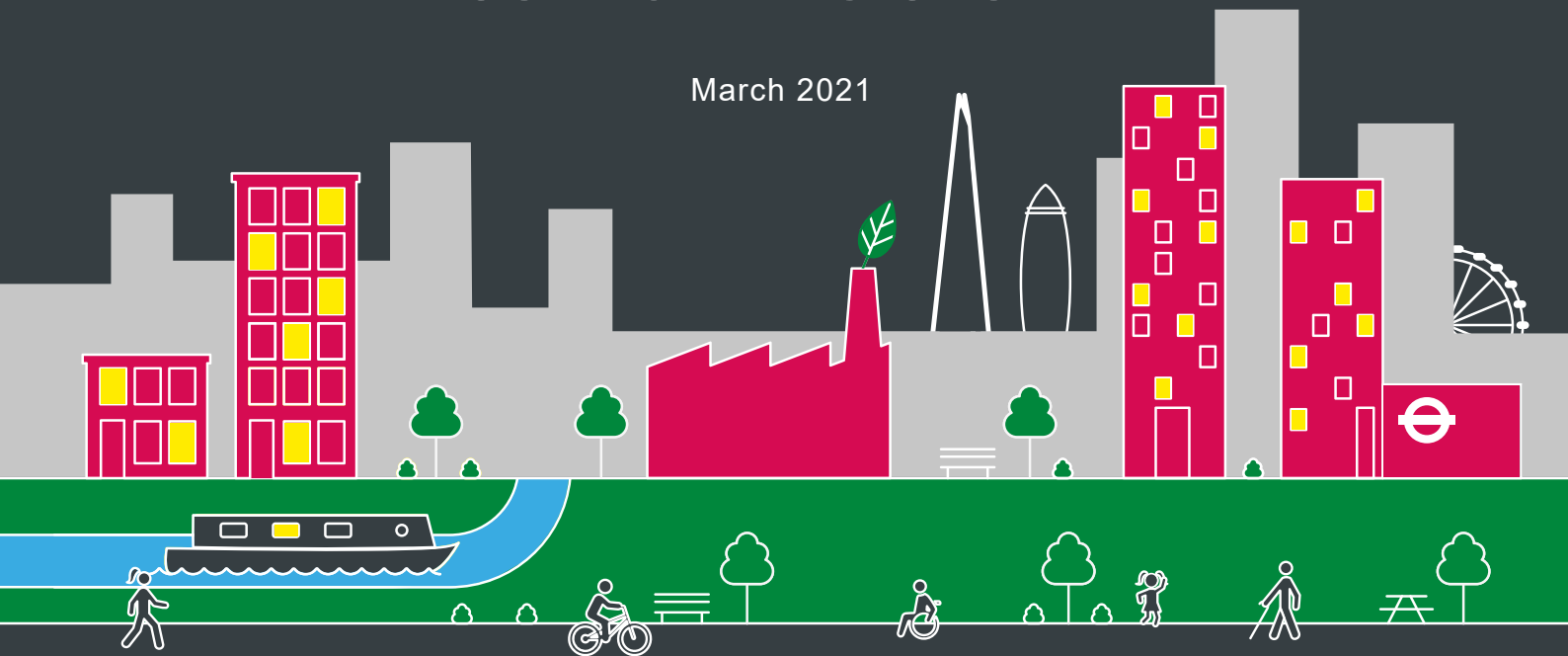


**OPDC**  
OLD OAK AND  
PARK ROYAL  
DEVELOPMENT  
CORPORATION

# Development Capacity Study Update

## LOCAL PLAN SUPPORTING STUDY

March 2021



**MAYOR OF LONDON**

## Development Capacity Study Update 2021

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"> <li>Identifies sites and broad locations with potential for development over the plan period.</li> <li>Assesses the development potential of sites and broad locations.</li> <li>Provides an indicative trajectory of anticipated development including indicative quantum, density, potential use and relevant risks.</li> </ul>
Key recommendations	<ul style="list-style-type: none"> <li>19,850 new homes can be delivered during the 20 year plan period.</li> <li>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.</li> </ul>
Key changes made since submission	<ul style="list-style-type: none"> <li>Plan period homes have been reduced from 20,100 homes to 19,850 homes.</li> <li>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.</li> <li>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).</li> <li>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.</li> <li>Cargiant Old Oak North, EMR and Triangle Business Estate sites have been retained as SIL for industrial intensification.</li> <li>Cargiant Scrubs Lane sites are retained for housing-led mixed used development.</li> <li>1 Lakeside Drive has been identified for development reflecting landowner aspirations.</li> <li>North Pole East Depot and 1 Portal Way sites have had their phasing brought forward to 0-10 year period reflecting land owner aspirations.</li> <li>Development capacities for Acton Wells West, Acton Wells East have been updated reflecting changes in infrastructure requirements.</li> <li>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.</li> </ul>

	<ul style="list-style-type: none"> <li>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.</li> </ul>
<p>Relations to other studies</p>	<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>
<p>Relevant Local Plan Policies and Chapters</p>	<ul style="list-style-type: none"> <li>Policy SP4 (Thriving Communities), SP5 (Resilient Economy) and Policy SP10 (Integrated Delivery)</li> <li>Places Chapter</li> <li>Policy H1 (Housing Supply)</li> </ul>



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# EXECUTIVE SUMMARY

## What is the purpose of the Development Capacity Study?

The Development Capacity Study (DCS) fulfils the role of a Housing and Economic Land Availability Assessment as required by the Planning Practice Guidance (PPG). The DCS does not allocate sites for development. It identifies sites with development potential for housing and economic land uses and sets out an indicative trajectory for deliverable (0 to 5 years) and developable (6 to 20 years) sites. Locations for the development of housing and economic uses are set out in the Local Plan and will be managed and assessed through the development management process.

The DCS also sets out proposed modifications to sites made in response to the Planning Inspector's Interim Findings (September 2019). This information is set out in section 6.

## What geographical area does the DCS cover?

The assessment area covers the OPDC area.

## What is the methodology?

The National Planning Policy Framework (NPPF) sets out the requirement for local planning authorities to carry out an assessment to establish realistic assumptions about the availability of land to meet the identified need for housing and economic uses over the plan period. The PPG (PPG 006 Reference ID: 3-006-20140306) sets out a clear methodology to meet this requirement. This comprises the following 5 stages:

1. Identifying sites and broad locations with potential for development;
2. Assessing their development potential;
3. Assessing potential for windfall sites;
4. Reviewing the assessment; and
5. Assessing the core outputs to form the evidence base for the Local Plan.

What are the outputs?

- The site assessment (set out in Appendix A) considered 63 sites in total.
- The potential housing capacity for the plan period is:

Phase	Capacity (dwellings)
0 to 5 years (deliverable)	4,600
6 to 20 years (developable)	15,250
<b>Plan period total</b>	<b>19,850</b>

- The first five year housing supply (4,600 dwellings) will meet the housing need for the first five years (315 dwellings).
- The potential economic floorspace capacity (for B2, B8 and E-Use Classes including both former A-Use Class and B-Use Class floorspace) for the plan period is **871,350 square metres**. This equates to **36,350 jobs**.

# 1. INTRODUCTION

## **What is the purpose of the Development Capacity Study?**

- 1.1 The Development Capacity Study (DCS) fulfils the role of a Housing and Economic Land Availability Assessment as required by the Planning Practice Guidance (PPG). The DCS does not allocate sites for development. It identifies sites with development potential for housing and economic land uses and sets out an indicative trajectory for deliverable and developable sites. Locations for the development of housing and economic uses are set out in the Local Plan and will be managed and assessed through the development management process. This includes through pre-application discussions and through the determination of planning applications.
- 1.2 The DCS is based on best available knowledge at the time of writing for the purposes of supporting the OPDC Post Submission Modified draft submission Local Plan (February 2021). It makes realistic assumptions about the availability, suitability and likely economic viability of land to meet the identified need for housing and economic uses over the plan period, taking account of any constraints. It is a 'snapshot' of capacity at the time of writing (February 2021). As such, information set out in this document may change over time and will likely be further refined as more detailed information for sites become available. The DCS will be updated to reflect these changes to inform future iterations of the Local Plan as appropriate.

## How does the DCS relate to the London Plan housing and employment targets?

- 1.3 The DCS independently assesses the development capacity of deliverable and developable sites within the OPDC area. The outcome of this assessment is used to determine whether the capacity will meet the London Plan housing and employment targets.

## How does the DCS relate to OPDC's Strategic Housing Market Assessment?

- 1.4 The Strategic Housing Market Assessment (SHMA) identifies that within the OPDC area, there is a need for 1,200 new homes across a range of tenures during the plan period (2018 to 2038). The DCS provides a mechanism for OPDC to demonstrate whether there is available housing capacity to meet this need.
- 1.5 It should be noted that given the scale of the opportunity at OPDC, an alternative SHMA boundary has also been used to identify housing need for the combined areas of the London Boroughs of Brent, Ealing and Hammersmith & Fulham. This identifies a need for 99,000 homes over the plan period. Although development within the OPDC area will contribute significantly to meeting this need, as well as strategic pan-London needs, the DCS only assesses availability for land for within the OPDC area.

## **What is the DCS methodology?**

1.6 The Local Plan continues to be considered against the National Planning Policy Framework (NPPF 2012). This sets out the requirement for local planning authorities to carry out an assessment to establish realistic assumptions about the availability of land to meet the identified need for housing and economic uses over the plan period. The PPG (PPG 006 Reference ID: 3-006-20140306) sets out a clear methodology to meet this requirement. In summary this comprises the following 5 stages:

2. Identifying sites and broad locations with potential for development;
3. Assessing their development potential;
4. Assessing potential for windfall sites;
5. Reviewing the assessment; and
6. Assessing the core outputs to form the evidence base for the Local Plan.

1.7 The DCS is structured to follow these stages. Figure 1 provides an overview of these.



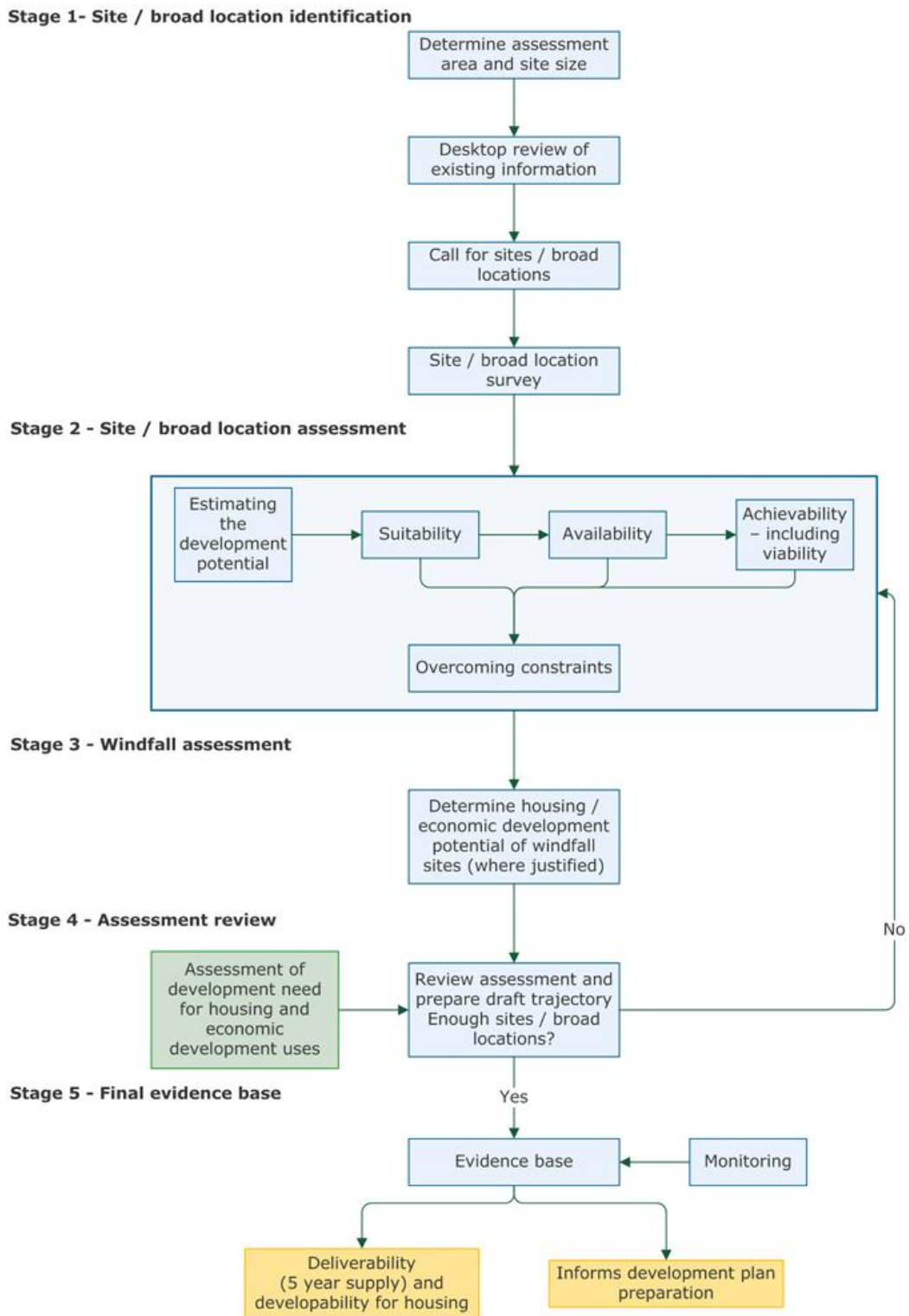


Figure 1 PPG Methodology for HELAAs used to develop the DCS

## 2. STAGE 1 – IDENTIFICATION OF SITES

What geographical area does the assessment cover?

2.1 The assessment areas covers the OPDC area shown in figure 2.

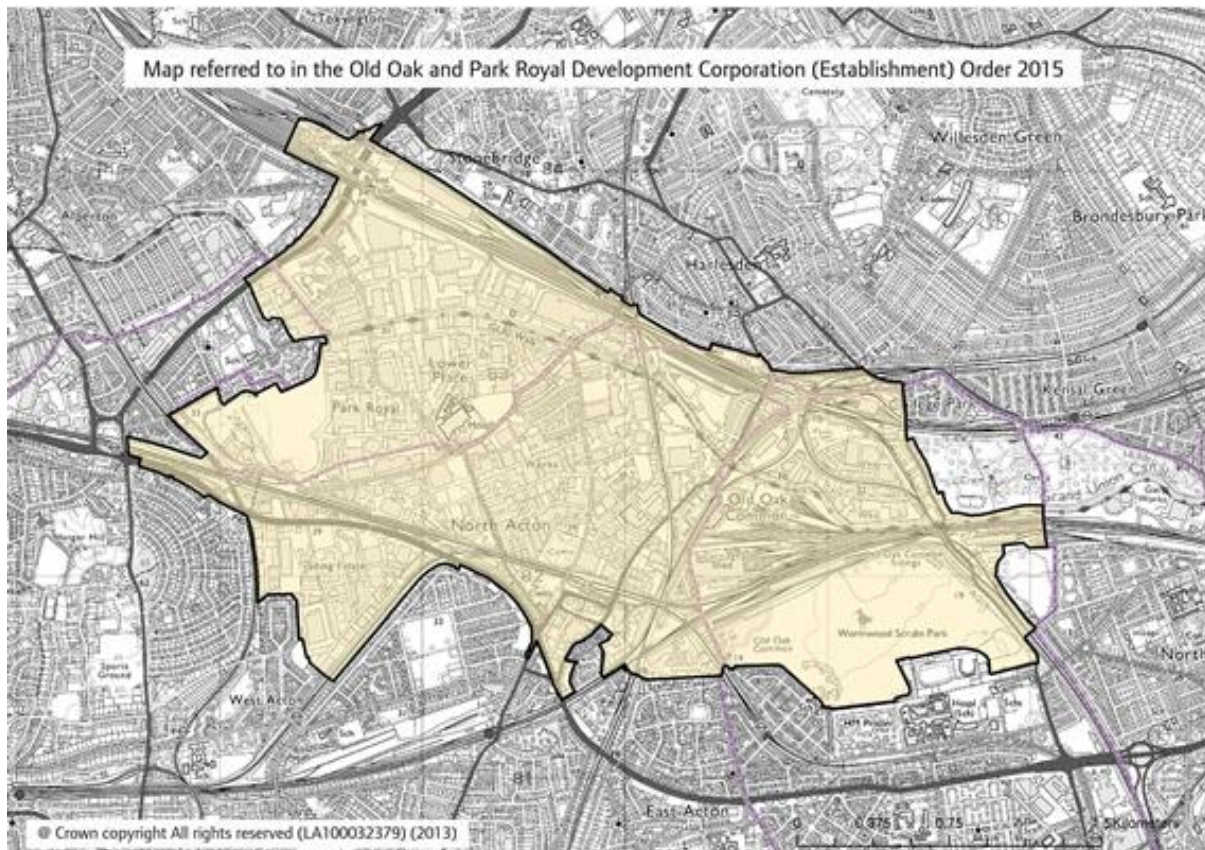


Figure 2. OPDC area

Who have OPDC worked with in determining the assessment area?

2.2 During the process of preparing the Local Plan OPDC has worked closely with the London Boroughs of Brent, Ealing and Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea in line with the duty to cooperate. Further information on how the duty to cooperate has been met is provided within OPDC's Duty to Cooperate Statement (2018). Engagement has also been carried out with public sector stakeholders including the Greater London Authority, Transport for London, Network Rail, Department for Transport and High Speed Two Limited. Local communities, interest groups and other organisations have also been engaged through formal and information consultation. Private sector stakeholders have been involved through the call for sites consultation, previous Regulation 18 and Regulation 19 consultations, engagement during the examination and the development management processes of pre-application and application discussions.

## What site/broad location size threshold has been considered for assessment?

2.3 The assessment has considered all sites and broad locations capable of delivering 5 or more dwellings or economic development on sites of 0.25 hectares (or 500 square metres of floorspace) and above. This includes student accommodation, other purpose built shared housing and C2 residential institutions (such as care homes).

## How have the sites been identified?

2.4 Sites have been identified from the following sources:

- Call for sites consultation - a call for sites carried out between 6 February and 31 March 2016 alongside the Regulation 18 consultation. Three responses were received suggesting three sites. These are set out in Appendix C. Each site has have been assessed in Stage 2 with details set out in Appendix A;
- Sites and broad locations identified within Local Plan evidence base including OPDC's Industrial Land Review and Addendums (2018), Old Oak North Intensification Study (2021) Scrubs Lane Development Framework Principles Update (2021), Victoria Road Development Framework Principles (2018) and Channel Gate Development Framework Principles (2021);
- Land in public sector landownership (including LB Hammersmith and Fulham, Network Rail, Department for Transport, High Speed 2 and Transport for London);
- Sites subject to the development management process (including sites with planning permission, current applications and sites subject to pre-application discussions at time of writing (February 2021));
- Sites with lapsed or refused planning permissions and those withdrawn; and
- Desk top review.

2.5 The sites resulting from the above process are set out in Appendix A.

## Have any sites been excluded?

2.6 Exclusions from the assessment are limited reflecting aspirations for optimising development within the OPDC area. However, there are a number of sites considered appropriate to be excluded for housing and/or economic use development. These are:

- **Wormwood Scrubs** – to accord with Local Plan policies EU1 and P12 protecting existing publicly accessible open space, London Plan policy 7.17 protecting Metropolitan Open Land and reflect the protection provided by the Wormwood Scrubs Act and Commons Act as publicly accessible open space.
- **Existing publicly accessible open spaces** – to accord with Local Plan policy EU1 to protect existing publicly accessible open space. This includes Acton Cemetery and Wesley Playing fields.
- **Existing residential areas** – to accord with Local Plan policy H5 resisting the loss of existing housing and support the delivery of sustainable communities and residential heritage. These areas are Wells House Road, Midland Terrace, Shaftesbury Gardens, The Island Triangle, Wesley Estate, Victoria Terrace and 45-67 Scrubs Lane.

- **Grand Union Canal** – to accord with Local Plan policy P3 to protect and enhance the water space and associated towpath having regard to its biodiversity value, heritage value and envisaged role in future placemaking;
- **Railway tracks and embankments** – to accord with Local Plan policy T3 to support the functioning of railway network and reflect the need for further feasibility studies to explore potential over track development.

## 3 STAGE 2 – ASSESSMENT OF SITES

### Development potential

- 3.1 The Planning Practice Guidance states that the development potential of each identified site should be “guided by the existing or emerging plan policy including locally determined policies on density. Where the plan policy ...does not provide a sufficient basis to make a judgement then relevant existing development schemes can be used as the basis for assessment, adjusted for any individual site characteristics and physical constraints” (PPG paragraph 17 Reference ID: 3-017-20140306).
- 3.2 In light of the future excellent national, regional and local public transport links to be provided in the OPDC area, the area is considered suitable for high density development and Strategic Industrial Locations (SIL) are considered suitable for protected and intensified industrial uses. This approach is supported by policies set out in the London Plan and reflected in the designation of the Old Oak and Park Royal Opportunity Area with total targets of 25,500 new homes and 65,000 jobs.
- 3.3 Opportunity Areas are London’s principal opportunities for accommodating large scale development and are identified as significant locations with development capacity to accommodate growth. As such, the Publication London Plan (2020) policy SD1 provides guidance to ensure Opportunity Areas fully realise their growth and regeneration potential.
- 3.4 The Publication London Plan (2020) policy H1(B)(1)(c) requires local planning authorities to enable the delivery of housing capacities identified in Opportunity Areas and H1(B)(2)(a) also requires the need to optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels 3 to 6 or which are located within 800m of a station or town centre boundary.
- 3.5 The Publication London Plan (2020) does not include the previous density matrix. Policy D3 seeks to optimise housing density through a design-led approach that responds to a site’s context, capacity for growth, existing and planned supporting infrastructure capacity and best delivers the design requirements set out in the policy.
- 3.6 As a new local planning authority, OPDC does not have an adopted Local Plan. Therefore, the approach to estimating development capacity is based on development management information, relevant existing development schemes and on a number of relevant evidence base recommendations and assumptions.



For housing densities, this process has resulted in a density range. The process for both housing and economic floorspace densities is set out below.

## Housing densities

Supporting studies:

3.7 To support the Local Plan, OPDC has prepared the Channel Gate Development Framework Principles, Park Royal Development Framework Principles, Scrubs Lane Development Framework Principles and the Victoria Road and Old Oak Lane Development Framework Principles. These documents provide indicative capacity assessments for sites within their boundaries. This information has been used to inform the assessment of the development potential of those sites and is contained in Appendix B.

Relevant existing development scheme precedents:

3.8 Precedents have been drawn from relevant existing development schemes from within Greater London to determine potential densities within the OPDC area. The identified schemes in table 1 provide examples of the potential density response to sensitive locations (shown in figure 3), existing and future public transport access and other destinations (shown in figure 3).

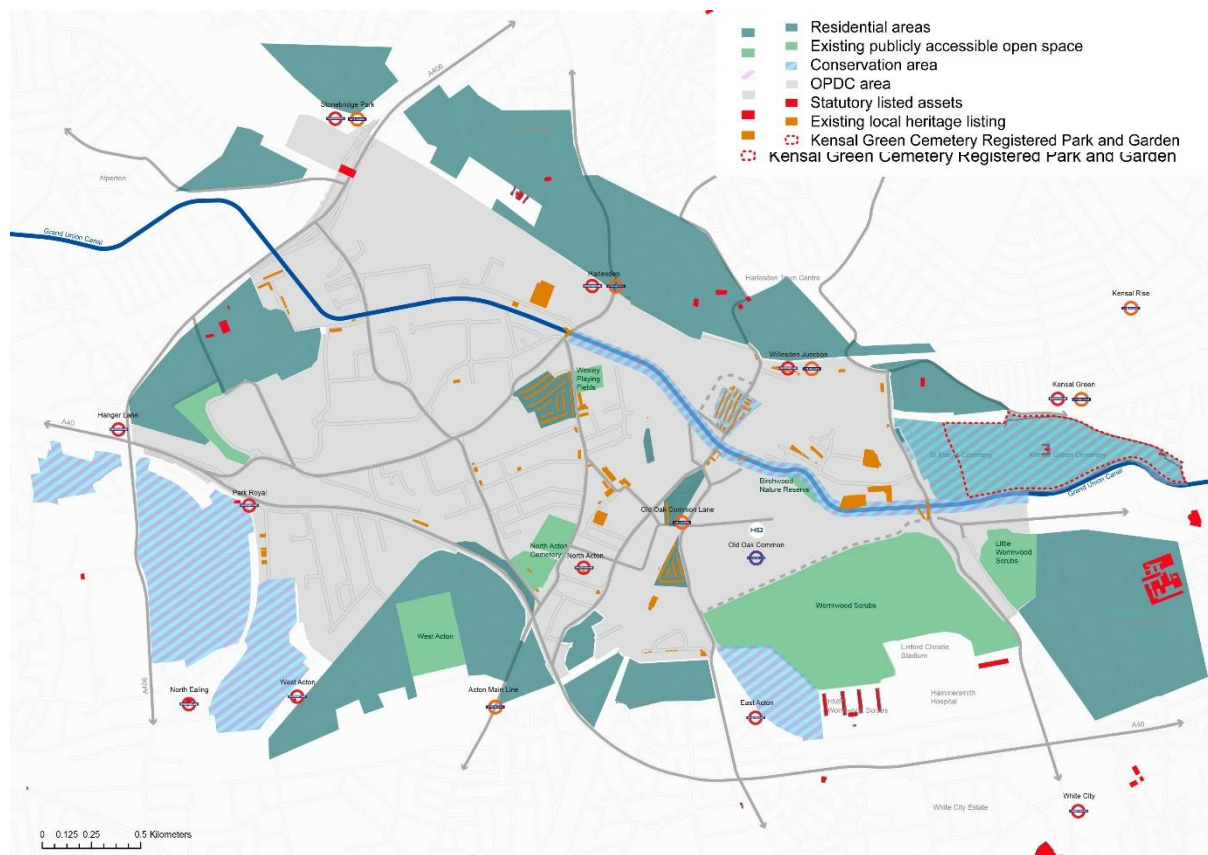


Figure 3. Sensitive locations and existing and future public transport access

3.9 This includes completed schemes and schemes in development alongside those benefiting from planning permission. These schemes are considered to be relevant in relation to the following elements:

- Located within London;
- Located within an Opportunity Area or a large scale regeneration development;
- Located within a similar complex context; and/or
- Benefits from existing and/or improved committed future public transport provision and access.

3.10 The schemes are:

<b>Scheme</b>	<b>Location</b>	<b>Density (dwellings per hectare)</b>	<b>Relevance to OPDC area</b>
The Plimsoll Building	Kings Cross, LB Camden, London	691	Residential-led mixed use development located adjacent to excellent public transport services. Located within Kings Cross – St Pancras Opportunity Area.
Aldgate Place	LB Tower Hamlets, London	609	Residential-led mixed use development located adjacent to excellent public transport services. Located within City Fringe / Tech City Opportunity Area.
Micawber Street	Hoxton, LB Hackney, London	452	Residential-led development adjacent to good public transport services within a mixed density context. Located within City Fringe / Tech City Opportunity Area.
St. Andrews	Bromley-by-Bow, LB Tower Hamlets, London	480	Residential-led development adjacent to good public transport services located away from sensitive locations. Located within Lower Lea Valley Opportunity Area.
Adelaide Wharf	Haggerston, LB Hackney, London	377	Residential development adjacent to the Regents Canal.

			Located within City Fringe / Tech City Opportunity Area.
Barking Town Centre	LB Barking and Dagenham, London	345	Residential-led mixed use development within easy walking distance of public transport services. Adjacent to sensitive and low density residential areas. Located within London Riverside Opportunity Area.

Table 1 precedent schemes

#### Development management information:

3.11 To supplement the example precedent schemes above, information from permitted schemes within the OPDC area has been used. Since the establishment of OPDC on 1 April 2015, schemes have benefited from planning permissions by OPDC. These are:

- 2 Scrubs Lane: 773 dwellings per hectare
- First Central: 367 dwellings per hectare
- Mitre Yard: 480 dwellings per hectare
- Oaklands: 513 dwellings per hectare
- North Kensington Gate (north): 440 dwellings per hectare
- North Kensington Gate (south): 547 dwellings per hectare

#### Indicative housing density range:

3.12 In light of the above information, an indicative density range for housing of 300 to 600 units per hectare has been defined that responds to the location of sensitive locations, existing and future public transport services / access and other destinations.

3.13 For the purposes of development management processes, these do not represent pre-determined densities for sites as consideration will need to be given to the wide range of policies within the Development Plan and other material considerations. As such, through the development management process, densities and resultant capacities of sites will vary. For non self-contained student accommodation Publication London Plan methodology has been used to define number of units which requires that a ratio of 2.5:1 is used for non self contained accommodation.

#### Economic uses

3.14 For economic uses, the PPG (PPG 017 Reference ID: 3-017-20140306) suggests using floorspace densities for certain industries. Within the OPDC area, for the purposes of the DCS, economic uses can be broadly divided into the

former B1 uses within Class E uses outside of Strategic Industrial Locations and industrial (B2 and B8) uses within the Strategic Industrial Locations.

- 3.15 OPDC’s Future Employment Growth Sectors Study (2017) identifies that the OPDC area has the potential to accommodate a range of employment use classes in different locations. This distribution of use classes has informed the economic floorspace capacity within the DCS.
- 3.16 For the formerly defined B1 uses, the GLA London Employment Sites Database Report (2016) suggests assuming 90% plot ratio to define the floorspace density for these uses. However, in light of OPDC’s aspirations to deliver 30% of development as publicly accessible open space, and that the majority of development outside of SIL is likely to be mixed-used, a 60% site coverage for mixed-use schemes is considered more appropriate and has therefore been utilised for sites not benefiting from guidance of a Development Framework. OPDC recognises that this ratio is a broad assumption but believes it is appropriate for the purposes of the DCS accepting that this may vary during the delivery of development.
- 3.17 For industrial uses, OPDC’s Park Royal Intensification Study (2018), the Old Oak North Intensification Study (2021) and Industrial Land Review Addendum (2021) set out information that further refines the densities identified through the OPDC Industrial Land Review (2016). This information has been used to inform the potential economic floorspace availability for the Park Royal and Old Oak North Strategic Industrial Locations.

#### Job capacity

- 3.18 The total economic floorspace capacity provides an indication of potential jobs capacity for the plan period to enable OPDC to demonstrate general conformity with the London Plan’s job targets for the Old Oak Common Opportunity Area and Park Royal Opportunity Area. Assumptions for job densities based on floorspace is provided in table 2 for various sectors.

<b>Job densities</b>		
<b>Former B1a</b>	11.5 square metres per full time employee	<ul style="list-style-type: none"> <li>• ODPC Future Growth Sector Employment Study (2017)</li> </ul>
<b>Former B1b</b>	40 to 67 square metres per full time employee	<ul style="list-style-type: none"> <li>• ODPC Future Growth Sector Employment Study (2017)</li> </ul>
<b>Former B1c</b>	20 to 47 square metres per full time employee	<ul style="list-style-type: none"> <li>• ODPC Future Growth Sector Employment Study (2017)</li> </ul>
<b>B2</b>	36 square metres per full time employee	<ul style="list-style-type: none"> <li>• ODPC Future Growth Sector Employment Study (2017)</li> </ul>
<b>B8</b>	83 square metres per full time employee	<ul style="list-style-type: none"> <li>• ODPC Future Growth Sector Employment Study (2017)</li> </ul>
<b>Former Retail / leisure job</b>	18 square metres per full time employee	<ul style="list-style-type: none"> <li>• <a href="#">HCA Employment Densities Guide (2010)</a></li> </ul>

Table 2 Job density assumptions



## **Suitability of sites**

- 3.19 The PPG states that a site's suitability for development for housing and / or economic land uses should be assessed against the factors set out PPG paragraph 19 Reference ID: 3-019-20140306.
- 3.20 All sites identified in the DCS have been assessed against the factors set out in the PPG to give an indication of each site's potential suitability for development. The assessment drew on officers' detailed knowledge of individual sites through site visits, pre-application discussions and landowner engagement.
- 3.21 The site assessment has been informed by OPDC's Whole Plan Viability Study (2017), Strategic Site Allocations Viability Assessment (2021) and OPDC's Affordable Housing Viability Study (2017) which considered market attractiveness within the OPDC area. This demonstrates that the OPDC area is generally an attractive location for development. This is supported by the general London housing and office markets and also demonstrated by the strong industrial sector resulting in low vacancy rates in SIL within the OPDC area. This results in the identified sites being viable for development.

## **Availability of sites**

- 3.22 The PPG considers a site to be 'available' for development when, on the best information available, there is confidence that there are no legal or ownership problems, such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners (Paragraph: 020 Reference ID: 3-020-20140306). Generally, this means that land is controlled by a landowner or a developer who has expressed an intention to develop, or the landowner has expressed an intention to sell.
- 3.23 Within the OPDC area, land owned by Network Rail and Department for Transport (shown in figure 4) is considered to be available for development as demonstrated through the Department for Transport's intention to transfer central government owned land to OPDC. This principle was clearly expressed in March 2016 as part of the Government's comprehensive spending review.

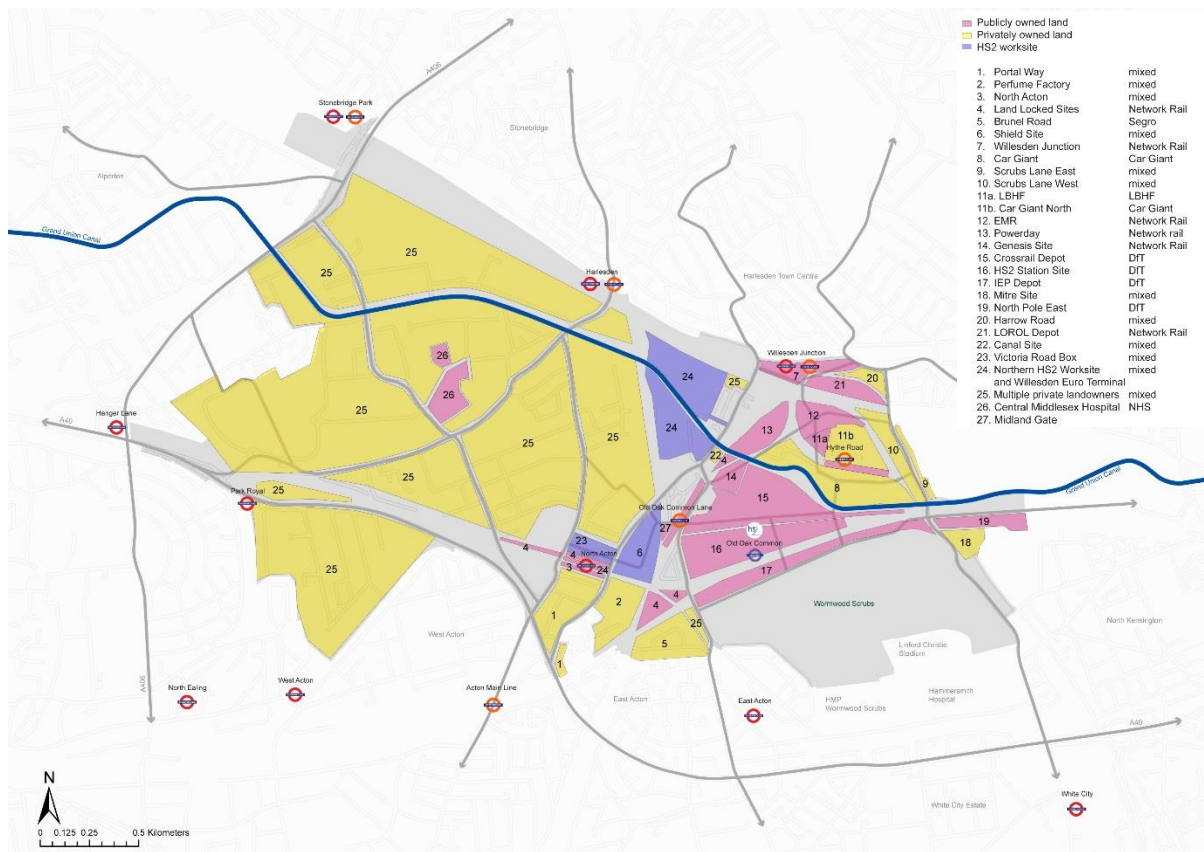


Figure 4. Landownership

3.24 Elsewhere across the OPDC area, sites considered to be available have been informed by officers' knowledge of sites and a desk top analysis. This includes information from the development management process as well as information provided by the call for sites (set out in Appendix C). Where only part of a site is available, this is noted in the sites assessment table (Appendix A), and the estimated capacity table (Appendix B) is appropriately adjusted.

### Achievability of sites

3.25 The PPG defines that a site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on that site at a particular point in time (Paragraph: 021 Reference ID: 3-021-20140306). This is essentially a judgement about the economic viability of a site and whether development on that site will be delivered within a certain time period.

3.26 NPPF paragraph 174 states that "...Evidence supporting the assessment should be proportionate, using only appropriate available evidence". OPDC's Whole Plan Viability Study (2017) demonstrates that the OPDC area is generally an attractive location for development supported by the London and housing and office market and also demonstrated by the strong industrial sector resulting in low vacancy rates in Park Royal SIL. The Strategic Site Allocations Viability Assessment 2021 also demonstrates the tested sites are viable for development. This results in the majority of sites being viable for development. For any sites which aren't currently viable, OPDC will be pragmatic in facilitating their delivery considering all relevant Development Plan policies and other material considerations.

## Defining timescales for delivery

3.27 The PPG states that the timescale and rate of development should use the information on suitability, availability, achievability and constraints to assess the timescale within which each site is capable of development (as set out in Stage 2 above) (Paragraph: 023 Reference ID: 3-023-20140306). This may include indicative lead-in times and build-out rates for the development of different scales of sites.

3.28 Based on the guidance contained in the PPG and the NPPF regarding the assessment's deliverable and developable sites, the timescales set out in table 3 have been assigned to each site. Given the size of the OPDC area, OPDC's Market Absorption Rate Report (2016) has benchmarked the build out rates of three market areas reflecting high, medium and low value sub-markets comparable to the OPDC area. From this, the report was able to ascertain how many developers were active within a submarket and how many units each developer was able to dispose of per annum in different market conditions. For a stable market condition, OPDC's Market Absorption Rate Report recommends that a total of 700 private units per year is achievable. Combined with the aspiration to deliver 50% affordable homes, this provides an overall 1,400 units a year. Additional delivery of homes above this figure may take place through the delivery of Build to Rent schemes that do not impact market absorption rates. An average two year lead-in time for delivery of individual sites is assumed for the purposes of the DCS reflecting a range of site specific circumstances.

DCS phase	Deliverable/developable	Definition
0-5 years	Deliverable	These sites should be available now, offer a suitable location for development now, and are achievable with a realistic prospect that housing will be delivered on the site within 5 years.
6-10 years 11-20 years	Developable (6-15 years as defined by the PPG)	These sites are considered to be in a suitable location for development and are considered to have a reasonable prospect that the site is available and viable development could be achieved within the next 6 to 20 years.

Table 3 Definitions for deliverable and developable

## **4. STAGE 3 – WINDFALL SITES**

- 4.1 The geographic size and the intention to optimise the development of land within the OPDC area have enabled OPDC to carry out an extensive analysis to identify developable land within its boundary. This is aided by large areas being in single landownerships that enables the majority of the area to be defined as deliverable or developable outside of excluded locations.
- 4.2 OPDC's 5-year housing supply will meet its needs for the initial 5-years of the plan period. OPDC does not consider that it has evidence that windfall sites have consistently become available in its area and as such do not provide a reliable source of housing supply.
- 4.3 In light of these factors, OPDC does not consider that defining a windfall allowance to contribute to its housing need is required.

## 5. STAGE 4 – ASSESSMENT REVIEW

- The draft site assessments were subject to an internal fact checking exercise. This resulted in a number of minor amendments being made to the assessments. These amendments include the updating figures with emerging development management information and confirming barriers/risks to delivery with officers knowledgeable of relevant sites. The conclusions and assessments across all sites were reviewed and compared with the overall housing need and employment requirements.
- Individual risks were assessed for each of the sites within Appendix B. A high level assessment of key risks/challenges has been carried out for the delivery and development of sites. These risks/challenges are set out in the Local Plan Delivery and Implementation Chapter. OPDC considers that these key risks/challenge can be managed to enable development during the plan period. These are:

	<b>Key risk / challenge</b>	<b>Potential mitigation measures</b>
<b>1.</b>	Prioritising, funding and financing the delivery of the infrastructure.	OPDC to secure funding and financing for a complementary package of infrastructure investments that can be delivered over time to support an optimised approach to the redevelopment of the OPDC area.
<b>2.</b>	Bringing forward the planned scale of development across a series challenging sites in a timely fashion that also achieves the Mayor’s aspirations for sustainability, health and well-being and place making.	OPDC to coordinate the delivery of infrastructure (including public transport, utilities, green and social infrastructure) to unlock comprehensive redevelopment at the scale of development envisaged.

## 6. STAGE 5 – FINAL EVIDENCE BASE

- The final evidence base is provided within two tables set out in the appendices. These are:
- Appendix A: Site assessment – sets out the results of the site assessment in terms of the judgement on the suitability, availability and achievability of each site for development.
- Appendix B: Development potential and trajectory – sets out the potential capacity (for homes, economic uses floorspace and jobs) and timescales for each site considered to be deliverable or developable.

### **Summary of final evidence base**

#### Site assessment

- The site assessment considered 63 sites in total which are shown in figure 5. These are set out in Appendix A.

DCS site number	DCS site	Modification summary	Modification source	2018 Capacity	2021 Capacity	2018 Phasing	2021 Phasing
7	Cargiant Old Oak North	SIL retention for intensified industrial uses	Retention as SIL confirmed through Industrial Land Review Addendum (2021). Capacity informed by Old Oak North Intensification Study 2021	Homes: 5,300 Econ. floorspace: 48,800 sqm Jobs: 2,650	Homes: 0 Econ. floorspace: 170,800 Jobs: 2,600	6 to 20 years	Throughout the plan period
8	Triangle Business Estate	SIL retention for intensified industrial uses	Retention as SIL confirmed through Industrial Land Review Addendum (2021). Capacity informed by Old Oak North Intensification Study 2021	Homes: 600 Econ. floorspace: 2,800 sqm Jobs: 160	Homes: 0 Econ. floorspace: 20,500 Jobs: 350	6 to 20 years	Throughout the plan period
9	European Metal Recycling (EMR)	SIL retention for intensified industrial uses	Retention as SIL confirmed through Industrial Land Review Addendum (2021). Capacity informed by Old Oak North Intensification Study 2021	Homes: 1,100 Econ. floorspace: 21,330 sqm Jobs: 1,100	Homes: 0 Econ. floorspace: 21,300 Jobs: 300	6 to 20 years	Throughout the plan period
12	Mitre Yard	Increased homes capacity	Section 73 permitted (19/0104/VAROPDC)	Homes: 200 Econ. floorspace: 1,123 Jobs: 66	Homes: 241 Econ. floorspace: 1,123 Jobs: 66	0 to 5 years	0 to 5 years
13	North Kensington Gate South	Increased homes capacity	Planning permission (resolution to approve) (20/0088/FUMOPDC)	Homes: 164 Econ. floorspace: 750 Jobs: 50	Homes: 206 Econ. floorspace: 750 Jobs: 50	0 to 5 years	0 to 5 years
22	Old Oak Common Station Adjacent Station Development site	Decreased homes capacity; increased jobs capacity	Amount of development floorspace remains unchanged. Rebalancing of development floorspace to deliver less homes and more economic floorspace as agreed with landowner.	Homes: 350 Econ. floorspace: 178,400 Jobs: 15,200	Homes: 100 Econ. floorspace: 200,500 Jobs: 17,100	11 to 20 years	11 to 20 years
25	North Pole East Depot	Phasing brought forward to 0-10 year period. New homes and jobs capacity	Capacity informed by heights information and recommendations set out in Principle 9 of the Scrubs Lane Development Framework Update 2021. These support generally 6 to 10 storeys with a tall building in the west of the site. Heights were also informed by the Scrubs Lane Strategic Views Assessment Summary Update 2021.	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 750 Econ. floorspace: 500 Jobs: 40	21+ years	0 to 10 years
28	Acton Wells East	Increased homes capacity; decreased jobs capacity; Phasing brought forward. (split from previous Acton Wells DCS site 29)	Capacity informed by heights information and recommendations set out in Principle 4.7 of the Victoria Road and Old Oak Lane Development Framework Principles. These support generally 8 to 12 storeys along Victoria Road, lower heights to the east and a range of heights including tall buildings in the centre-north of the site.	Homes: 1,200 Econ. floorspace: 18,100 Jobs: 1,500	Homes: 1,650 Econ. floorspace: 8,000 Jobs: 700	11 to 20 years	6 to 20 years

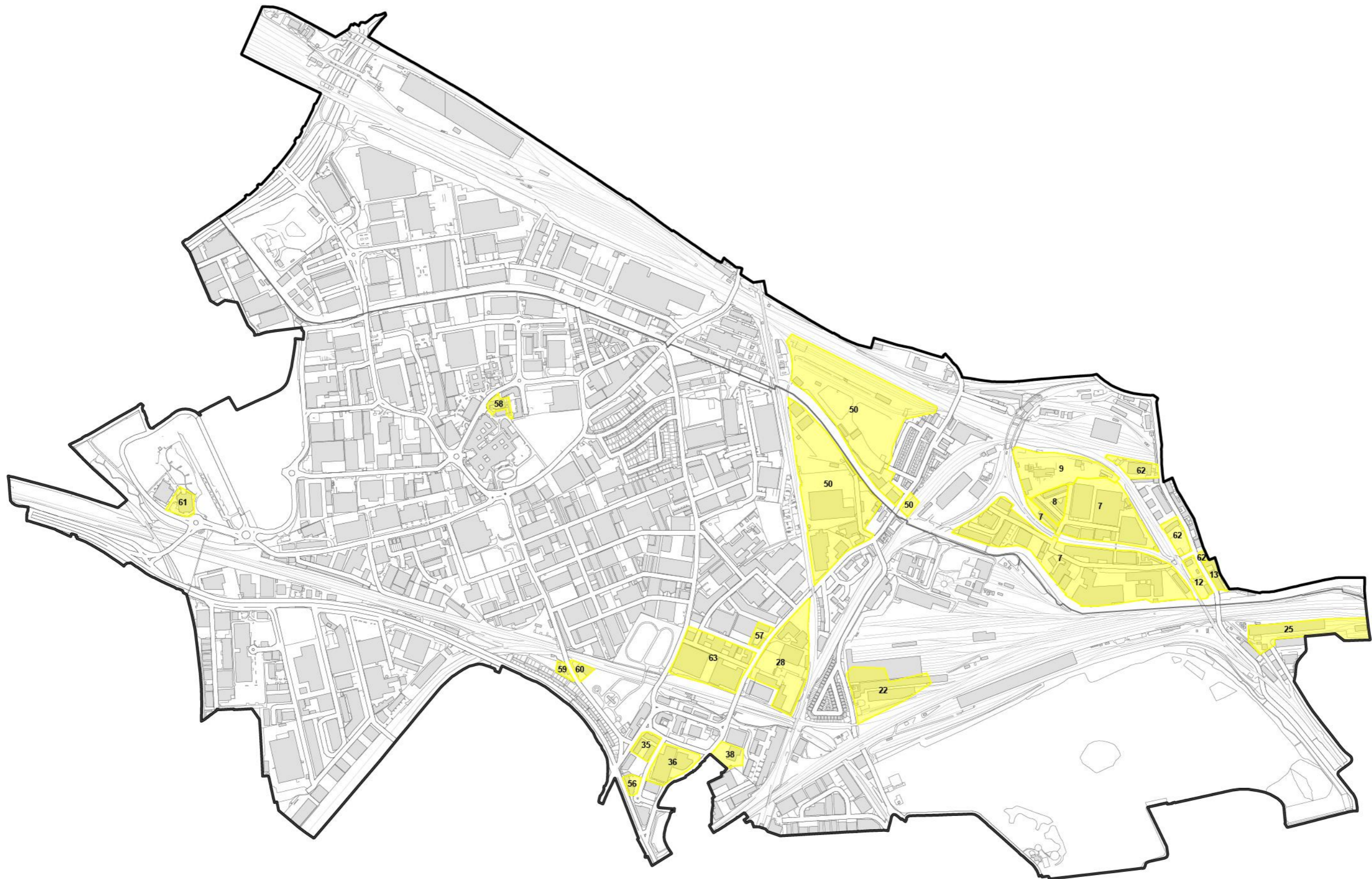
			Capacities reflect removal of need for secondary school and delivery of more homes and less economic floorspace as agreed with landowner.				
35	6 Portal Way (Portal West)	Increased homes capacity; Phasing adjusted to reflect earlier delivery	Section 73 permitted (190582OPDVAR)	Homes: 578 Econ. floorspace: 3,200 Jobs: 200	Homes: 651 Econ. floorspace: 3,200 Jobs: 200	6 to 10 years	0 to 10 years
36	1 Portal Way (Carphone Warehouse)	Phasing brought forward to 0-10 year period.	Confirmed in discussions with landowner.	Homes: 764 Econ. floorspace: 3,500 Jobs: 200	Homes: 764 Econ. floorspace: 3500 Jobs: 200	11 to 20 years	0 to 10 years
38	Perfume Factory South	Increased homes capacity; Phasing brought forward to 0 to 5 year period	Reflect updated London Plan methodology for recording student bed places. Phasing brought forward to reflect planning permission (172682FUL)	Homes: 286 Econ. floorspace: 4,970 Jobs: 430	Homes: 326 Econ. floorspace: 4,970 Jobs: 430	6 to 10 years	0 to 5 years
50	Channel Gate	SIL release for housing-led mixed use development	Release from SIL confirmed through Industrial Land Review Addendum (2021) Capacity confirmed through Channel Gate Development Framework Principles 2021	Homes: 0 Econ. floorspace: 124,000 Jobs: 7,600	Homes: 3,100 Econ. floorspace: 10,700 Jobs: 600	Throughout the plan period	6 to 20 years
'56	4 Portal Way	New homes and jobs capacity	Planning permission (resolution to approve) (191854OPDFUL).	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 702 Econ. floorspace: 1,946 Jobs: 140	N/A new site	6 to 10 years
57	3 School Road / 99 Victoria Road	Site released from SIL with new homes and jobs capacity	Release from SIL confirmed through Industrial Land Review Addendum (2021). Capacity reflects heights information and recommendations for adjacent Acton Wells West set out in Principle 4.7 of the Victoria Road and Old Oak Lane Development Framework Principles. These support a range of heights including tall buildings. Although the Victoria Road and Old Oak Lane Development Framework Principles predates the site's release from SIL, reflecting heights guidance for Acton Wells West is appropriate as it is directly adjacent to the site and in close proximity to North Acton Station.	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 250 Econ. floorspace: 800 Jobs: 40	N/A new site	6 to 10 years
58	Central Middlesex Hospital North East site	New homes capacity reflecting planning approval	Planning permission (resolution to approve) (20/0031/FUMOPDC).	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 158 Econ. floorspace: 0 Jobs: 0	N/A new site	0 to 5 years
59	Park Royal Road west	Site released from SIL. New homes capacity	Planning permission (200031OPDFUL).	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 15 Econ. floorspace: 0 Jobs: 0	N/A new site	0 to 5 years
60	5 to 7 Park Royal Road	Site released from SIL. New homes and jobs capacity	Release from SIL confirmed through Industrial Land Review Addendum (2021).	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 60 Econ. floorspace: 200 Jobs: 10	N/A new site	6 to 10 years



			Capacity and land use confirmed through capacity testing as set out in section 3 of this Report. A minimum of 300 units per hectare has been assumed for this site.				
61	1 Lakeside Drive	New homes and jobs capacity	Release from SIL confirmed through Industrial Land Review Addendum (2021). Capacity and land use confirmed through capacity testing as set out in section 3 of this Report. A minimum of 425 units per hectare has been assumed for this site. This reflects the density of First Central.	Homes: 0 Econ. floorspace: 0 Jobs: 0	Homes: 300 Econ. floorspace: 500 Jobs: 40	N/A new site	6 to 10 years
62	Cargiant Scrubs Lane	Increased homes capacity and decreased jobs capacity	Release from SIL confirmed through Industrial Land Review Addendum (2021). Capacity informed by heights information and recommendations set out in Principle 9 of the Scrubs Lane Development Framework Update 2021. These support, north of the Grand Union Canal, generally 6-8 storeys onto Scrubs Lane; generally lower heights opposite the Cumberland Park Factory; opportunities for increased heights adjacent to the railway across the area; within clusters, a variety of building heights including generally a single tall building with two tall buildings appropriate for the Hythe Road Cluster recognising its role as the existing primary route into Old Oak North. Heights were also informed by the Scrubs Lane Strategic Views Assessment Summary Update 2021.	Previously part of Cargiant Old Oak North (DCS site 7)	Homes: 600 Econ. floorspace: 2,400 Jobs: 120	Previously part of Cargiant Old Oak North (DCS site 7)	6 to 20 years
63	Acton Wells West	Increased homes capacity (split from previous Acton Wells DCS site 29)	Updated development capacity to reflect revised HS2 guidance on ventilation requirements. Capacity also informed by heights information and recommendations for Acton Wells West set out in Principle 4.7 of the Victoria Road and Old Oak Lane Development Framework Principles. These support a range of heights including tall buildings.	Homes: 100 Econ. floorspace: 3,600 Jobs: 300	Homes: 555 Econ. floorspace: 30,000 Jobs: 2,500	11 to 20 years	11 to 20 years

Note: In addition to the above sites, the Park Royal Strategic Industrial Location broad location has seen a reduction in SIL floorspace from 216,700 sqm to 251,245 sqm resulting from the release of sites 50, 57, 59 and 50.

Map of modified sites



## Development capacity and trajectory

### Housing:

- The potential housing capacity for the plan period is:

Phase	Capacity
0 to 5 years (deliverable)	4,600
6 to 20 years (developable)	15,250
<b>Plan period total</b>	<b>19,850</b>

- This figure demonstrates that the OPDC area will deliver the London Plan housing target for the Old Oak and Park Royal Opportunity Area. It should be noted that the target set by the London Plan is to be delivered beyond the plan period.

### Demonstrating meeting housing need:

- Paragraph 47 of the National Planning Policy Framework (NPPF) requires local planning authorities to identify, and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land.
- OPDC's Strategic Housing Market Assessment identifies a need for 1,200 new homes within the OPDC area. This equates to 60 new homes a year for the plan period and 300 homes during the next five years. The additional 5% buffer equates to a total need for 315 homes.
- The development capacity and trajectory demonstrates that deliverable sites will provide 4,600 new homes in the next five years. As such, this demonstrates that OPDC will comfortably meet its housing need for the next five years and accords with the requirements of the NPPF.

### Economic floorspace:

- The potential economic floorspace capacity (for B2, B8 and E-Use Classes including both former A-Use Class and B-Use Class floorspace) for the plan period is **871,350 square metres**. This equates to **36,350 jobs**.

### **Risk management**

- The DCS has set out a trajectory of deliverable and developable housing and economic sites that are expected to come forward over the plan period. The trajectory is based on best available knowledge at point of writing. As such, it is expected that this trajectory will vary in response to future development proposals and due to unforeseen circumstances such as economic conditions.

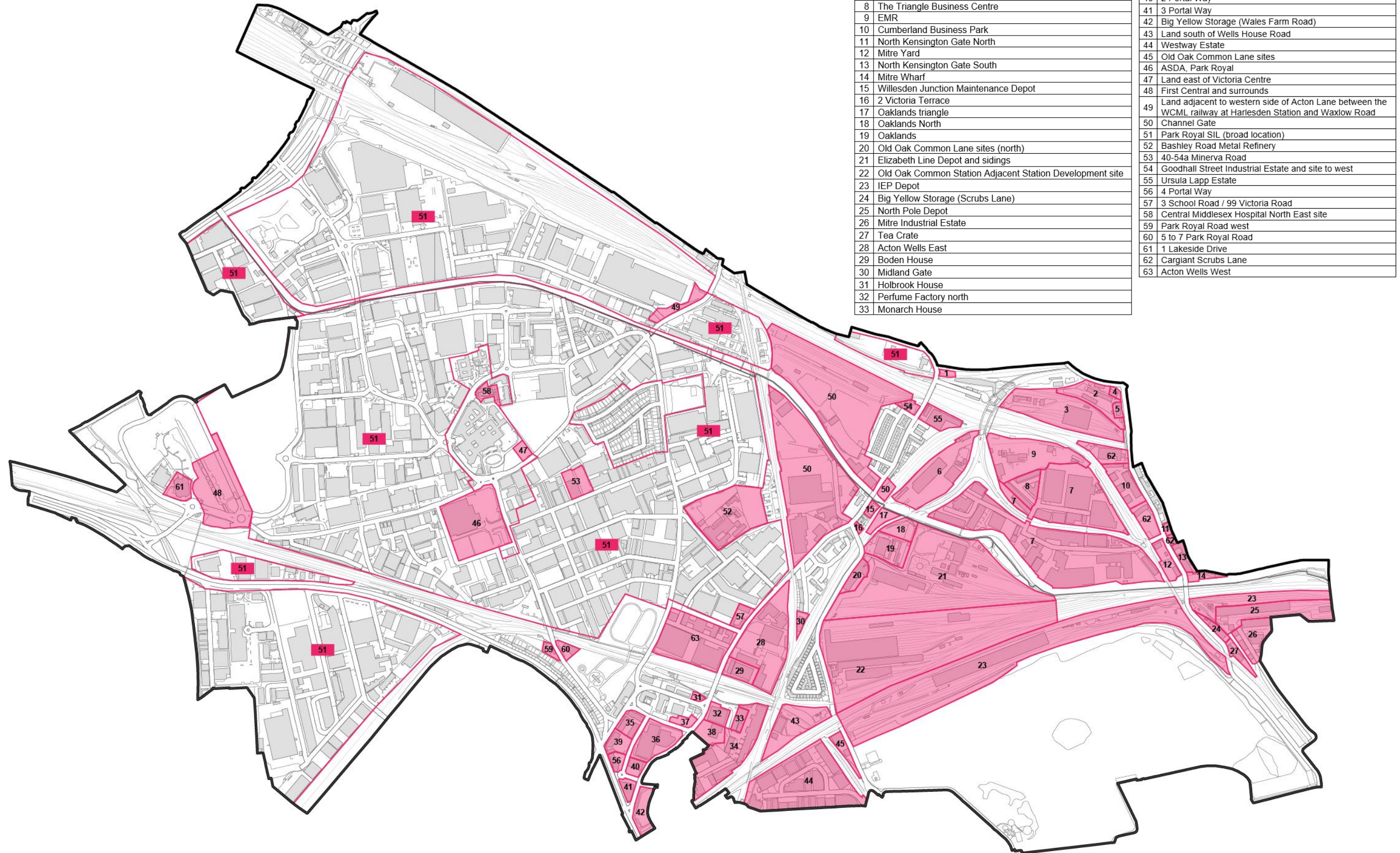
## Monitoring

- Ongoing monitoring of development capacity and phasing will be important to ensure future versions of the Local Plan are supported by a robust evidence base. Monitoring will be undertaken through OPDC's Authority Monitoring Report. This will consider the following elements:
  - Outputs from masterplanning exercises;
  - progress with delivery of development on allocated sites and sites with planning permission;
  - planning applications that have been submitted or approved on sites and broad locations identified by the assessment;
  - progress that has been made in removing constraints on development and whether a site is now considered to be deliverable or developable;
  - unforeseen constraints that have emerged which now mean a site is no longer deliverable or developable, and how these could be addressed; and
  - whether windfall sites are to expected.



# Appendix A: Site assessment

Figure 5: Sites assessed in terms of suitability, availability and achievability for development



## Appendix B – Development capacity and trajectory table

## Appendix C – Call for Sites consultation responses and OPDC responses

Name of consultees who raised the issue	Site(s) identified	Site to be included within Development Capacity Study?	OPDC Response
Local resident	Adjacent to western side of Acton Lane, NW10, between the WCML tracks at Harlesden station and Waxlow Road.	Yes	Based on the submitted information, the site is considered to be appropriate for assessment for potential development within the Development Capacity Study.
Osbourne Investments	Land at Boden House, 114-120 Victoria Road, London, NW10 6NY	Yes	Based on the submitted information, the site is considered to be appropriate for assessment for potential development within the Development Capacity Study.
Boropex Holdings Ltd	Mitre Wharf Moorings, Scrubs Lane, White City, London, NW10 6QE	Yes	Based on the submitted information, the site is considered to be appropriate for assessment for potential development within the Development Capacity Study.



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
1	Land west of Willesden Junction Station	0.1	Willesden Junction	Local Plan evidence base; Public sector land ownership	Adjacent to railway; Adjacent to existing residential; Potential surface water flooding identified; Adjacent to SINC;	<b>Suitable</b>  Although not identified as a specific development site within the OPDC Regulation 18, 19(1) and 19(2) Local Plan or the Scrubs Lane Development Framework Principles, the GLA Old Oak and Park Royal OAPF identifies the general area for development potential.	<b>Not available</b>  Single land ownership.  Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available. OPDC would support earlier development.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	Site identified for development in the Old Oak and Park Royal OAPF. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed outside of the plan period subject to engagement with landowner and development of further feasibility studies.
2	Harrow Road	1.0	Willesden Junction	Local Plan evidence base; Public sector land ownership	Includes and adjacent to railway; Includes areas of SINC; Adjacent to existing residential; Potential surface water flooding identified; Restricted access; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF. Significant transport infrastructure is required to provide access .  Constraints are considered to be able to be addressed through design and operation of development subject to further detailed design.  The site is in the setting of a Historic Park and Garden. It is adjacent to SINC.	<b>Available</b>  Multiple land ownership.  Landowners have expressed an interest in the development of the site.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF, Willesden Junction Station Study and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. However, consideration of facilitating access to adjacent sites for development in the long-term is required.



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
3	TM Depot	3.0	Willesden Junction	Local Plan evidence base; Public sector land ownership	Functioning rail depot on portion of site; Includes and adjacent to railway; Includes areas of SINC; Adjacent to existing residential; Potential surface water flooding identified; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF.</p> <p>Development of the site is required to facilitate the relocation of transport infrastructure on the site.</p> <p>Constraints are considered to be able to be addressed through design and operation of development and achieving an agreeable position with existing rail operations.</p> <p>The site is in the setting of a Historic Park and Garden. It is adjacent to SINC.</p>	<b>Not available</b>  Due to the need to continue to provide rail infrastructure on the site this is unlikely to be delivered during the plan period. Subject to future discussions with stakeholders OPDC would support earlier development.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	<p>Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF, Willesden Junction Station Study and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. However, development of the site would be required to facilitate the relocation of transport infrastructure on the site.</p> <p>Constraints are considered to be able to be addressed through design and operation of development and achieving an agreeable position with existing rail operations.</p>
4	2 Scrubs Lane	0.1	Scrubs Lane	Development management process	Adjacent to existing residential; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden; Within setting of Kenmont Primary School Grade II Listed Building	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles. The site is has planning permission.</p> <p>Constraints are considered to be able to be addressed through design and</p>	<b>Available</b>  Single land ownership. Subject to planning permission	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.  Planning permission granted on 11 October 2017 (17/0091/FULOPDC)	Yes	Yes	<p>Planning permission granted on 11 October 2017 (17/0091/FULOPDC).</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
						operation of development.					
5	Chandelier Building	0.1	Scrubs Lane	Local Plan evidence base	Potential surface water flooding identified; Adjacent to existing residential; Adjacent to railway; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Suitable</b>  Although not identified as a specific development site within the OPDC Regulation 18, 19(1) and 19(2) Local Plan or the Scrubs Lane Development Framework Principles, the GLA Old Oak and Park Royal OAPF identifies the general area for development potential.	<b>Currently not available</b>  Single land ownership.  Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in the Old Oak and Park Royal OAPF. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject engagement with landowner and relevant leaseholders and tenants.
6	Old Oak Sidings	3.0	Old Oak North	Public sector land ownership	Safeguarded waste management site; Potential surface water flooding identified; Adjacent to existing residential; Adjacent to railway; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Not suitable</b>  The site is allocated for a waste management facility for the plan period. Transport infrastructure would be required to provide suitable access to housing and economic floorspace development. It is adjacent to SINCS.	<b>Not available</b>  Single land ownership. Site is allocated for a waste management facility for the plan period.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	The West London Waste Plan (2015) forms part of OPDC's development plan. This safeguards Old Oak Sidings for waste management purposes for the Local Plan plan period.  As such development for housing or economic uses within the plan period is not deliverable or developable.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
7	Cargiant Old Oak North	15.0	Car Giant	Development management process	Adjacent to Grand Union Canal and in the setting of Cumberland Park Factory and St. Mary's conservation areas; Includes areas of, and adjacent to SINC's; Potential surface water flooding identified; Includes and adjacent to railway; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<p><b>Suitable</b> The principle for development on the site has been established. The site is identified for industrial intensification in the proposed modifications to the Local Plan and in the Old Oak North Intensification Study.</p> <p>Improvements to connections into the site are required to fully support industrial intensification and walking/cycling access.</p>	<p><b>Available</b> Single land ownership. Landowner has expressed an interest in the development of the site for industrial intensification.</p>	<p><b>Achievable</b> The Strategic Site Allocations Viability Assessment 2021 demonstrates that development is viable.</p>	No	Yes	Modifications to the draft Local Plan made in response to the Inspector's Interim Findings propose the retention of Strategic Industrial Location to support industrial intensification on the site. Constraints are considered to be able to be addressed in the design and operation of development.
8	The Triangle Business Centre	1.0	Old Oak North	Local Plan evidence base	Waste management site; Includes areas of SINC; Potential surface water flooding identified; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<p><b>Suitable</b> The principle for development on the site has been established. The site is identified for industrial intensification in the proposed modifications to the Local Plan and in the Old Oak North Intensification Study.</p> <p>Improvements to connections into the site are required to fully support industrial intensification and walking/cycling access.</p>	<p><b>Available</b> Multiple land ownership. Long lease landowner has expressed an interest in the development of the site for industrial intensification.</p>	<p><b>Achievable</b> Viability evidence base undertaken for industrial uses within Old Oak North suggest industrial development is viable.</p>	No	Yes	Modifications to the draft Local Plan made in response to the Inspector's Interim Findings propose the retention of Strategic Industrial Location to support industrial intensification on the site. Constraints are considered to be able to be addressed in the design and operation of development.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
9	EMR	4.0	Old Oak North	Local Plan evidence base	Waste management site; Includes areas of SINC; Potential surface water flooding identified; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<p><b>Suitable</b> The principle for development on the site has been established. The site is identified for industrial intensification in the proposed modifications to the Local Plan and in the Old Oak North Intensification Study.</p> <p>Improvements to connections into the site are required to fully support industrial intensification and walking/cycling access.</p> <p>The site is currently a waste management site.</p>	<p><b>Available</b> Single land ownership. Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development. OPDC continues to have discussions with central government regarding the potential acquisition of funding to support development of the site. This confirms site is available.</p>	<p><b>Achievable</b> The Strategic Site Allocations Viability Assessment 2021 demonstrates that development is viable.</p>	No	Yes	<p>Modifications to the draft Local Plan made in response to the Inspector's Interim Findings propose the retention of Strategic Industrial Location to support industrial intensification on the site.</p> <p>Availability for development secured through agreement with Department for Transport and Network rail subject to existing leasehold requirements. Constraints are considered to be able to be addressed in the design and operation of development. Specifically the potential loss of waste management facilities will be managed through Local Plan policy EU6.</p>
10	Cumberland Business Park	1.1	Scrubs Lane	Local Plan evidence base	Adjacent to Cumberland Park Factory Conservation Area; Within setting of Kensal Green Cemetery Grade 1 Listed Historic Park and Garden; Adjacent to railway; Potential surface water flooding identified; Adjacent to existing residential; Multiple landownerships;	<p><b>Suitable</b> The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles. Portions of the site have been subject to pre-application discussions.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available</b> Multiple land ownerships.</p> <p>Discussions with one landowner. Other landowners have not expressed an interest in the development of the site.</p> <p>However, future engagement with landowners will likely enable the site to become available during the plan period.</p>	<p><b>Achievable</b> OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Site assembly will enable a coordinated approach to unlocking development on this site.</p>	Yes	Yes	<p>Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the first ten years of the plan period subject to engagement with landowners.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
11	North Kensington Gate North	0.1	Scrubs Lane	Development management process	Adjacent to St. Mary's and Cumberland Park Factor conservation areas; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Planning permission granted on 1 March 2017 (16/0118/FULOPDC).
12	Mitre Yard	0.8	Scrubs Lane	Development management process	Adjacent to Grand Union Canal Conservation Area; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden; Adjacent to SINC; Waste management and transfer site; Potential surface water flooding identified.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles. Planning application has been submitted.</p> <p>The site is adjacent to conservation areas and is in the setting of a Historic Park and Garden. It is adjacent to a SINC.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission granted and confirmation of land owners for development confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission for the site also indicates viability.</p>	Yes	Yes	Section 73 granted on 16 January 2020 (19/0104/VAROPDC).

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
13	North Kensington Gate South	0.4	Scrubs Lane	Development management process	Adjacent to St. Mary's Conservation Area; Potential surface water flooding identified; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Suitable</b>  The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available</b>  Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.  Planning permission (resolution to approve) for the site also indicates viability.	Yes	Yes	Planning permission (resolution to approve) granted on 14 January 2021 (20/0088/FUMOPDC)
14	Mitre Wharf	0.2	Scrubs Lane	Development management process; Call for sites	Adjacent to Grand Union Canal and St. Mary's conservation areas; Waste transfer site; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden; Adjacent to SINC; HS2 safeguarding; Potential surface water flooding identified; Adjacent to railway;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles. The site is currently subject to pre-application discussions with landowners.  Discussions with land owners have confirmed suitability for development.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available</b>  Single land ownership. Pre-application discussions suggest availability.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles. Preapplication discussions suggest availability. Constraints are considered to be able to be addressed in the design and operation of development. Specifically the loss of waste management facilities will be managed through Local Plan policy EU6.



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
15	Willesden Junction Maintenance Depot	0.2	Old Oak Lane and Old Oak Common Lane	Local Plan evidence base	Adjacent to Grand Union Canal Conservation Area; Adjacent to railway; Adjacent to SINC; Potential surface water flooding identified.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles. The site is currently subject to pre-application discussions with landowners.</p> <p>The site is adjacent to a conservation area and a SINC.</p>	<p><b>Not currently available</b></p> <p>Single land ownership. Operational depot required to be relocated prior to development. Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development. This confirms site is available.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Specifically the loss of rail infrastructure will be agreed with Network Rail prior to development.
16	2 Victoria Terrace	0.04	Old Oak Lane and Old Oak Common Lane	Development management process	Adjacent to SINC; Adjacent to existing residential; Adjacent to locally listed buildings; Adjacent to railway;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners suggests availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
17	Oaklands triangle	0.3			Potential surface water flooding identified; Adjacent to existing residential; Includes SINC; Adjacent to railways; Limited access by Grand Union Canal towpath.	<b>Suitable</b>  Site is not identified for development in the OPDC Regulation Local Plan and the GLA Old Oak and Park Royal OAPF.  Site is landlocked and not available for development.	<b>Not available</b>	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	Although previously identified for potential development, following further consideration the site is no longer viewed to be suitable due to access constraints.
18	Oaklands North	0.7	Old Oak Lane and Old Oak Common Lane	Local Plan evidence base	Adjacent to Grand Union Canal Conservation Area; Adjacent to SINC	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available</b>  Single land ownership. Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development. This confirms site is available.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Old Oak North Development Framework Principles principles. Constraints are considered to be able to be addressed in the design and operation of development.



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
19	Oaklands	1.0	Old Oak Lane and Old Oak Common Lane	Development management process	Adjacent to SINC; Adjacent to existing residential; Adjacent to railway to existing Elizabeth Line Depot and sidings;	<b>Suitable</b>  The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available</b>  Single land ownership. Planning permission implementation confirms availability.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.  Implementation of permission for the site also indicates viability.	Yes	Yes	Planning permission granted on 13 June 2016 (15/0091/FULOPDC) and was subsequently implemented.
20	Old Oak Common Lane sites (north)	0.6	Old Oak South	Local Plan evidence base	Adjacent to SINC; Adjacent to existing residential; Adjacent to railway to existing Elizabeth Line Depot and sidings;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF.	<b>Currently not available</b>  Multiple land ownerships.  Landowners have not expressed an interest in the development of the site. However, future engagement with landowners will likely enable the site to become available during the plan period.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in Local Plan policy and Old Oak and Park Royal OAPF. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowners.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
21	Elizabeth Line Depot and sidings	11.8	Old Oak South	Public sector land ownership	Functioning rail depot on portion of site; Adjacent to Grand Union Canal Conservation Area; Potential surface water flooding identified; Includes areas of, and adjacent to SINC; Adjacent to Local Nature Reserve; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF.	<b>Not available</b>  Multiple public sector land ownership. Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development subject to further detailed masterplanning work.  There is an operational rail sidings and depot for the Elizabeth Line This will be a complex site to redevelopment and will need a solution to the existing use before development can take place. Based on current information the site will not be available for development during the plan period. However, subject to future discussions with stakeholders OPDC would support earlier development.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	Site identified for development in Local Plan policy and Old Oak and Park Royal OAPF. Due to constraints relating to transport infrastructure, development is currently identified for after the plan period.  However, subject to future discussions with Department for Transport, High Speed 2 Limited and Network Rail, OPDC would support earlier development.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
22	Old Oak Common Station Adjacent Station Development site	4.0	Old Oak South	Public sector land ownership	Safeguarded for HS2 Old Oak Common Station development; Potential surface water flooding identified; Includes areas of, and adjacent to SINC; Within setting of Wormwood Scrubs MOL; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF.	<b>Available after 2028</b>  Multiple public sector land ownership. Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development subject to further detailed masterplanning work.  The site is required for the development of Old Oak Common Station until 2028 (in accordance with the HS2 London - West Midlands Act (2017)) . Opportunities for early delivery of development around the station will be sought with stakeholders.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy and Old Oak and Park Royal OAPF after 2028. Constraints are considered to be able to be addressed in the design and operation of development. Specifically the relocation, reconfiguration and/or development, over and around, existing and future railway infrastructure will be agreed with Department for Transport, High Speed 2 Limited and Network Rail prior to development.
23	IEP Depot	5.0	Old Oak South	Public sector land ownership	Functioning rail depot Potential surface water flooding identified; Adjacent to MOL; Adajcent to SINC and Local Nature Reserve; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the GLA Old Oak and Park Royal OAPF.	<b>Not available</b>  Single land ownership.  Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development.  However, site is required for rail infrastructure with the lease running until after the plan period. As such, the site is currently not available during the plan period. Opportunities for early delivery will be sought with	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	Site identified for development in emerging Local Plan policy and Old Oak and Park Royal OAPF. Specifically the relocation, reconfiguration and/or development, over and around, existing and future railway infrastructure however, Department for Transport and Network Rail would need to progress and agree this.  The site is required for rail infrastructure until after the plan period. As such development for housing or economic uses within

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
							stakeholders.				the plan period is not deliverable or developable.
24	Big Yellow Storage (Scrubs Lane)	0.2	Scrubs Lane	Local Plan evidence base	Potential surface water flooding identified; Adjacent to MOL. Within setting of surrounding conservation areas.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available</b></p> <p>Single land ownership.</p> <p>Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the first ten years of the plan period subject to engagement with landowner.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
25	North Pole East Depot	3.0	Scrubs Lane	Public sector land ownership	Functioning rail depot; Potential temporary use as construction logistics depot for utilities projects; Potential surface water flooding identified;	<b>Suitable</b> The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.	<b>Available</b> Single land ownership. Discussions with land owner confirms availability.	<b>Achievable</b> The Strategic Site Allocations Viability Assessment 2021 demonstrates that development is viable.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the first ten years of the plan period.
26	Mitre Industrial Estate	0.9	Scrubs Lane	Local Plan evidence base	Potential surface water flooding identified; Adjacent to rail lines, depot and adjacent to Little Wormwood Scrubs.	<b>Suitable</b> The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Currently not available</b> Single land ownership with multiple leases.  Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.	<b>Achievable</b> OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner and relevant leaseholders and tenants.

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27	Tea Crate	0.4	Scrubs Lane	Development management process	Potential surface water flooding identified; Adjacent to MOL.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.</p> <p>Discussions with land owners have confirmed potential for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners suggests availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the first ten years of the plan period subject to engagement with landowner.
28	Acton Wells East	5.0	North Acton and Acton Wells	Public sector land ownership	Safeguarded HS2 construction site until 2026; Adjacent to SIL; Adjacent to existing residential; Adjacent to SINC; Potential surface water flooding identified; Waste management site on Quattro Limited owned land;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.</p> <p>Discussions with land owners have confirmed potential for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available after 2026</b></p> <p>The HS2 London - West Midlands Act (2017) requires the site to be used by HS2 Limited to support the construction of Old Oak Common Station and the HS2 railway until 2026.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Site will be available after 2026 subject to agreement with Department for Transport, High Speed 2 Limited and Network Rail. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period.

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29	Boden House	0.7	North Acton and Acton Wells	Development management process; Call for sites	Adjacent to railway and HS2 construction site; Potential surface water flooding identified; Adjacent to SINC;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available</b>  Single land ownership. Discussions with land owners suggests availability.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner.
30	Midland Gate	0.2	North Acton and Acton Wells	Development management process	Adjacent to existing residential; Adjacent to railway; Adjacent to SINC; Proposed Old Oak Common Lane Overground Station; Site required to respond and enable new connection between Old Oak South and Acton Wells.	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan and the Victoria Road and Old Oak Lane Development Framework Principles.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available</b>  Single land ownership. Discussions with land owners suggests availability.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner.
31	Holbrook House	0.1	North Acton and Acton Wells	Development management process	Adjacent to railway; Adjacent to SINC;	<b>Suitable</b>  The principle for development on the site has been established. Planning permission has been implemented for development.	<b>Available</b>  Single land ownership. Planning permission has been implemented.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.  Implemented planning permission for the site also indicates viability.	Yes	Yes	Planning permission granted on 21 September 2016 (161133OPDS) and subsequently implemented



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
32	Perfume Factory north	0.5	North Acton and Acton Wells	Development management process	Adjacent to railway; Potential surface water flooding identified; Adjacent to SINC;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. This site was previously part of a larger site with Perfume Factory South for which planning permission was granted. This permission indicated availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission for the site also indicates viability.</p>	Yes	Yes	Planning permission granted (resolution to approve) (172682FUL) 14 January 2020.
33	Monarch House	0.3	North Acton and Acton Wells	Development management process	Adjacent to railway; Potential surface water flooding identified; Adjacent to SINC;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been implemented for development.</p>	<p><b>Not available</b></p> <p>Single land ownership. Planning permission has been implemented with no current additional plans to develop.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Implemented planning permission for the site also indicates viability.</p>	No	No	Planning permission (162124FUL) was granted on 14 October 2016 and subsequently implemented. As such redevelopment within the plan period is currently considered to be unlikely. Should engagement with the landowner suggest otherwise, subsequent versions of the DCS will be updated.



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
34	Victoria Industrial Estate	3.0	North Acton and Acton Wells	Development management process; Local Plan evidence base	Adjacent to railway; Potential surface water flooding identified; Adjacent to SINC; Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Discussions with land owners have confirmed suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership with multiple leases Discussions with land owners suggests availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Development of site is expected to commence in the first ten years of the plan period subject to engagement with landowners.
35	6 Portal Way (Portal West)	0.6	North Acton and Acton Wells	Development management process	None identified	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL for the duration of the plan period.</p> <p>Implemented previous planning permission for the site also indicates viability.</p>	Yes	Yes	S73 permitted (resolution to approve) July 2020 (190582OPDVAR)

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
36	1 Portal Way	1.1	North Acton and Acton Wells	Development management process	Potential surface water flooding identified; Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission granted confirms availability.</p> <p>Discussions in 2020 with land owner confirm earlier availability (0-10 years of plan period) than previous phasing (11 to 20 years of plan period).</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission for the site also indicates viability.</p>	Yes	Yes	Outline planning permission granted on 8 August 2016 (P/2015/0095).
37	The Portal	0.2	North Acton and Acton Wells	Development management process	Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission (resolution to approve) for the site also indicates viability.</p>	Yes	Yes	Planning permission (resolution to approve) granted on 17 May 2017 (165514OPDFUL)

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
38	Perfume Factory south	0.5	North Acton and Acton Wells	Development management process	Potential surface water flooding identified;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. This site was previously part of a larger site with Perfume Factory North for which planning permission was granted and implemented. This indicates availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Completion confirms viability.</p>	Yes	Yes	Planning permission granted on 16 August 2017 (172682FUL) and subsequently completed.
39	Algerian Embassy	0.4	North Acton and Acton Wells	Local Plan evidence base	Potential surface water flooding identified; Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available</b></p> <p>Single land ownership.</p> <p>Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
40	2 Portal Way	0.2	North Acton and Acton Wells	Development management process	Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Discussions with land owners have confirmed suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission suggests availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission (resolution to approve) for the site also indicates viability.</p>	Yes	Yes	Planning permission (resolution to approve) granted on 21 February 2018 (177810OPDFUL).
41	3 Portal Way	0.4	North Acton and Acton Wells	Local Plan evidence base	Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available</b></p> <p>Single land ownership.</p> <p>Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
42	Big Yellow Storage (Wales Farm Road)	0.5	North Acton and Acton Wells	Local Plan evidence base	Potential surface water flooding identified; Adjacent to existing residential; Adjacent to railway; Adjacent to SINC	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Currently not available</b>  Single land ownership.  Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner.
43	Land south of Wells House Road	0.8	Old Oak Lane and Old Oak Common Lane	Public sector land ownership	Potential surface water flooding identified; Adjacent to existing residential; Includes SINC; Adjacent to railways; No access - landlocked by railways;	<b>Currently not suitable for development</b>  Site is not identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan or the GLA Old Oak and Park Royal OAPF.  However, the OPDC Regulation 19(1) and 19(2) Local Plan sets out the aspiration for a new walking and cycling route through the site.  Site is landlocked and not available for development.	<b>Not available</b>  Single land ownership. Site is required for HS2 construction purposes until after 2028.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	No	No	Site is not identified for development within emerging Local Plan policy or the Old Oak and Park Royal OAPF. This reflects the restricted access created by rail lines on all three sides.  However, the Victoria Road and Old Oak Lane Development Framework Principles does indicate the potential for long-term aspiration for a walking and cycling route through the site. Should this prove to be feasible, further consideration for the suitability for the site for development will be carried out. Any potential development would be after 2028 subject to agreement with Department for Transport, High Speed 2 Limited and Network Rail.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
44	Westway Estate	4.5	Old Oak Lane and Old Oak Common Lane	Development management process; Local Plan evidence base	Potential surface water flooding identified; Adjacent to existing residential; Adjacent to SINC	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Discussions with land owners have confirmed suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership and multiple leases. Discussions with land owners suggests availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowner.
45	Old Oak Common Lane sites	0.6	Old Oak Lane and Old Oak Common Lane	Development management process; Local Plan evidence base	Potential surface water flooding identified; Adjacent to MOL; Adjacent to railways; Adjacent to SINC and Local Nature Reserve	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Multiple land ownerships. Discussions with land owners suggests availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the first five years of the plan period subject to engagement with landowners.



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
46	ASDA, Park Royal	4.0	Park Royal Centre	Development management process	Adjacent to SIL; Potential surface water flooding identified; Potential amendments to adjacent junction;	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Park Royal Development Framework Principles.</p> <p>Discussions with land owners have confirmed suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL for the duration of the plan period.</p>	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Park Royal Development Framework Principles. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowners.
47	Land east of Victoria Centre	0.3	Park Royal Centre	Development management process	Adjacent to SIL; Potential surface water flooding identified.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development of the site.</p>	<p><b>Available</b></p> <p>Single land ownership. Submission of planning application and confirmation of land owners for development confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Implementation of planning applications also confirms viability.</p>	Yes	Yes	Planning permission granted on 23 July 2019 (18/0210/FULOPDC) and subsequently implemented



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
48	First Central and surrounds	2.7	Park Royal West	Development management process; Local Plan evidence base	Adjacent to SIL; Potential surface water flooding identified; Adjacent to MOL; Adjacent to SINC; Adjacent to HS2 safeguarding area; Adjacent to existing residential.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. Planning permission has been granted for development for a portion of the site. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Multiple land ownerships. Planning application has been implemented for a portion of the site (First Central), planning permission granted for a portion of the site (Land south of Coronation Road) and discussions with land owners confirm availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permissions and implementation for portions of the site also indicates viability.</p>	Yes	Yes	<p>Site identified for development in emerging Local Plan policy and Old Oak and Park Royal OAPF.</p> <p>Planning permission (12/2861) was granted for portion of the site at land south of Coronation Road on 28 June 2013.</p> <p>Planning permission (17-0076-FUMOPDC) granted on 11 October 2017 and subsequently implemented with phases completed at First Central.</p> <p>Constraints for the remainder of the site are considered to be able to be addressed in the design and operation of development.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
49	Land adjacent to western side of Acton Lane between the WCML railway at Harlesden Station and Waxlow Road	0.7	Land adjacent to western side of Acton Lane between the WCML railway at Harlesden Station and Waxlow Road	Call for sites	Potential surface water flooding identified; Adjacent to railway.	<p><b>Suitable</b></p> <p>Although not specifically identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF, this site has the potential to contribute to the intensification of Park Royal.</p> <p>The site is a Strategic Industrial Location. As such, residential uses are not suitable.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available. Availability will be subject to future engagement and detailed work.</b></p> <p>The site is in single landownership as part of the larger landownership of the McVities factory.</p> <p>Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner through the long term industrial intensification of Park Royal may identify the site as available.</p> <p>The site is within the Strategic Industrial Location. As such residential development is not appropriate.</p>	<p><b>Achievable</b></p> <p>The Park Royal Intensification Study has carried out a high level viability analysis for intensifying a range of standardised industrial site typologies.</p> <p>Generally this identifies that intensification is viable subject to the existing use of a site. Where an existing use value is high, current market conditions suggest intensification is not viable but that future conditions may facilitate their delivery.</p> <p>However, this site is existing open space and car parking ancillary to the existing industrial use with a relatively low use value. As such, in broad terms, the development of the site for industrial uses is considered to be viable.</p>	No	Yes	<p>Park Royal SIL is identified as a broad location reflecting the overarching long-term intention to intensify and support industrial uses within the area.</p> <p>OPDC's Park Royal Intensification Study identifies that the provision of additional industrial floorspace is generally available across Park Royal. Work is in progress to define specific sites suitable for intensification. Should this site be made available, economic uses would be appropriate reflecting the Strategic Industrial Location designation.</p> <p>The study also identifies that intensification is viable subject to the existing use of a site. Where an existing use value is high, current market conditions suggest intensification is not viable but that future conditions may facilitate their delivery. this site is existing open space and car parking ancillary to the existing industrial use with a relatively low use value. In broad terms, the development of the site for industrial uses is considered to be viable.</p> <p>Due to the site not being available, it currently is not considered to have development potential. However, subject to further engagement with the landowner this may change. Should it be made available, industrial development would be appropriate.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
50	Channel Gate	18.0	Channel Gate	Local Plan evidence base	Safeguarded HS2 construction site for publicly owned site until 2028; Safeguarded rail freight site; Adjacent to Grand Union Canal Conservation Area; Adjacent to existing residential; Potential surface water flooding identified; Adjacent to SINC.	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for housing led mixed use development in the proposed modifications to the Local Plan and in the Channel Gate Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Privately owned sites available</b> <b>Publicly owned sites available after 2028</b></p> <p>The HS2 London - West Midlands Act (2017) requires sites in public ownership to be used by HS2 Limited to support the construction of Old Oak Common Station and the HS2 railway until 2028.</p> <p>Discussions with private sector landowners confirms availability.</p>	<p><b>Achievable</b></p> <p>The Strategic Site Allocations Viability Assessment 2021 demonstrates that development is viable.</p>	Yes	Yes	<p>Site identified for development in emerging Local Plan policy and Channel Gate Development Framework Principles.</p> <p>Privately owned sites available. Publicly owned sites available after 2028 subject to agreement with Department for Transport, High Speed 2 Limited and Network Rail.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Site expected to be developed in the plan period.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
51	Park Royal SIL (broad location)	267	Park Royal West and Old Park Royal	Development management process; Local Plan evidence base	Adjacent to existing residential; Potential surface water flooding identified; Adjacent to and includes SINC; Adjacent to Grand Union Canal Conservation Area; Adjacent to Listed Building;	<p><b>Suitable</b></p> <p>The principle for development of this broad location has been established. The broad location is identified for development to delivery industrial intensification. This is reflected in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF, OPDC Industrial Land Review and the OPDC Park Royal Intensification Study.</p> <p>The broad location is designated as a Strategic Industrial Location. As such, residential uses are not suitable.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Generally available. Availability of specific sites subject to future engagement and detailed work.</b></p> <p>The broad location is in multiple landownership.</p> <p>Not all landowners have expressed an interest in the development of sites.</p> <p>However, intended future engagement with landowners through the long term industrial intensification of Park Royal will likely identify availability of specific sites.</p> <p>As such, the broad location is generally considered to be available subject to future engagement.</p>	<p><b>Generally achievable Viability of specific sites subject to future engagement and detailed work.</b></p> <p>The Park Royal Intensification Study has carried out a high level viability analysis for intensifying a range of standardised industrial site typologies.</p> <p>Generally this identifies that intensification is viable subject to the existing use of a site. Where an existing use value is high, current market conditions suggest intensification is not viable but that future conditions may facilitate their delivery.</p> <p>As such, in broad terms, the development of new industrial floorspace is considered to be generally viable.</p>	No	Yes	<p>Park Royal SIL is identified as a broad location reflecting the overarching long-term intention to intensify and support industrial uses within the area.</p> <p>OPDC's Park Royal Intensification Study identifies that the provision of additional industrial floorspace is generally available across Park Royal. Work is in progress to define specific sites suitable for intensification. The study also identifies that intensification is viable subject to the existing use of a site. Where an existing use value is high, current market conditions suggest intensification is not viable but that future conditions may facilitate their delivery. In light of this, in broad terms, the development of new industrial floorspace is considered to be generally viable.</p> <p>As such, the site is considered to have development potential for industrial uses.</p> <p>For the purposes of the DCS and in accordance with the NPPF paragraph 174, the evidence provided by the Intensification Study is considered to be proportionate to the requirements of the assessment.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
52	Bashley Road Metal Refinery	3.9	Old Park Royal	Development management process; Local Plan evidence base	Potential surface water flooding identified; Adjacent to existing residential uses;	<p><b>Suitable</b></p> <p>The principle for development of this broad location has been established. The site is identified for development to delivery industrial intensification. This is reflected in the OPDC Regulation 19(2) Local Plan with general development reflected in 18, 19(1) and Local Plan, the GLA Old Oak and Park Royal OAPF, OPDC Industrial Land Review and the OPDC Park Royal Intensification Study.</p> <p>The site is designated as a Strategic Industrial Location. As such, residential uses are not suitable.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners suggests availability.</p>	<p><b>Achievable</b></p> <p>The Park Royal Intensification Study and Addendum has carried out a high level viability analysis which identifies development is viable.</p> <p>Planning permission (resolution to approve) indicates development is viable.</p>	No	Yes	Planning permission granted (resolution to approve) (20/0037/FUMOPDC) on 14 July 2020.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
53	40-54a Minerva Road	0.8	Old Park Royal	Local Plan evidence base	None identified	<p><b>Suitable</b></p> <p>The principle for development of this broad location has been established. The site is identified for development to delivery industrial intensification. This is reflected in the OPDC Regulation 19(2) Local Plan with general development reflected in 18, 19(1) and Local Plan, the GLA Old Oak and Park Royal OAPF, OPDC Industrial Land Review and the OPDC Park Royal Intensification Study.</p> <p>The site is designated as a Strategic Industrial Location. As such, residential uses are not suitable.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available</b></p> <p>Single land ownership.</p> <p>Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.</p>	<p><b>Achievable</b></p> <p>The Park Royal Intensification Study and Addendum has carried out a high level viability analysis which identifies development is viable.</p>	No	Yes	<p>The site is designated as SIL.</p> <p>OPDC's Park Royal Intensification Study and Addendum identifies that the site is suitable, available and viable for development for industrial intensification.</p> <p>As such, the site is considered to have development potential for industrial uses subject to future engagement with the land owner.</p>



DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
54	Goodhall Street Industrial Estate and site to west	0.3	Old Oak Lane and Old Oak Common Lane	Development management process; Local Plan evidence base	Adjacent to existing residential; Adjacent to railways; Adjacent and within Old Oak Lane Conservation Area;	<p><b>Suitable</b></p> <p>The principle for development on the site was previously established as part of the Park Royal SIL broad location and was identified for development in the OPDC Regulation 18 and 19(1) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Since the development of the Regulation 19(1) Local Plan, further assessment has been carried out in the Industrial Land Review Addendum (2018) recommending the site is released from SIL for mixed used development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners suggests availability.</p> <p>Planning permission for part of site (80 Goodhall Street) confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission for 80 Goodhall Street also confirms viability.</p>	Yes	Yes	<p>Site identified for development in Regulation 19(2) Local Plan policy for mixed use development following updated recommendations of OPDC's ILR. Constraints are considered to be able to be addressed in the design and operation of development.</p> <p>Part of site (80 Goodhall Street) has secured planning permission (resolution to approve) on 9 September 2020 (195346OPDCFUL).</p> <p>Site expected to be developed in the plan period subject to engagement with landowners.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
55	Ursula Lapp Estate	0.8	Old Oak Lane and Old Oak Common Lane	Local Plan evidence base	Adjacent to existing residential; Adjacent to railways; Adjacent and within Old Oak Lane Conservation Area;	<p><b>Suitable</b></p> <p>The principle for development on the site was previously established as part of the Park Royal SIL broad location and was identified for development in the OPDC Regulation 18 and 19(1) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Since the development of the Regulation 19(1) Local Plan, further assessment has been carried out in the Industrial Land Review Addendum (2018) recommending the site is released from SIL for mixed used development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Currently not available</b></p> <p>Single land ownership.</p> <p>Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	Site identified for development in Regulation 19(2) Local Plan policy for mixed use development following updated recommendations of OPDC's ILR. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period subject to engagement with landowners.

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
56	4 Portal Way	0.4	North Acton and Acton Wells	Development management process	Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development across the North Acton and Acton Wells place has been established. The place is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework Principles.</p> <p>Planning permission confirms suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission (resolution to approve) for the site also indicates viability.</p>	Yes	Yes	Planning permission (resolution to approve) granted on 19 February 2020) (191854OPDFUL).
57	3 School Road / 99 Victoria Road	0.4	North Acton and Acton Wells	Local Plan evidence base	Adjacent to SIL;	<p><b>Suitable</b></p> <p>The principle for release from SIL for mixed use development for the site has been established in in the ILR Addendum 2021.</p> <p>Discussions with land owners have confirmed suitability for development</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Discussions with land owners confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	<p>The principle for release from SIL for mixed use development for the site has been established in in the ILR Addendum 2021.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p> <p>Site expected to be developed in the plan period .</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
58	Central Middlesex Hospital North East site	0.4	Park Royal Centre	Development management process	Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for development across the Park Royal Centre place has been established. The place is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Park Royal Development Framework Principles.</p> <p>Planning permission confirms suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission (resolution to approve) for the site also indicates viability.</p>	Yes	Yes	Planning permission (resolution to approve) granted on 14 July 2020) (20/0031/FUMOPDC).
59	Park Royal Road west	0.2	Park Royal West	Development management process	Adjacent to railways; Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for release from SIL for mixed use development for the site has been established in in the ILR Addendum 2021.</p> <p>Planning permission confirms suitability for development.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Planning permission confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p> <p>Planning permission for the site also indicates viability.</p>	Yes	Yes	Planning permission granted on 1 May 2020) (200031OPDFUL).

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
60	5 to 7 Park Royal Road	0.2	Park Royal West	Local Plan evidence base	Adjacent to railways; Adjacent to existing residential;	<p><b>Suitable</b></p> <p>The principle for release from SIL for mixed use development for the site has been established in in the ILR Addendum 2021.</p> <p>Discussions with land owner has confirmed suitability for development</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	<p>The principle for release from SIL for mixed use development for the site has been established in in the ILR Addendum 2021.</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p> <p>Site expected to be developed in the plan period.</p>
61	1 Lakeside Drive	0.5	Park Royal West	Local Plan evidence base	Adjacent to existing residential;	<p><b>Suitable</b></p> <p>Discussions with land owner has confirmed suitability for development</p> <p>Constraints are considered to be able to be addressed through design and operation of development.</p>	<p><b>Available</b></p> <p>Single land ownership. Discussions with land owners confirms availability.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	<p>Constraints are considered to be able to be addressed through design and operation of development.</p> <p>Site expected to be developed in the plan period.</p>
62	Cargiant Scrubs Lane	1.5	Scrubs Lane	Development management process	<p>Within the setting of Cumberland Park Factory and St. Mary's conservation areas; Potential surface water flooding identified; Includes and adjacent to railway; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;</p>	<p><b>Suitable</b></p> <p>The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and Scrubs Lane Development Framework Principles.</p> <p>Discussions with land owner has confirmed suitability for development</p> <p>Constraints are considered to be able to be addressed through design and</p>	<p><b>Available</b></p> <p>Single land ownership. Landowner has expressed an interest in the potential development of the site.</p>	<p><b>Achievable</b></p> <p>OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.</p>	Yes	Yes	<p>Site comprises 3 sites in the Place of Scrubs Lane within freeholder ownership of Cargiant. Sites are identified for development in emerging Local Plan policy and Scrubs Lane Development Framework Principles.</p> <p>Constraints are considered to be able to be addressed in the design and operation of development.</p>

DCS site reference	DCS site name	Site area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability for development	Availability during the plan period	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Commentary and summary
						operation of development.					
63	Acton Wells West	4	North Acton and Acton Wells	Public sector land ownership	Safeguarded HS2 construction site until 2028; Adjacent to SIL; Adjacent to existing residential; Adjacent to SINC's; Potential surface water flooding identified; Waste management site on Quattro Limited owned land;	<b>Suitable</b>  The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18, 19(1) and 19(2) Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework Principles.  Discussions with land owners have confirmed potential for development.  Constraints are considered to be able to be addressed through design and operation of development.	<b>Available after 2028</b>  The HS2 London - West Midlands Act (2017) requires the site to be used by HS2 Limited to support the construction of Old Oak Common Station and the HS2 railway until 2028.	<b>Achievable</b>  OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Victoria Road and Old Oak Lane Development Framework Principles. Site will be available after 2028 subject to agreement with Department for Transport, High Speed 2 Limited and Network Rail. Constraints are considered to be able to be addressed in the design and operation of development. Site expected to be developed in the plan period.



DCS Site/Broad location reference number	DCS site name	Local Plan Place Policy	Site area (ha)	Potential use	Deliverability						Indicative housing delivery			Overview of housing delivery
					Likelihood of delivery (high/medium/low)	Evidence of enabling deliverability	Potential barrier/risk to delivery, potential solutions and timeframes for implementation	Housing (dwellings)	Economic floorspace (Former A and B use class) (NIA sqm)	Jobs resulting from economic floorspace (Former A and B use class)	0-5 years	6-10 years	11-20 years	
2	Harrow Road	P10	1.0	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC engagement with landowners	Barrier/risk: Multiple landowners may restrict delivery and coordination of development. Potential solution: OPDC to continue leading of Willesden Junction Steering Group to liaise and work with landowners to agree way forward. Timescale for implementing solution: 2018 onwards.	700	8,100	400	0	200	500	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.
4	2 Scrubs Lane	P10	0.1	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC ongoing engagement with landowners - granting of planning permission (17/0091/FULOPDC)	No significant barriers.	85	180	10	85	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission information (17/0091/FULOPDC).  Relevant place policy reference: P10.
5	Chandelier Building	P10	0.1	Mixed use	Low	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - Scrubs Lane Development Framework Principles - OPDC engagement with landowners	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	0	0	0	0	0	0	<b>Developable subject to engagement with landowner</b>  Capacity and phasing for development has not been defined reflecting site not currently being available for development. However, OPDC recognises that in the long-term and following engagement with the landowner, the site may become developable. As such the site is included within the assessment.  Relevant place policy reference: P10.

7	Cargiant Old Oak North	P2	15.0	Industrial and ancillary uses	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Old Oak North Intensification Study - Ongoing and active discussions with landowners	No significant barriers	0	170,800	2,600	0	0	0	Housing is not appropriate.
8	The Triangle Business Centre	P2	1.0	Industrial	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Old Oak North Intensification Study - Ongoing and active discussions with landowners	No significant barriers	0	20,500	350	0	0	0	Housing is not appropriate.
9	EMR	P2	4.0	Industrial	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Old Oak North Intensification Study - Ongoing and active discussions with landowners	Barrier/risk: Waste site. Potential solution: OPDC to manage reprovion of capacity in accordance with policy EU6. Timescale for implementing solution: During the development management process.	0	21,200	300	0	0	0	Housing is not appropriate.
10	Cumberland Business Park	P10	1.1	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC ongoing engagement with landowners	Barrier/risk: Multiple landowners with a range of leaseholds and freeholds. This may restrict delivery and coordination of development. Potential solution: OPDC to liaise and coordinate landowners to agree a way forward. Timescale for implementing solution: 2018 onwards.	300	1,800	110	0	300	0	<b>Developable</b> Capacity and phasing determined from development capacity modelling methodology set out in body of report.

11	North Kensington Gate North	P10	0.1	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC ongoing engagement with landowners	No significant barriers.	47	165	8	47	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission information (16/0118/FULOPDC).  Relevant place policy reference: P10.
12	Mitre Yard	P10	0.8	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC ongoing engagement with landowners - granting of planning permission (19/0104/VAROPDC).	No significant barriers.	241	1,123	66	241	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission information (19/0104/VAROPDC).  Relevant place policy reference: P10.
13	North Kensington Gate South	P10	0.4	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC ongoing engagement with landowners - granting of planning permission (resolution to approve) (20/0088/FUMOPDC)	No significant barriers.	206	750	50	206	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission (resolution to approve) information (20/0088/FUMOPDC)  Relevant place policy reference: P10.
14	Mitre Wharf	P10	0.2	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - Ongoing and active pre-application discussions with landowners	Barrier/risk: Waste transfer site. Potential solution: OPDC to manage re-provision of capacity in accordance with policy EU6. Timescale for implementing solution: During the development management process.	100	420	20	0	100	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P10.

15	Willesden Junction Maintenance Depot	P8	0.2	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - MoU with DfT for potential transfer of ownership to OPDC - Ongoing engagement with public sector freehold landowner	Barrier/risk: rail infrastructure. Potential solution: OPDC to work with Network Rail to agree relocation of uses. Timescale for implementing solution: 2018 onwards	100	400	30	100	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P8.
16	2 Victoria Terrace	P8	0.04	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Ongoing engagement with landowner	No significant barriers.	10	90	10	10	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P8.
18	Oaklands North	P8	0.7	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - MoU with DfT for potential transfer of ownership to OPDC - Ongoing engagement with public sector freehold landowner	No significant barriers.	200	1,000	90	200	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P8.
19	Oaklands	P8	1.0	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC ongoing engagement with landowners - granting and implementation of planning permission (15/0091/FULOPDC)	No significant barriers.	605	3,500	200	605	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission information (15/0091/FULOPDC).  Relevant place policy reference: P8.

20	Old Oak Common Lane sites (north)	P8	0.6	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - OPDC engagement with landowners	Barrier/risk: Multiple landowners with a range of leaseholds and freeholds. This may restrict delivery and coordination of development. Potential solution: OPDC to liaise and coordinate landowners to agree a way forward. Timescale for implementing solution: 2018 onwards.	300	7,400	400	0	0	300	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.  Relevant place policy reference: P1.
22	Old Oak Common Station Adjacent Station Development site	P1	4.0	Mixed use	High	Provision of clarity and certainty for delivery of development after 2028 identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - OPDC engagement with landowners (including HS2 Ltd, Department for Transport and Network Rail) to facilitate longer-term delivery.	Barrier/risk: Development of Old Oak Common Station requires the site until 2028. Potential solution: OPDC to liaise and work positively with HS2 Limited and the Department for Transport to deliver the station and development capacity. Timescale for implementing solution: Ongoing. Timescale for implementing solution: 2018 onwards.	100	200,500	17,100	0	0	100	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.  Relevant place policy reference: P1.
24	Big Yellow Storage (Scrubs Lane)	P10	0.2	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - Ongoing engagement with landowner identified to be carried out.	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	150	1,100	60	150	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P10.
25	North Pole East Depot	P10	3.0	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - Ongoing and active discussions with landowner	No significant barriers.	750	500	40	750	0	<b>Deliverable and developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P10.	



26	Mitre Industrial Estate	P10	0.9	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - OPDC ongoing engagement with landowners	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	200	1,100	60	0	100	100	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P10.
27	Tea Crate	P10	0.4	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Scrubs Lane Development Framework Principles - Ongoing and active pre-application discussions with landowners	No significant barriers.	150	1,100	60	0	150	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P10.
28	Acton Wells East	P7	5.0	Mixed use	High	Provision of clarity and certainty for delivery of development after 2026 identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowners (including HS2 Ltd and Department for Transport) to facilitate delivery.	Barrier/risk: Use of site to support development of Old Oak Common Station until 2026. Potential solution: OPDC to liaise and work positively with HS2 Limited and the Department for Transport to support the delivery of the station and development capacity of the site. Timescale for implementing solution: Ongoing. Barrier/risk: Safeguarding route of West London Orbital Route. Potential solution: Work with TfL to ensure development capacity, development design and operation supports the delivery of this route. Timescale for implementing solution: Ongoing.	1,650	8,000	700	0	1,650		<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.  Relevant place policy reference: P7.
29	Boden House	P7	0.7	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Pre-application discussions with landowner	No significant barriers.	300	7,600	600	0	250	50	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P7.



30	Midland Gate	P8	0.2	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Active and ongoing pre-application discussions with landowner - Active discussions with TfL to coordinate station and access requirements	Barrier/risk: Enabling new connection between Old Oak South and Acton Wells including potential new access to Old Oak Common Lane London Overground Station. Potential solution: OPDC to ensure any development proposals are coordinated with TfL proposals. Timescale for implementing solution: Ongoing.	50	0	0	50	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P7.
31	Holbrook House	P7	0.1	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Granting and implementation of planning permission (161133OPDS)	No significant barriers.	280	100	5	280	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission information (161133OPDS).  Relevant place policy reference: P7.
32	Perfume Factory north	P7	0.5	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Granting of planning permission (resolution to approve) (172682FUL)	No significant barriers.	300	1,400	87	300	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission (resolution to approve) information (172682FUL)  Relevant place policy reference: P7.
34	Victoria Industrial Estate	P7	3.0	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC ongoing engagement with landowner.	No significant barriers.	1,100	6,500	400	0	400	700	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.  Relevant place policy reference: P7.

35	6 Portal Way (Portal West)	P7	0.6	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Planning permission (resolution to approve) (190582OPDVAR)	No significant barriers.	651	3,200	200	651	0	<b>Deliverable and Developable</b>  Capacity and phasing determined using planning permission information (resolution to approve) (190582OPDVAR).  Relevant place policy reference: P7.	
36	1 Portal Way	P7	1.1	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner has confirmed earlier delivery is likely - Granting of planning permission (P/2015/0095)	No significant barriers.	764	3,500	200	764	0	<b>Deliverable and Developable</b>  Capacity and phasing determined using planning permission information (P/2015/0095).  Relevant place policy reference: P7.	
37	The Portal	P7	0.1	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Granting of planning permission (resolution to approve) (165514OPDFUL)	No significant barriers.	350	550	50	350	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission information (165514OPDFUL).  Relevant place policy reference: P7.
38	Perfume Factory south	P7	0.5	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Granting and implementation of planning permission (172682FUL)	No significant barriers.	326	4,970	430	326	0	0	<b>Deliverable</b>  Capacity and phasing determined using planning permission (resolution to approve) information (172682FUL).  Relevant place policy reference: P7.

39	Algerian Embassy	P7	0.4	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Future engagement with landowner identified to be carried out.	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	200	3,600	300	0	200	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P7.
40	2 Portal Way	P7	0.2	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Granting of planning permission (resolution to approve) (177810OPDFUL)	No significant barriers.	380	5,300	300	200	180	0	<b>Deliverable and Developable</b>  Capacity and phasing determined using planning permission (resolution to approve) information (177810OPDFUL)  Relevant place policy reference: P7.
41	3 Portal Way	P7	0.0	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Future engagement with landowner identified to be carried out.	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	100	3,600	230	0	100	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P7.
42	Big Yellow Storage (Wales Farm Road)	P7	0.5	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Future engagement with landowner identified to be carried out.	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	50	1,100	40	0	50	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P7.

44	Westway Estate	P8	4.5	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC ongoing engagement with landowner.	No significant barriers.	1,000	4,800	300	0	0	1,000	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.  Relevant place policy reference: P8.
45	Old Oak Common Lane sites	P8	0.6	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC ongoing engagement with landowner.	No significant barriers.	200	2,800	180	200	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P8.
46	ASDA, Park Royal	P6	4.0	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Park Royal Development Framework Principles - OPDC ongoing engagement with landowner.	No significant barriers.	500	23,000	1,400	0	500	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P5.
47	Land east of Victoria Centre	P6	0.3	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Granting and implementation of planning permission (18/0210/FULOPDC)	No significant barriers.	141	0	0	0	141	0	<b>Developable</b>  Capacity and phasing determined using planning permission information (17/0017/FULOPDC)  Relevant place policy reference: P6.

48	First Central and surrounds	P4	2.7	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - OPDC engagement with landowner - Granting and implementation of planning permission on part of site (17/0076/FUMOPDC)	No significant barriers.	1,200	1,200	60	800	400	0	<b>Deliverable and Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report and planning permission information (17-0076-FUMOPDC).  Relevant place policy reference: P4.
49	Land adjacent to western side of Acton Lane between the WCML railway at Harlesden Station and Waxlow Road	P4	0.7	Industrial	Medium	Provision of clarity and certainty for delivery of development for industrial intensification development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	0	5,900	98	0	0	0	Housing is not appropriate.
50	Channel Gate	P9	18.0	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Channel Gate Development Framework Principles - OPDC engagement with public and private landowners to facilitate delivery.	Barrier/risk: Use of site to support development of Old Oak Common Station, Potential solution: OPDC to liaise and work positively with HS2 Limited and the Department for Transport to support the delivery of the station and development capacity of the site. Timescale for implementing solution: Ongoing. Barrier/risk: Strategic Freight Site. Potential solution: OPDC to engage with Network Rail and operators to define future aspirations for the site to support and integrate with adjacent development. Timescale for implementing solution: 2018 onwards. Barrier/risk: Waste site. Potential solution: OPDC to manage reprovision of capacity in accordance with policy EU6. Timescale for implementing solution: During the development management process.	3,100	10,700	600	0	3,100	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.  Relevant place policy reference: P7.	



51	Park Royal SIL (broad location)	P4	267	Industrial	High / medium	<p>Provision of clarity and certainty for delivery of industrial intensification development through:</p> <ul style="list-style-type: none"> <li>- GLA Old Oak and Park Royal OAPF</li> <li>- OPDC Local Plan</li> <li>- Park Royal Intensification Study and implementation</li> <li>- Industrial Land Review</li> <li>- Appointment of Park Royal Manager and engagement with landowners to facilitate intensification.</li> <li>- OPDC ongoing engagement with West London Business Group and Park Royal Business Group.</li> </ul>	<p>Barrier/risk: Multiple landowners may restrict delivery and coordination of development. Potential solution: OPDC to liaise and work with landowners to agree way forward. Timescale for implementing solution: 2018 onwards.</p> <p>Barrier/risk: Limited potential for market-led delivery of additional industrial floorspace. Potential solution: OPDC to implement recommendations of the Park Royal Intensification Study and Addendum to deliver more intensive industrial employment typologies in joint working with Park Royal Business Group and relevant landowners. Timescale for implementing solution: 2018 onwards.</p> <p>Barrier/risk: transport designation (Harlesden Bus Depot site). Potential solution: OPDC to engage with Network Rail to define approach to release rail freight designation to enable development. Timescale for implementing solution: 2018 onwards.</p>	0	251,245	3,650	0	0	0	Housing is not appropriate.
52	Bashley Road Metal Refinery	P5	3.9	Industrial	Medium	<p>Provision of clarity and certainty for delivery of industrial intensification development through:</p> <ul style="list-style-type: none"> <li>- GLA Old Oak and Park Royal OAPF</li> <li>- OPDC Local Plan</li> <li>- Park Royal Intensification Study and implementation</li> <li>- Industrial Land Review</li> <li>- Engagement with landowners.</li> <li>- Granting of planning permission (resolution to approve) (20/0037/FUMOPDC)</li> </ul>	<p>Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.</p>	0	30,100	500	0	0	0	Housing is not appropriate.
53	40-54a Minerva Road	P5	0.8	Industrial	Medium	<p>Provision of clarity and certainty for delivery of industrial intensification development through:</p> <ul style="list-style-type: none"> <li>- GLA Old Oak and Park Royal OAPF</li> <li>- OPDC Local Plan</li> <li>- Park Royal Intensification Study and implementation</li> <li>- Industrial Land Review</li> <li>- Future engagement with landowner identified to be carried out.</li> </ul>	<p>Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.</p>	0	12,300	700	0	0	0	Housing is not appropriate.



54	Goodhall Street Industrial Estate and site to west	P8	0.3	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Ongoing engagement with landowner	No significant barriers.	80	300	90	80	0	0	<b>Deliverable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P8.
55	Ursula Lapp Estate	P8	0.8	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - Future engagement with landowner identified to be carried out. - Granting of planning permission of part of site (195346OPDCFUL).	Barrier/risk: Landowner has yet to indicate interest in development. Potential solution: OPDC to engage with landowner to explore interest in future development. Timescale for implementing solution: 2018 onwards.	250	1,900	250	0	0	250	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P8.
56	4 Portal Way	P7	0.4	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles - OPDC engagement with landowner - Granting of planning permission (resolution to approve) (191854OPDFUL).	No significant barriers.	702	1,946	140	0	702	0	<b>Developable</b>  Capacity and phasing determined using planning permission (resolution to approve) information (191854OPDFUL).  Relevant place policy reference: P7.
57	3 School Road / 99 Victoria Road	P7	0.4	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles Industrial Land Review Addendum 2021 - OPDC engagement with landowner	No significant barriers.	250	800	40	0	250	0	<b>Developable</b>  Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P7.

58	Central Middlesex Hospital North East site	P6	0.4	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - GLA Old Oak and Park Royal OAPF - OPDC Local Plan - Park Royal Development Framework Principles - OPDC engagement with landowner - Granting of planning permission (resolution to approve) (20/0031/FUMOPDC).	No significant barriers.	158	0	0	158	0	0	<b>Deliverable</b> Capacity and phasing determined using planning permission (resolution to approve) information (20/0031/FUMOPDC).  Relevant place policy reference: P6.
59	Park Royal Road west	P4	0.2	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles Industrial Land Review Addendum 2021 - OPDC engagement with landowner - Granting of planning permission (200031OPDFUL).	No significant barriers.	15	0	0	15	0	0	<b>Deliverable</b> Capacity and phasing determined using planning permission information (200031OPDFUL).  Relevant place policy reference: P4.
60	5 to 7 Park Royal Road	P4	0.2	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Victoria Road and Old Oak Lane Development Framework Principles Industrial Land Review Addendum 2021 - OPDC engagement with landowner	No significant barriers.	60	200	10	0	60	0	<b>Developable</b> Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P4.
61	1 Lakeside Drive	P4	0.5	Mixed use	High	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - OPDC engagement with landowner	No significant barriers.	300	500	40	0	300	0	<b>Developable</b> Capacity and phasing determined from development capacity modelling methodology set out in body of report.  Relevant place policy reference: P4.
62	Cargiant Scrubs Lane	P10	1.5	Mixed use	Medium	Provision of clarity and certainty for delivery of development identified through: - OPDC Local Plan - Scrubs Lane Development Framework Principles - Ongoing and active discussions with landowners	Current operational uses associated with Cargiant would need to be relocated/reprovided to enable residential-led mixed use development to be brought forward.	600	2,400	120	0	100	500	<b>Developable</b> Capacity and phasing determined from development capacity modelling set out in the Scrubs Lane Development Framework Principles.  Relevant place policy reference: P10.

63	Acton Wells West	P7	4	Mixed use	High	<p>Provision of clarity and certainty for delivery of development after 2026 identified through:</p> <ul style="list-style-type: none"> <li>- GLA Old Oak and Park Royal OAPF</li> <li>- OPDC Local Plan</li> <li>- Victoria Road and Old Oak Lane Development Framework Principles</li> <li>- OPDC engagement with landowners (including HS2 Ltd and Department for Transport) to facilitate delivery.</li> </ul>	<p>Barrier/risk: Use of site to support development of Old Oak Common Station until 2028.</p> <p>Potential solution: OPDC to liaise and work positively with HS2 Limited and the Department for Transport to support the delivery of the station and development capacity of the site.</p> <p>Timescale for implementing solution: Ongoing.</p> <p>Barrier/risk: Safeguarding route of West London Orbital Route.</p> <p>Potential solution: Work with TfL to ensure development capacity, development design and operation supports the delivery of this route.</p> <p>Timescale for implementing solution: Ongoing.</p>	555	30,000	2,500	0	0	555	<p><b>Developable</b></p> <p>Capacity and phasing determined from development capacity modelling methodology set out in body of report. Given timeframes for delivery and complexity of the site, OPDC recognises that the current figures may change. Future versions of the DCS will be updated to reflect these changes.</p> <p>Relevant place policy reference: P7.</p>
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