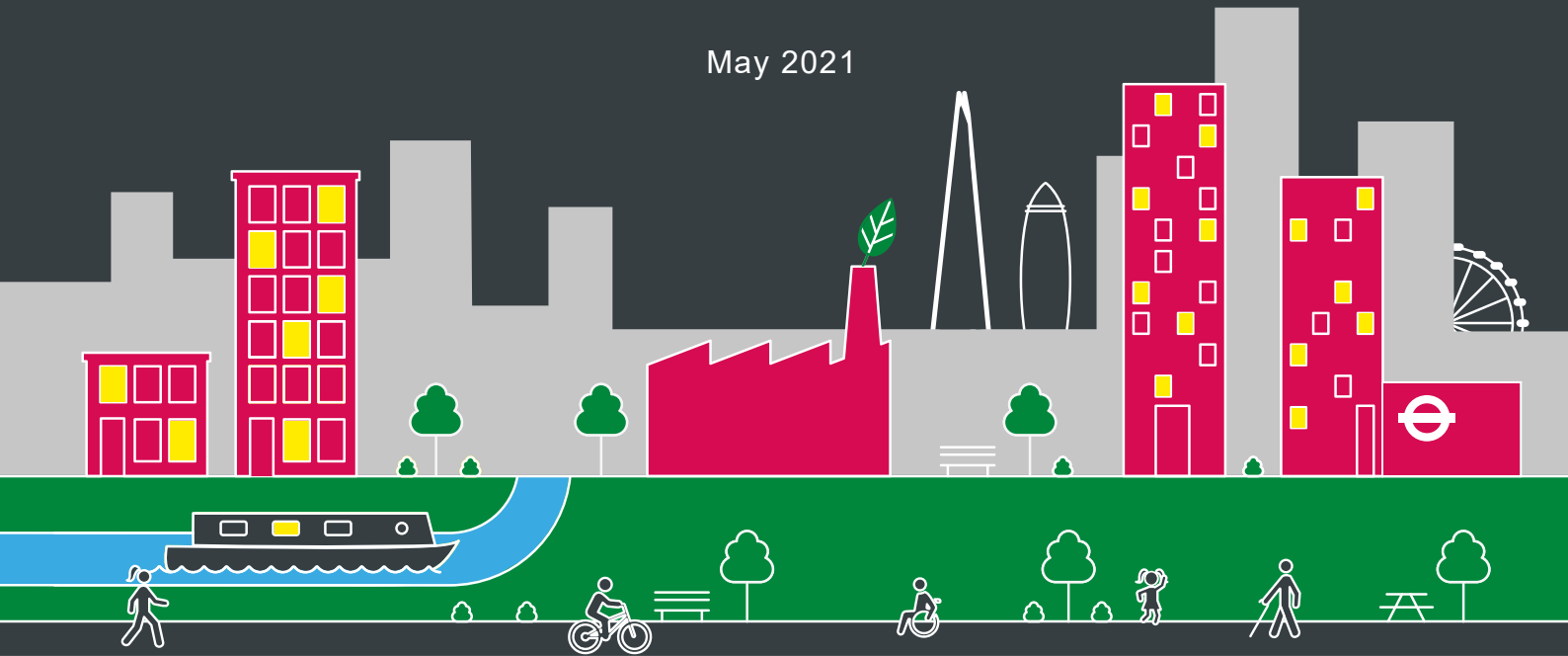


OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

Summary of Supporting Studies

LOCAL PLAN SUPPORTING STUDY

May 2021



MAYOR OF LONDON

Supporting Studies Summaries

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Document Title	Bus Strategy Update (2021)
Lead Author	Transport for London
Purpose of the Study	To update the indicative bus network and capacity requirements over the course of the development of the Old Oak and Park Royal Opportunity Area
Key outputs	<ul style="list-style-type: none"> • Indicative bus network • Costings • Accompanying infrastructure requirements (i.e. bus stands)
Key recommendations	<ul style="list-style-type: none"> • Provision of improved capacity, re-routing and route extensions, and new bus links, including: <ul style="list-style-type: none"> ○ Changes to route 487 to serve Scrubs Lane and Wormwood Scrubs Street ○ Changes to routes 7, 218, 220 and 226 to serve Old Oak Common Station ○ New bus route introduced to Park Royal between Hanger Lane and Old Oak Common Station • Phased approach in line with development capacity trajectories – up to 2028 and up to 2038
Key changes made since submission	<ul style="list-style-type: none"> • Update to reflect revised development capacities and development phasing, and changes to the road network and infrastructure requirements
Relations to other studies	Outputs cross-relate to the Old Oak Strategic Transport Study, Park Royal Transport Strategy and Infrastructure Delivery Plan
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • Strategic Policy SP7 Connecting People and Places • Transport Policy T6 Buses

Document Title	Channel Gate Development Framework Principles (2021)
Lead Author	OPDC
Purpose of the Study	To provide a local vision and place guidance specific to the Channel Gate Place
Key outputs	<p>Assesses the context and opportunities for development at Channel Gate, and provides a series of principles for:</p> <ul style="list-style-type: none"> • Movement and connectivity • Green infrastructure and open space • Land use • Design and character • Phasing and delivery
Key recommendations	<ul style="list-style-type: none"> • Deliver a residential led mixed use development at Channel Gate, with potential for a minimum 3,100 new homes and an indicative 600 new jobs; • Delivery of Channel Gate Street through the area, including all modes crossing of the canal; • New town centres uses focused within Atlas Junction cluster and along new Channel Gate Street, and employment floorspace along

	<p>Victoria Road and areas of transition between residential and industrial activity;</p> <ul style="list-style-type: none"> • 30% publicly accessible open space, including new minimum 2 ha Local Park • Support retention and efficient operation of Willesden Freight Terminal • Support retention of Park Royal Bus Garage, and its potential relocation within Channel Gate in order to optimise mixed use development and improve place making; • Tall buildings appropriate in principle across most of the Channel Gate, with lower heights adjacent to sensitive locations, particularly the Old Oak Lane conservation area.
Key changes made since submission	Document is a new supporting study.
Relations to other studies	<ul style="list-style-type: none"> • Outputs interface with the Public Realm, Walking and Cycling Strategy, Environmental Standards Study, Integrated Water Management Strategy, Development Capacity Study, Bus Strategy, Grand Union Canal Massing and Enclosure Statement, Future Employment Growth Sectors Strategy, and Infrastructure Delivery • Outputs supersede elements of the Victoria Road and Old Oak Lane DFP with respect to Channel Gate.
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • All strategic policies • Place Policies P9 (Channel Gate), P8C1 (Atlas Junction) and P8 (Old Oak Lane and Old Oak Common Lane) • Policy D12 (Timely Delivery and Optimised Phasing)

Document Title	Development Capacity Study Update (2021)
Lead Author	OPDC
Purpose of the Study	To identify indicative development capacity and phasing for housing and commercial uses across the area and for each place including proposed modifications to sites. This fulfils requirement to carry Housing and Economic Land Availability Assessment.
Key outputs	<ul style="list-style-type: none"> • Identifies sites and broad locations with potential for development over the plan period. • Assesses the development potential of sites and broad locations. • Provides an indicative trajectory of anticipated development including indicative quantum, density, potential use and relevant risks.
Key recommendations	<ul style="list-style-type: none"> • 19,850 new homes can be delivered during the 20 year plan period. • Economic floorspace (for B2, B8 and E-Use Classes including both former A-Use Class and B-Use Class floorspace) of 871,350 sqm Net Internal Area delivering 36,350 new jobs during the 20 year plan period.
Key changes made since submission	<ul style="list-style-type: none"> • Plan period homes have been reduced from 20,100 homes to 19,850 homes. • Plan period economic floorspace has been increased from 811,200 sqm to 871,350 sqm reflecting an increase in industrial floorspace in Old Oak North and increase in office floor space on the Old Oak Common Station Adjacent Station Development Site and Acton Wells West site.

	<ul style="list-style-type: none"> • Jobs have been reduced from 40,400 to 36,350 reflecting a greater proportion of industrial jobs and their lower job densities (more square metres are needed per employee). • Channel Gate, 3 School Road / 99 Victoria Road, Park Royal Road west and 5-7 Park Royal Road sites have been released from Strategic Industrial Locations (SIL) for housing-led mixed use development. This release has led to a reduction in Park Royal Strategic Industrial Location broad location floorspace from 216,700 sqm to 251,245 sqm. • Cargiant Old Oak North, EMR and Triangle Business Estate sites have been retained as SIL for industrial intensification. • Cargiant Scrubs Lane sites are retained for housing-led mixed used development. • 1 Lakeside Drive has been identified for development reflecting landowner aspirations. • North Pole East Depot and 1 Portal Way sites have had their phasing brought forward to 0-10 year period reflecting land owner aspirations. • Development capacities for Acton Wells West, Acton Wells East have been updated reflecting changes in infrastructure requirements. • Balance of land uses for the Old Oak Common Adjacent Station Development site have been adjusted to deliver more office floorspace and less homes reflecting land owner requirements. The development envelope remains as per the submission draft Local Plan. • Development management information has updated development capacities and phasing for Mitre Yard, North Kensington Gate South, 6 Portal Way, 4 Portal Way, Central Middlesex Hospital North East site and Park Royal Road west site.
Relations to other studies	<p>Outputs cross relate to the Retail and Leisure Needs Study, Housing Evidence Statement, Industrial Land Review and Addendums, Future Employment Growth Sectors Strategy, Infrastructure Delivery Plan, Scrubs Lane Development Framework Principles, Channel Gate Development Framework Principles, Victoria Road and Old Oak Land Development Framework Principles, Absorption Rates Study, Park Royal Intensification Study, Old Oak North Intensification Study and Park Royal Transport Strategy.</p>
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • Policy SP4 (Thriving Communities), SP5 (Resilient Economy) and Policy SP10 (Integrated Delivery) • Places Chapter • Policy H1 (Housing Supply)

Document Title	Grand Union Canal Massing and Enclosure Statement Update (2021)
Lead Author	OPDC
Purpose of the Study	To establish indicative heights/massing of development facing on to the Grand Union Canal outside of Strategic Industrial Locations.
Key outputs	<ul style="list-style-type: none"> Provides a series of illustrative cross-sections of different locations along the canal reflecting local existing and future character to inform development of policies for heights along the Grand Union Canal.
Key recommendations	<ul style="list-style-type: none"> Generally, 6-8 storeys for mixed-use development is suitable to provide an appropriate sense of enclosure to the canal and canalside spaces. Taller heights may be appropriate at crossings of key routes subject to site specific considerations.
Key changes made since submission	N/A
Relations to other studies	Interfaces with the Scrubs Lane Development Framework Principles, Channel Gate Development Framework Principles, Victoria Road and Old Oak Lane Development Framework Principles and Views Study.
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> Policies P1, P2, P3, P8, P9 and P10 Policy D4

Document Title	Industrial Land Review Addendum (2021)
Lead Author	OPDC
Purpose of the Study	Study considers the approach to Strategic Industrial Location (SIL) designations outlined in the Inspector's Interim Findings report (10 th September 2019). It makes recommendations for modifications related to the retention and release SIL sites in order to demonstrate general conformity with the London Plan with respect to meeting demands for housing and industrial capacity.
Key outputs	<p>It sets out:</p> <ul style="list-style-type: none"> an alternative approach to the retention and release of SIL sites an updated calculation to demonstrate no net loss of industrial floorspace capacity
Key recommendations	<p>The Study proposes a modified SIL boundary. New changes include:</p> <ul style="list-style-type: none"> retaining the SIL designation in Old Oak North de-designating land on Channel Gate, and small parcels of land on Park Royal Road and School Rd/Victoria Rd. <p>It also demonstrates the potential for a net gain of 250,428sqm of industrial floorspace capacity across the Local Plan period.</p>
Key changes made since submission	This work includes an amended boundary for SIL and includes an updated calculation to demonstrate no net loss of industrial floorspace capacity.

Relations to other studies	This new Addendum supersedes the previous 2018 Addendum and the recommendations related to the SIL boundary in the Industrial Land Review. Outputs from this study have been used to inform the Development Capacity Study and Industrial Land Review (addendum)
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • Policy SP5 (Resilient Economy) • Place policies P2 (Old Oak North), P4 (Park Royal West), P5 (Old Park Royal) P9 (Channel Gate) and P10 (Scrubs Lane) • Policy E1 (Protecting, Strengthening & Intensifying the Strategic Industrial Location) and Policy E2 (Employment Sites Outside SIL)

Document Title	Infrastructure Delivery Plan (2021)
Lead Author	OPDC
Purpose of the Study	<ul style="list-style-type: none"> • To identify the infrastructure required to support the regeneration of the area, including social, transport, utility and green infrastructure.
Key outputs	<ul style="list-style-type: none"> • Identifies the infrastructure project, it's location and anticipated phasing requirement. • Identifies the estimated cost of the infrastructure project, and assumptions on funding source, based on best available evidence; • Clarifies whether a project is considered “necessary” to support the growth identified within the plan period, or whether project is “desirable” but not considered necessary to support delivery of homes and jobs. • Provides an overview of the overall cost of infrastructure, the estimated funding gap, and how this funding gap will be addressed.
Key recommendations	<ul style="list-style-type: none"> • The IDP Identifies a significant number of infrastructure requirements to support the regeneration of the area. • The overall cost of the identified infrastructure £2.14 billion. • The cost of necessary infrastructure which is considered unfunded, and is not assumed to be a developer or service provider cost, is £347 million. • It is estimated that planning contributions will cover between £145 million to £211 million of the infrastructure bill, resulting in a funding gap of between £136 million and £202 million. • A range of potential funding sources are available to address the funding gap, including the regeneration led funding programmes, or potential retention of future business rates uplift. Initial analysis shows that the funding gap is well within fiscal parameters for national infrastructure investment when considered against level of economic growth that will be delivered in the OPDC area. • The IDP will be kept up to date and reviewed on an annual basis.
Key changes made since submission	<ul style="list-style-type: none"> • The list of required infrastructure has been revised to reflect proposed modifications to the Local Plan, and as a result of outputs from new/updated supporting studies; • The list of infrastructure requirements has been consolidated, to avoid duplication for projects which are likely to form a single project, for example multiple projects relating to different aspects of a single street upgrade; • The IDP now identifies each project as being either necessary or desirable with regards to its importance in supporting the growth envisioned within the plan;

	<ul style="list-style-type: none"> The IDP includes an assessment of the overall infrastructure cost and estimated funding gap. This is supported by a summary of how OPDC intends to address the identified funding gap.
Relations to other studies	<ul style="list-style-type: none"> Outputs on infrastructure requirements, costs and funding supersede those presented in Development Infrastructure Funding Study (DFIS) Outputs cross-relate to the Integrated Water Management Strategy, Park Royal Transport Strategy, , Utilities Study, Social Infrastructure Needs Study, North Acton Station Feasibility Study, Preliminary Infrastructure Design and Costing Study, Sports Courts and Swimming Pools Study, A40 Study, Public Realm, Walking and Cycling Strategy and all Development Framework Principle (DFP) documents.
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> All the policies and chapters of the Local Plan

Document Title	Integrated Impact Assessment (IIA) Addendum and Habitat Regulation Assessment (HRA) (2021)
Lead Author	Arcadis
Purpose of the Study	<p>To undertake an Integrated Impact Assessment of the proposed post submission modifications to the draft Local Plan. It integrates the following impact assessments to meet legal requirements and best practice approaches:</p> <ul style="list-style-type: none"> Sustainability Appraisal and Strategic Environmental Assessment; Health Impact Assessment; Equalities Impact Assessment; and Habitats Regulations Assessment.
Key outputs	<ol style="list-style-type: none"> IIA Addendum (February 2021) comprising: <ul style="list-style-type: none"> Sustainability Appraisal and Strategic Environmental Assessment: Process for assessing the social, economic, and environmental impacts of the Local Plan and aims to ensure that sustainable development is at the heart of the plan-making process. Health Impact Assessment: high-level assessment of the possible health impacts of the Local Plan. Equalities Impact Assessment: high-level assessment of the possible equalities impacts of the Local Plan. Habitats Regulations Assessment: A HRA screening exercise will be undertaken to determine if the Local Plan would generate an adverse impact upon the integrity of a Natura 2000 site (for the OPDC area, these are Richmond Park and Wimbledon Common). Other documents as requested by the Inspector's Interim Findings including: <ol style="list-style-type: none"> IIA Addendum (May 2019) (Appended to the IIA Addendum 2021) Schedule of references to reasonable alternatives (OPDC-033) (June 2019) Schedule summarising and explaining decisions taken on alternatives and rejected alternatives at previous stages of plan preparation (February 2021) Schedule summarising and explaining the rejection as not reasonable alternatives for options considered in documents

	outside the IIA process (OPDC-034) (June 2019)
Key recommendations	<ul style="list-style-type: none"> • IIA confirms that the proposed modifications result in mainly positive outcomes on the sustainability and deliverability of the OPDC Local Plan. • HRA confirms that the proposed modifications result in unlikely to have any significant effects on the European sites identified, either alone or in-combination with other plans or projects. As such, it is not proposed to undertake an 'Appropriate Assessment'.
Key changes made since Submission	<ul style="list-style-type: none"> • Assessments of the proposed modifications to the Local Plan have been carried out.
Relations to other studies	Interfaces with all other evidence base studies through their input into the draft Local Plan.
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • All the policies and chapters of the Local Plan

Document Title	Old Oak North Intensification Study (2021)
Lead Author	OPDC
Purpose of the Study	Study explores the potential to intensify industrial land in Old Oak North.
Key outputs	An analysis of the likely uplift in floorspace that could be achieved across Old Oak North.
Key recommendations	Develops place making principles covering a range of issues (connections and movement, frontages and wayfinding, open space and green infrastructure, land uses, heritage assets, heights), to ensure that new development responds to current issues and opportunities as well as delivering industrial intensification. Based on applying the principles as part the development capacity testing, there is the potential for 212, 584sqm of new industrial floorspace to be delivered in Old Oak North.
Key changes made since submission	This is a new supporting study
Relations to other studies	Outputs from this study have been used to inform the Development Capacity Study and Industrial Land Review (addendum).
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • Policy SP5 (Resilient Economy) • Policy SP10 (Integrated Delivery) • Place policies P2 (Old Oak North) • All policies in the employment chapter

Document Title	Preliminary Infrastructure Design and Costing Study (2021)
Lead Author	Mott Macdonald
Purpose of the Study	To provide preliminary designs and costs for key infrastructure within the OPDC area and general infrastructure costs to be applied to other infrastructure.
Key outputs	Costs for a variety of infrastructure including: <ul style="list-style-type: none"> • New and enhanced highways and junctions • New and enhanced all-modes and pedestrian and cycle bridges • New and enhanced walking and cycling routes • New and enhanced public open spaces • New and enhanced social infrastructure
Key recommendations	Identifies bespoke infrastructure requirements and costs for infrastructure in Old Oak South, Old Oak North, North Acton and Acton Wells, Scrubs Lane, Channel Gate, Old Oak Lane/Old Oak Common Lane and Willesden Junction place policies Identifies generic infrastructure costs to be applied to infrastructure across the OPDC area.
Key changes made since submission	This is a new supporting study
Relations to other studies	Outputs from this study have been used to inform the Infrastructure Delivery Plan
Relevant Local Plan Policies and Chapters	All the policies and chapters of the Local Plan

Document Title	Scrubs Lane Development Framework Principles Update (2021)
Lead Author	OPDC and East Architects
Purpose of the Study	To provide a local vision and detailed guidance specific to the Scrubs Lane place.
Key outputs	<p>Identifies a series of principles and site specific guidance for:</p> <ul style="list-style-type: none"> • Land uses • Public realm and connections • Publicly accessible open spaces and green infrastructure • Local character and heritage • Development capacity • Indicative building heights and massing
Key recommendations	<ul style="list-style-type: none"> • Deliver residential led development across the area. This should generally comprise employment floorspace on ground floors fronting onto Scrubs Lane and railways with housing above. • Focusing active town centre uses in clusters around each of the new and improved east-west routes into Old Oak North. • Support north-south movement along the street through improvements to walking and cycling routes and the carriageway. • Deliver new and improved east to west routes to Old Oak North, Kensal Canalside and St. Mary's Cemetery • Deliver a well-defined street with generous footpaths, a segregated cycle lane on the western side and positive and active frontages along its length • Deliver multifunctional green infrastructure comprising of new publicly accessible open spaces in each cluster and street greening along the length of Scrubs Lane. • Conserve and enhance the local character, specifically St. Mary's Cemetery, Cumberland Park Factory and the Grand Union Canal conservation areas as well as Kensal Green Cemetery Grade 1 Listed Registered Park/Garden. • Deliver a high quality built environment that responds to the surrounding sensitive locations and supports local legibility by delivering a range of building heights to provide: <ul style="list-style-type: none"> » north of the Grand Union Canal, generally 6-8 storey heights onto Scrubs Lane; » south of the Grand Union Canal, generally 8-10 storey heights onto Scrubs Lane with lower heights adjacent to Little Wormwood Scrubs; » generally lower heights opposite the Cumberland Park Factory; » generally 6 to 8 storey heights fronting onto the Grand Union Canal; » increased heights of 8-10 storeys adjacent to the railway; » two tall buildings in the Hythe Road Cluster and a single tall building in other clusters; and » visual permeability between taller buildings.

Key changes made since Submission

- Contextual information has been updated and expanded for social infrastructure, open spaces and transport.
- Maps have been refreshed
- Amendments in response to the Inspector's Interim Findings have been undertaken comprising:
 - Changes to roles of new east-west routes
 - Delivery of Wormwood Scrubs Street within the plan period and establishment of the new Mitre Way Cluster reflecting acceleration of delivery of North Pole East Depot
- Building heights guidance has been updated to:
 - Support a variety of building heights within clusters
 - Deliver two tall buildings within the Hythe Road cluster reflecting its role as the key east-west route into Old Oak North and other destinations
 - Deliver a single tall building within the Mitre Way Cluster.
- Updates to the Scrubs Lane Strategic Views Assessment Summary have been undertaken to reflect above changes in building heights guidance and use of new modelling software. The outcome of the assessment has not changed.

Relations to other studies

Interfaces with the Old Oak North Intensification Study, Public Realm, Walking and Cycling Strategy, Heritage Strategy, Character Study, Environmental Standards Study, Integrated Water Management Strategy, Future Employment Growth Sectors Strategy and Infrastructure Delivery Plan.

Document Title	Social Infrastructure Needs Study Update (2021)
Lead Author	AECOM
Purpose of the Study	<p>To update and refine information held within the DIFS and Education and Health Needs Study (2017) and Social Infrastructure Needs Study (2018) to identify:</p> <ul style="list-style-type: none"> • The infrastructure requirements for education, health, community and emergency services; and • The demands on delivery of social infrastructure across the area.
Key outputs	<ul style="list-style-type: none"> • Prepare revised population projections based on the new Development Capacity Study figures to form a basis for analysis for education, health, community and emergency service need across the development; • Use updated population projections to derive child yield from the development to cover all educational needs provision including: early years (0 – 4); primary (4 – 11); secondary (11 – 19) and Special Educational Needs; • Identify space requirements for onsite education, health, community and emergency service facilities, along with analysis of off-site improvements to existing facilities; • Identify trigger years for education, health, community and emergency service facilities to meet population increase over the plan period, including both on-site and any capacity identified off-site; • Provide a clear approach to population and child yield for health, education, community and emergency service needs and how this relates to what OPDC will seek from developers in terms of floorspace provision or S106 / CIL contributions; • Provide advice on funding and delivery routes for health and education and OPDC’s role in each method / route; • Advise on consequential changes to the infrastructure requirements for education, health, community and emergency service facilities including, where appropriate, identification of locations in the OPDC development area for required on-site facilities; and • Provide case studies of successful delivery of modern best practice facilities.
Key recommendations	<ul style="list-style-type: none"> • There is ability to use some existing capacity in off-site facilities to meet the needs of the development; • Four super-nurseries and one 3FE primary school (2031) are required to support the development; • Population projections give rise to a significant need for on-site health facilities – one large health hub is identified for delivery in 2024 in North Acton and Acton Wells, in addition to off-site expansions; • Two community hubs are required in 2030 and 2035; and • An expansion of police and ambulance facilities are required.

Key changes made since Submission	<ul style="list-style-type: none"> • Updates have been informed by health, education and emergency services stakeholders. • The change in social infrastructure requirements reflect updated population projections using the GLA Population Yield Calculator 3.2 (2020), child yield estimates, updated capacities of existing infrastructure and updates to OPDC development capacities and phasing. • Key changes comprise: <ul style="list-style-type: none"> • A decrease in size of a required on-site primary school from 4FE to 3 FE primary school delivered 1 year later from 2030 to 2031. Location moved from Old Oak North to a location outside of Strategic Industrial Locations. • Removal of the need for an onsite secondary school. • Delivery dates for the two community centres updated to have the first delivered later in the plan period (2030 from 2026) and the second delivered earlier in the plan period (2035 from 2037). • Location of the health hub to be moved from Old Oak North to North Acton and Acton Wells.
Relations to other studies	<p>Outputs have interdependencies with the Development Infrastructure Funding Study (DIFS); Infrastructure Delivery Plan (IDP); Channel Gate Development Framework Principles and Park Royal Development Framework Principles.</p>
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> • Strategic Policy SP2 (Good Growth), SP3 (Improving Health and Reducing Health Inequalities), SP4 (Thriving Communities) and SP10 (Integrated Delivery) • Place Policy P1 (Old Oak South), P7 (North Acton and Acton Wells) • Town Centres and Community Uses policy TCC3 (Social Infrastructure)

Document Title	Strategic Site Allocations Viability Assessment (2021)
Lead Author	BNP Paribas Real Estate
Purpose of the Study	To assess the viability of development on four strategic site allocations in the modified Local Plan.
Key outputs	<p>Assessment of viability of industrial intensification on: Site allocation 2: Old Oak North; Site allocation 4: European Metal Recycling (EMR).</p> <p>Assessment of viability of residential mixed use development on: Site allocation 26: Channel Gate; Site allocation 40: North Pole East Depot South.</p>
Key recommendations	<p>Site Allocation 2 Cargiant Old Oak North is viable at 20% profit on Cost when measured against the identified benchmark land value.</p> <p>Site Allocation 4 EMR, either with or without the re-provision of waste uses on the site, is viable at 20% profit on cost when measured against the identified benchmark land value.</p> <p>Site Allocation 26 Channel Gate can viably deliver between 25% and 35% affordable housing without grant, dependant on the starting sales values achieved on the site. With affordable housing grant this can be increased up to 40% affordable housing.</p> <p>Site Allocation 40 North Pole East Depot South can viably deliver between 5% and 25% affordable housing without grant, depending on the starting sales values achieved on the site. With affordable housing grant this can be increased by up to 35% affordable housing.</p> <p>The four key Strategic Site Allocations are developable in the terms defined by the NPPF.</p> <p>The results of the appraisals in this study support the maintenance of the OPDC's proposed policy approaches, which are in conformity with the Publication London Plan.</p>
Key changes made since submission	This is a new supporting study.
Relations to other studies	Development Capacity Study Industrial Land Review (addendum)
Relevant Local Plan Policies and Chapters	Strategic policies SP4 (Thriving Communities), SP5 (Resilient Economy) All housing policies Delivery and Implementation Policies DI2 and DI4

Document Title	Tall Buildings Statement Update (2021)
Lead Author	OPDC
Purpose of the Study	To provide a definition for a tall building and appropriate locations for tall buildings outside of Strategic Industrial Locations to meet the requirements of the London Plan.
Key outputs	<ul style="list-style-type: none"> Identifies that Channel Gate, Old Oak North SIL, Old Oak South, North Acton and Acton Wells, Park Royal Centre, Willesden Junction, the Brewery Cluster and points along Scrubs Lane are appropriate locations for tall buildings. Identifies that a tall building within the OPDC area is defined as being a minimum of 15 storeys or a minimum of 48 metres above ground level.
Key recommendations	<ul style="list-style-type: none"> Defines Channel Gate, Old Oak North SIL, Old Oak South, North Acton and Acton Wells, Park Royal Centre, Willesden Junction, the Brewery Cluster and points along Scrubs Lane as appropriate locations for tall buildings. Defines a tall building within the OPDC area to be a minimum of 15 storeys or a minimum of 48 metres above ground level.
Key changes made since submission	<p>The following changes have been made to tall building locations:</p> <ul style="list-style-type: none"> Brewery Cluster – adjusted to reflect whole cluster. 3 School Road / 99 Victoria Road – included as an appropriate location. 5-7 Park Royal Road – included as an appropriate location. Hythe Road cluster identified with two tall buildings Mitre Way Cluster identified as an appropriate specific location. Channel Gate identified as an appropriate location. Old Oak North – adjusted to show site allocations 2, 3 and 4 as an appropriate location Old Oak South – adjusted to reflect refined development sites during the Local Plan period.
Relations to other studies	Outputs cross relate to the Scrubs Lane Development Framework Principles, Channel Gate Development Framework Principles, Victoria Road and Old Oak Lane Development Framework Principles, Park Royal Intensification Study and Park Royal Development Framework Principles.
Relevant Local Plan Policies and Chapters	<ul style="list-style-type: none"> Policy SP9 (Built Environment) and D5 (Tall Buildings)