilities (including parking) so that they do not have a negative impact on the public realm. When located within a building, car parking spaces are either concealed within a podium, basement or wrapped with active frontages. Buildings with small footprints may be subsidised with on street parking to ensure no dead frontages within the public realms.

All of the building will be provided with dedicated storage facilities in line with policy requirements. Additional short stay parking provisions is included across the masterplan.

Cycle Storage - Standard: 20 & 21

All residential units will be provided with the following cycle storage provisions as a minimum:

1 per studio and 1 bed

2 per all other units

In addition, one short stay cycle parking space will be provided per 40 units.

All residential cycle storage will be located in dedicated secure stores within the building either within the podium, at ground floor or first floor level. All cycle spaces will be accessible at grade, via a ramp or through dedicated lift access.

Short stay cycle provisions are located within the public realm.

Refuse and Recycling Facilities - Standard: 22 & 23

Communal refuse and recycling facilities will be easily accessible to all residents. Refuse, green waste, food waste and recycling is a rapidly changing field and will be developed as part of the detailed application in line with the London Borough of Newham's requirements.

Communal refuse and recycling facilities will be easily accessible to all residents including children and wheelchair users, and located on a hard level surface.

Refuse and recycling facilities will be located to limit the nuisance caused by noise and smells and maintain a high hygiene standard.



Typical Indicative Residential Street

Dwelling Space Standards - Standard: 24 & 25

All homes within the Thameside West masterplan will be designed within the detailed design phase to comply to nationally describes space standards as set out in the London Plan. The units will be designed to the highest quality, being innovative in design and use of space.

Consideration will be given to unit sizes, flexibility, residents changing needs in addition to peoples changing work habits.

Dwelling plans at the detailed design phase will demonstrate that they can accommodate the furniture, access and activity space as set out in Approved Document Part M.

Private Amenity Space - Standard: 26 & 27

Thameside West creates a series of external public and private residential amenity spaces across the masterplan. In addition, each unit will have an additional area of private amenity space as set out in the Design Codes.

A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant.

The minimum depth and width for all balconies and other private external spaces should be 1500mm.

Privacy Standard: 28

During the detailed design of the masterplan, design proposals will illustrate how habitable rooms within each dwelling are provided adequate levels of privacy in relationship to neighbours, the street, public transport (including the Emirates Skyline and DLR), as well as public parks.

Where possible throughout the masterplan an approach to provide 18m building separation and setback has been promoted however, in instances where distances are less than this privacy mitigation measures will be considered at detail design stage. Measures could include directional glazing, privacy screens and strategic space planning to ensure habital rooms do not experience direct overlooking.

Dual Aspect - Standard: 29

The detailed design of the plots must maximise the number of dual aspect units throughout the development. Single aspect north facing units must be avoided and there must be no single aspect north facing family units of three bedrooms or greater unless there is sufficient justified reason not to do so.

Dual aspect units have many inherent benefits including better daylight, cross ventilation and greater capacity to address over heating and a choice of views.

Noise - Standard: 30

The layout of adjacent dwellings and the location of lifts and circulation spaces will be designed to limit the transmission of noise to sensitive rooms within dwellings.

The mitigation of noise from neighbouring dwellings, communal spaces and also the external environment is an important aspect of retreat and privacy within a dwelling.

All dwellings will be built with acoustic insulation in line with current building regulations. In addition the deign and layouts of the building will consider the mitigation of noise transfer as a design driver to minimise disturbance as a first principal.

Floor to Ceiling Heights - Standard: 31

A minimum ceiling height of 2.5m will be provided for at least 75% of the gross internal residential area within the detail design of each plot. A minimum ceiling height of 2.6 will provided at ground level.

Daylight and Sunlight - Standard: 32

All homes should provide for direct sunlight to enter at least one habitable room for part of the day.

Daylight enhances the residents enjoyment of an interior and reduces the energy needed to produce light for everyday activities, whilst also help meet part of the winter heating requirement.

Where direct sunlight cannot be achieved, it will be demonstrated how the daylight standards proposed within a scheme and individual units will achieve good amenity for

residents. It will also be demonstrated how the design has sought to optimise the amount of daylight and amenity available to residents, for example, through the design, colour and landscaping of surrounding buildings and spaces within a development.

Conclusion

The masterplan therefore demonstrates its best endeavours to adhere to the Mayor's Housing SPG guidelines at Outline Application stage.

Subsequently each Reserved Matters application should be supported by an assessment on how each building compares with SPG guidelines as shown for Phase 01 in Volume 2 of the Design and Access Statement. Where deviation from the Housing SPG 2017 guidelines are required a clear justification will be given in the assessment in latter detail applications.

Table 3.3 Minimum space standards for new dwellings

Number of bedrooms	Number of bed spaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Notes to Table 3.3

- * Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.
- The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹⁴ that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²).
- The nationally described space standard sets a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

Source: The London Plan : Policy 3.5 Quality and design of housing developments





5.49 Community Benefits

Thameside West will create a new attractive residential neighbourhood.

In addition to providing much needed new London homes the illustrative masterplan will provide the community with amenities including places to work, shop, eat visit and enjoy.

The following benefits are provided across the illustrative masterplan to create a vibrant, thriving community:

- A new DLR station connecting the site to Canning Town and London City Airport
- A new community centre and social hub for Thameside West
- New public realm including a hierarchy of open spaces, river front park and walkway
- A new riverside park in Newham
- A new conservation ecology park
- 1 km of riverfront walkways
- Extension and improvement to the Thames Valley walk
- A new 4 Form entry primary school and nursery
- Energy Centre
- The opportunity for a new foot bridge connection to Trinity Buoy Wharf

Quantums:

- 5,000 new homes
- 15,000 sqm (GEA) of flexible employment floorspace (Classes B1c, B2 and B8)
- 4,441 sqm (GEA) of flexible employment floorspace (Classes B1b, B1c, B2 (restricted) and B8)
- 7,368 sqm (GEA) of flexible retail floorspace (Classes A1 to A4)
- 7,055 sqm (GEA) of community and leisure floorspace (Classes D1 and D2)
- 64,444 sqm public realm (e.g. riverside walk, park, DLR Piazza, pedestrianised areas)
- 22,064 sqm of enhanced habitat, SINC and intertidal habitat along the river wall



5.50 Four Form Entry Primary School, Nursery and Community Centre

The Riverside Quarter is the commercial hub of the masterplan. Located adjacent to the new transport hub and at the entrance to the masterplan. It is a focal point of movement and activity. The complementary community benefits have been located in this vibrant heart of the masterplan. The Nursery, Primary School and Community Centre are all located in this area providing easy accessibility and also activity and open spaces.

The Nursery School

The Nursery School is located in block T, at the north west end of the scheme. Its location boasts privacy, and its close relation with both Leaway Park and the Thames River make its setting unique. The Nursery houses activity spaces for 3 to 4 year olds. Classroom areas have been based on the Department for Education's Area Guidelines for Mainstream Schools (Building Bulletin 103).

The Primary School

The School is set in a privileged corner of the masterplan, where its grounds benefit from a sense of privacy, while still permitting easy, vehicular access through the main spine. The school's location has the flexibility for two areas of external playspace. One at ground floor and the second at roof level.

The School's ground floor outdoor playspace is secluded, and School grounds are in close relation to Leaway Park, which would allow for additional activities to be carried out in the open. The rooftop playspace offers a complementary space.

2,300sqm of classrooms have been designated for years 1 through 6, for a classroom averaging 30 pupils. In addition, 2,820sqm of outdoor playspace, and a 430sqm indoor sports hall complement these classrooms.

The Community Centre

The Community Centre is located on Thames Way, one of the main cycle and vehicular access points in the scheme, and in close relation to the pedestrian hub of Station Plaza and it's DLR station - all which assure a permanent level of activity.

The Centre itself was designed with large open plan, double height spaces, which allow for great flexibility of use, for the community benefit.



Indicative School Illustration



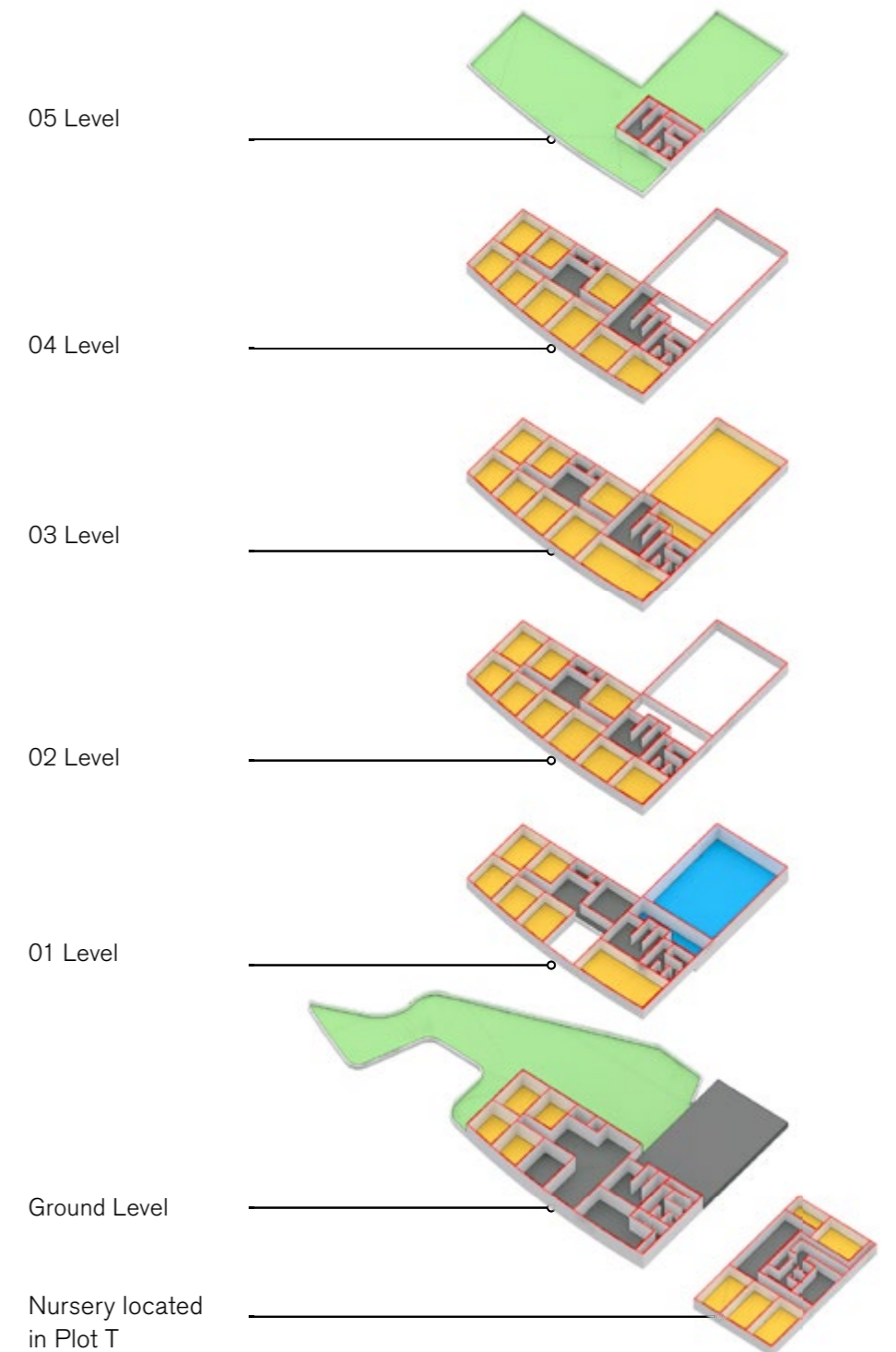
Location of Community Benefits

Nursery

4 form entry
Primary
School

Community
Centre

Thameside West Primary School - Indicative Layout



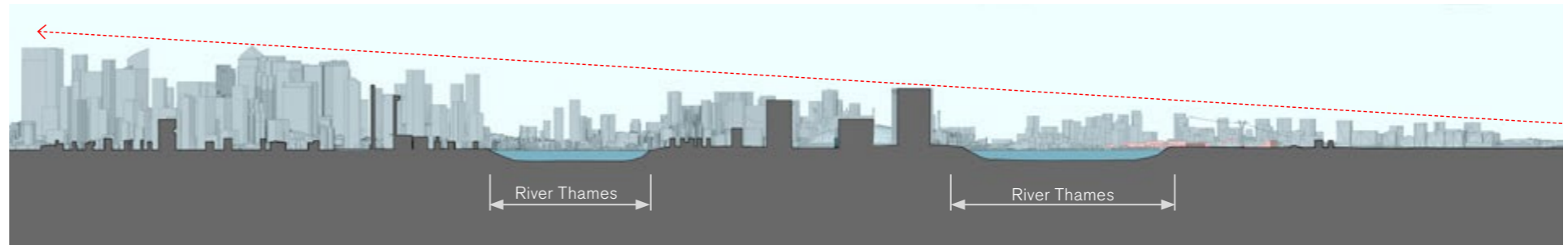
5.51 Tall Buildings

Placement of Height

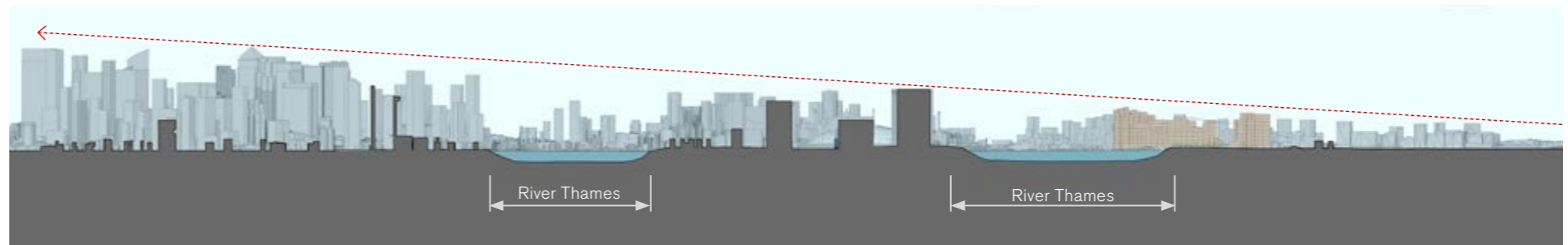
When the current masterplan proposals are reviewed in context to the emerging skyline it illustrates that the scale of development currently proposed in the masterplan is in keeping with the existing and emerging context for the site.

The emerging skyline is heavily influenced by London City Airport, with building heights increasing significantly outside of restrictions.

The adjacent images illustrate the scale and density of the proposed masterplan in the context of the city skyline.



Existing A-A Section



Proposed A-A Section



Section B



City of London Model

5.51 Tall Buildings

Placement of Height



Tall Building Clusters

- Tall buildings placed in clusters to deliver key public realm areas



Key Vistas Across City of London

- Tall building strategically placed to utilise highly sought uninterrupted views across London



Gateway "Marker" Buildings

- Gateway buildings help address pedestrian severance and wayfinding across Silvertown Way. Tall buildings frame view of park
- Unique architectural language



Parkside Vistas

- Height is placed adjacent to Dock Park to utilise permanent expanses of green open space



Tall Buildings Against Riverside

- Height is placed adjacent to 2 important water bodies offering excellent views and will be placed adjacent to permanent expanses of open space



A New Transport Node for LBN

- The high rise building cluster is positioned here to place the station as a marker on the site for Newham



Character Areas & Building Scale Variation

- Split into 5 different character area zones, the design typology of the urban blocks is defined by zone. As a way of creating familiarity users will be able to differentiate between character areas and aid navigation through the 18.79 ha site more easily



Wayfinding

- Height is strategically placed to aid way finding towards Dock Park and the Riverside. On arrival, height is then placed to help users navigate towards other public realm node pieces

5.52 Townscape

Townscape

Townscape Character

To provide a finer grain of detail over and above the detail provided in this study, a localised Townscape Character Study has been undertaken by Barton Willmore to facilitate a better understanding of the current context within which the site lies.

The site is identified within the Leamouth and Thames Estuary Townscape Character Area (TCA) 2. The key characteristics of this TCA are defined as follows:

- Predominantly industrial uses, adjacent to the River Lea and River Thames. Generally poor and cluttered appearance; and
- Built form of variable height, mostly low-rise although some high-rise development on the Leamouth Peninsula.

The introduction of the illustrative masterplan within the townscape will be perceived in a positive light as it will result in a new high-quality development and complementary land use on the site, replacing those industrial elements that are in a poor condition and detract from the scenic qualities of the surrounding townscape. The overall form, layout, mass and scale of the proposed masterplan will help to reinvigorate this area and will signify the urban regeneration of the area.

The taller forms in particular will be perceptible across a relatively large part of the TCA, thus enhancing legibility in the townscape (e.g. by signposting the location of the proposed Thameside West DLR station) and acting as a landmark/gateway feature for LBN. The proposed masterplan will also introduce additional visual interest to the skyline and will integrate with existing large-scale built forms within the surrounding townscape, forming a coherent part of the wider skyline. Overall, the proposed masterplan will affect a large part of the TCA, resulting in a considerable improvement to the townscape resource.

The modulated form of the proposed masterplan across the site, which crescendos to clustered peaks around important focal points in the townscape (such as the proposed Thameside West DLR station), will both assist in wayfinding and legibility in the townscape, while simultaneously create

a sense of rhythm that reflects this wider modulated pattern of built forms that fans out across Tower Hamlets, Greenwich and Newham. The introduced buildings will be perceived as new high-quality architecture and will create a more unified and visually pleasing appearance that brings about a renewed sense of identity and distinction to the area, enhancing the character of the townscape. The arrangement of the introduced built form will also allow for enhanced permeability through the townscape and across to the waterside environment, creating and defining new vistas towards notable landmarks in the surrounding area.

The introduced built form responds positively to the River Thames and River Lea by being set back from the waterways, allowing the buildings to more sympathetically integrate with the waterside environment which allows for enhanced access to the area, incorporating walking, cycling and recreation routes that are overlooked by the introduced built form. The layout and arrangement of the introduced built form also accommodates substantial areas of publicly accessible open green space, enhancing this resource in the townscape.



Townscape Character Plan

Representative Views

Representative Viewpoint 1

The masterplan will be visible from this elevated vantage point when arriving into the London Borough of Newham, forming a focal point and point of interest in the view between the Hoola towers and the O2 Arena. The rising vertical emphasis of the introduced built forms will help to mark the confluence of the River Lea and the River Thames, and as such will assist in wayfinding in the townscape. Landscape improvements to the SINC, in combination with the public realm improvements associated with the river walk areas will help to integrate the built form into the townscape and provide a positive relief from hardscape structures.

Following completion of the Good Luck Hope development, much of the illustrative masterplan will be screened from view as a result of this newly introduced intervening built form. As a result, the masterplan will not reveal itself until the viewer begins to descend the overbridge into the borough, thus helping to further punctuate a sense of arrival, and seen as part of a wider pattern of high-rise contemporary built forms.

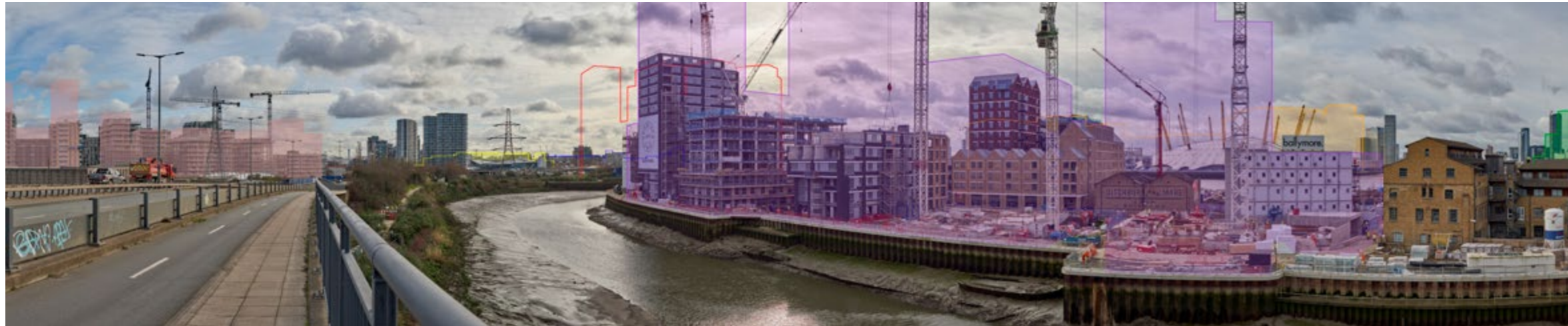
Representative Viewpoint 18

The masterplan in the site will be clearly visible from this location and will foreshorten the view towards existing high-rise development already present within LBN. The arrangement of the introduced built forms will ensure that physical and visual permeability is provided through the site, which reduces the perceived prominence of the built forms. In addition, the distribution of vertical scale across the site will create a sense of articulation in the skyline, resulting in visual interest that also helps to signpost the confluence of the River Lea with the Thames. Despite the reduction in the extent of sky visible, on balance the composition of the view will be noticeably improved due to the way in which a new focal point is created in the view, which is currently lacking in the existing view.

The illustrative masterplan will complement the other high-rise development in the area that is currently under construction, and will reflect the modulated skyline of this part of London.

Representative Viewpoint B

The masterplan will be clearly visible from this location, providing a new sense of articulation in the skyline on the northern bank of the River Thames. The profile of the stepped massing will reflect the curved profile of the O2 Arena, while being of a comparable height to the stanchions of this feature in addition to the emerging development on Greenwich Peninsula. In this regard, a visually pleasing sense of balance will be provided in the view that will overall help to enhance the visual amenity experience. Nonetheless, there will be a noticeable reduction in the extent of sky visible, albeit this perception will be offset due to the layout of the masterplan providing corridors that result in both physical and visual permeability. The Good Luck Hope development will frame the view to the left, meaning that the gradual rise in the illustrative masterplan will help to mark the confluence of the River Lea and River Thames, while also drawing the eye back through along the River Thames into the distance towards the Marco Polo Building at Royal Wharf.



Representative Viewpoint 1

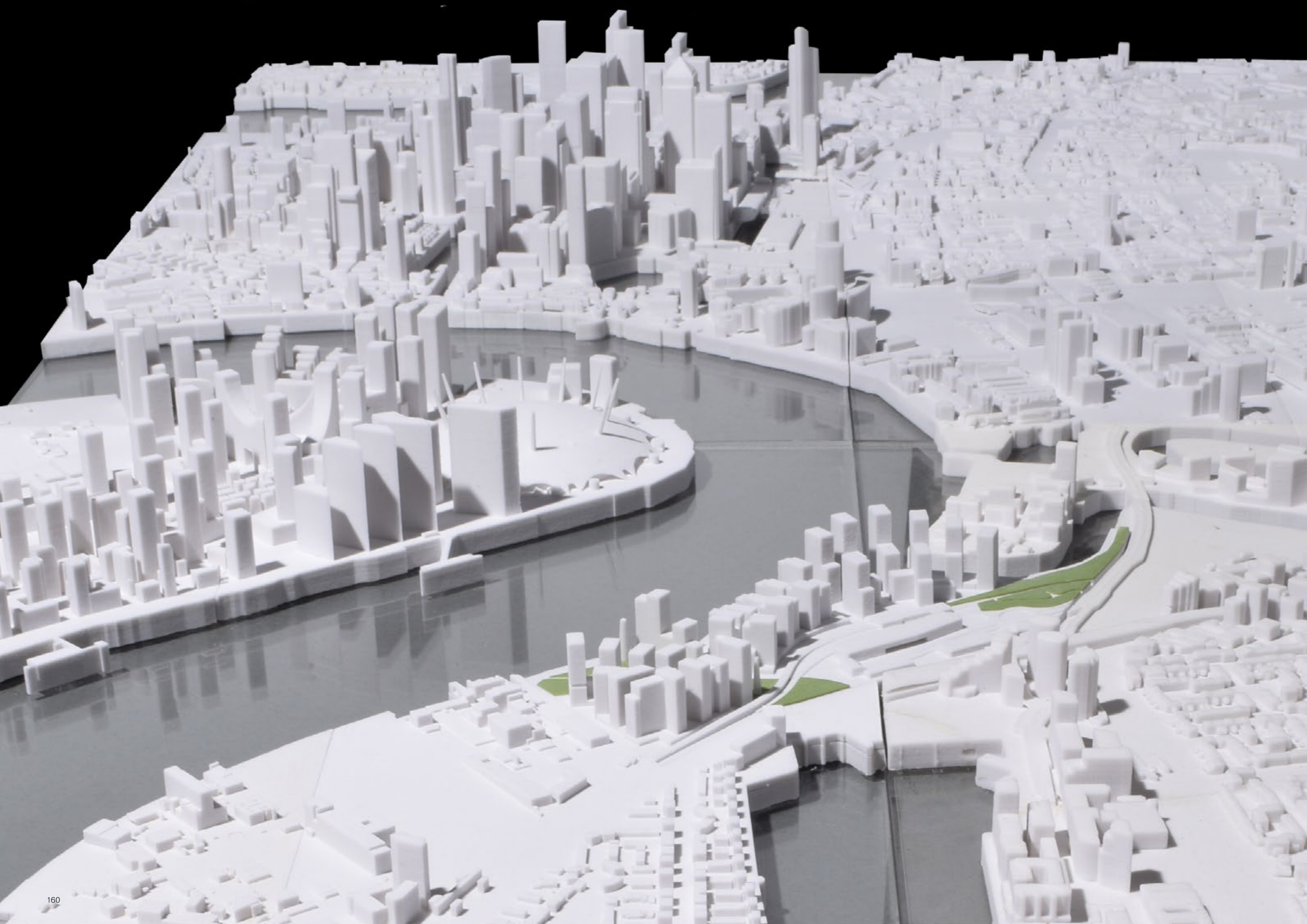


Representative Viewpoint 18



Representative Viewpoint B





5.53 Quantum

Development Areas

In order to deliver the much-needed London homes to address the housing crisis the illustrative masterplan seeks to optimise the development potential of the site, recognising the site's strategic allocation within the Royal Docks opportunity area and within a changing environment on the River Thames.

The scale of the masterplan has been carefully considered to sit harmoniously with the emerging skyline and has undergone consultation with local residents, the Local Planning Authority, independent Design Review Panel and the GLA.

The flexible non-residential uses located at ground floor level have been positioned to enhance and animate the public realm. The types of uses will support both the local and wider community.

The flexible approach to the ground floor uses will allow the illustrative masterplan to respond to changing needs and demand.

The quantity of ancillary spaces including, plant, parking, waste and cycles have been provided where possible within podium structures concealed within the landscape.

Site area:

- 18.79 ha

Residential (use class C3)

- Total number of homes: up to 5,000
- 476 car parking spaces
- 9,147 cycle parking spaces
- 36,300 sqm of private amenity space (e.g. balconies, private roof terraces)
- 23,341 sqm semi-private amenity space (e.g. podium deck, communal roof terraces)

Non residential floor space:

- 15,000 sqm (GEA) of flexible employment floor space (Classes B1c, B2 and B8)
- 4,441 sqm (GEA) of flexible employment floor space (Classes B1b, B1c, B2 (restricted) and B8)
- 7,368 sqm (GEA) of flexible retail floor space (Classes A1 to A4)
- 7,055 sqm (GEA) of community and leisure floor space (Classes D1 and D2)
- 29 car parking spaces
- 686 cycle parking spaces

The follow uses are proposed within the masterplan;

- Residential (C3)
- Retail (A1-A4)
- Community & Leisure (D1/D2)
- Primary School & Nursery (D1)
- Industrial (B1b, B1c, B2 (restricted) and B8)
- Industrial (B1c, B2 and B8)
- Ancillary management and supporting facilities, car parking, circulation, servicing and plant



The Indicative Masterplan