OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

Development Capacity Study

LOCAL PLAN SUPPORTING STUDY

2017

MAYOR OF LONDON

12. Development Capacity Study

Document Title	Development Capacity Study
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. Fulfils requirement to carry Housing and Economic Land Availability Assessment.
Key outputs	• Identifies sites and broad locations with potential for development over the plan period. • Assesses the development potential of sites and broad locations. • Provides an indicative trajectory of anticipated development including indicative quantum, density, potential use and relevant risks.
Key recommendations	• Approximately 22,350 new homes can be delivered during the 20 year plan period. • Floorspace for over 67,000 new jobs can be provided during the 20 year plan period. • Phasing of development will likely begin in North Acton and Scrubs Lane. Development in Old Oak North will likely begin in the east and move west. The majority of development in Old Oak South will likely begin after the opening of Old Oak Common Station in 2026.
Relations to other studies	Outputs cross relate to the Retail and Leisure Needs Study, Housing Evidence Statement, Industrial Land Review, Future Employment Growth Sectors Strategy, Infrastructure Delivery Plan, Scrubs Lane Development Framework, Victoria Road and Old Oak Land Development Framework, Absorption Rates Study, Park Royal Intensification Study and Park Royal Transport Strategy.
Relevant Local Plan Policies and Chapters	• Policy SP4 (Thriving Communities), SP5 (Resilient Economy) and Policy SP10 (Integrated Delivery) • Places Chapter • Policy H1 (Housing Supply)

OPDC
Development Capacity Study

June 2017

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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 sites to be included in OPDC's Brownfield Land Register (Part 1). This is set out in Appendix B.

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 46 sites in total.
- The potential housing capacity for the plan period is:

Phase	Capacity (dwellings)
0 to 5 years (deliverable)	5,900
6 to 20 years (developable)	16,450
Plan period total	**22,350**

- The first five year housing supply (5,900 dwellings) will meet the housing need for the first five years (315 dwellings).
- The potential economic floorspace capacity (for both A-Use Class and B-Use Class floorspace) for the plan period is **1,240,000 square metres**. This equates to **67,900 new 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 time of writing for the purposes of supporting the OPDC Local Plan (April 2017). 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 time of writing (April 2017). 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.

1.3 The DCS also sets out proposed sites to be included in OPDC's Brownfield Land Register (Part 1). This is set out in Appendix B.

<u>How does the DCS relate to the London Plan housing and employment targets?</u>

1.4 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.

<u>How does the DCS relate to OPDC's Strategic Housing Market Assessment?</u>

1.5 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.

1.6 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 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. 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.

What is the Brownfield Land Register?

1.8 In early 2017, a new route to planning permission for housing-led development on ‘previously developed land’ was introduced through Brownfield Land Registers. Further information is available at gov.uk.

1.9 There will be two parts to the Register. Part 1 will be for sites categorised as previously developed land, that also satisfy criteria relating to ‘suitability’ and ‘availability’ for new homes, and the ‘achievability’ of housing development. Part 2 of the Register will be for OPDC to apply a “Permission in Principle” (PiP) to specific sites.

1.10 OPDC is required to carry out consultation before entering sites onto Part 1 of the Register to take account of representations received and is also required to publish Part 1 of the Register by the end of 2017. As such, OPDC is consulting on sites proposed to be included on Part 1 of the Register alongside the consultation on the Regulation 19 Local Plan and this Development Capacity Study. This information is set out in Appendix B.

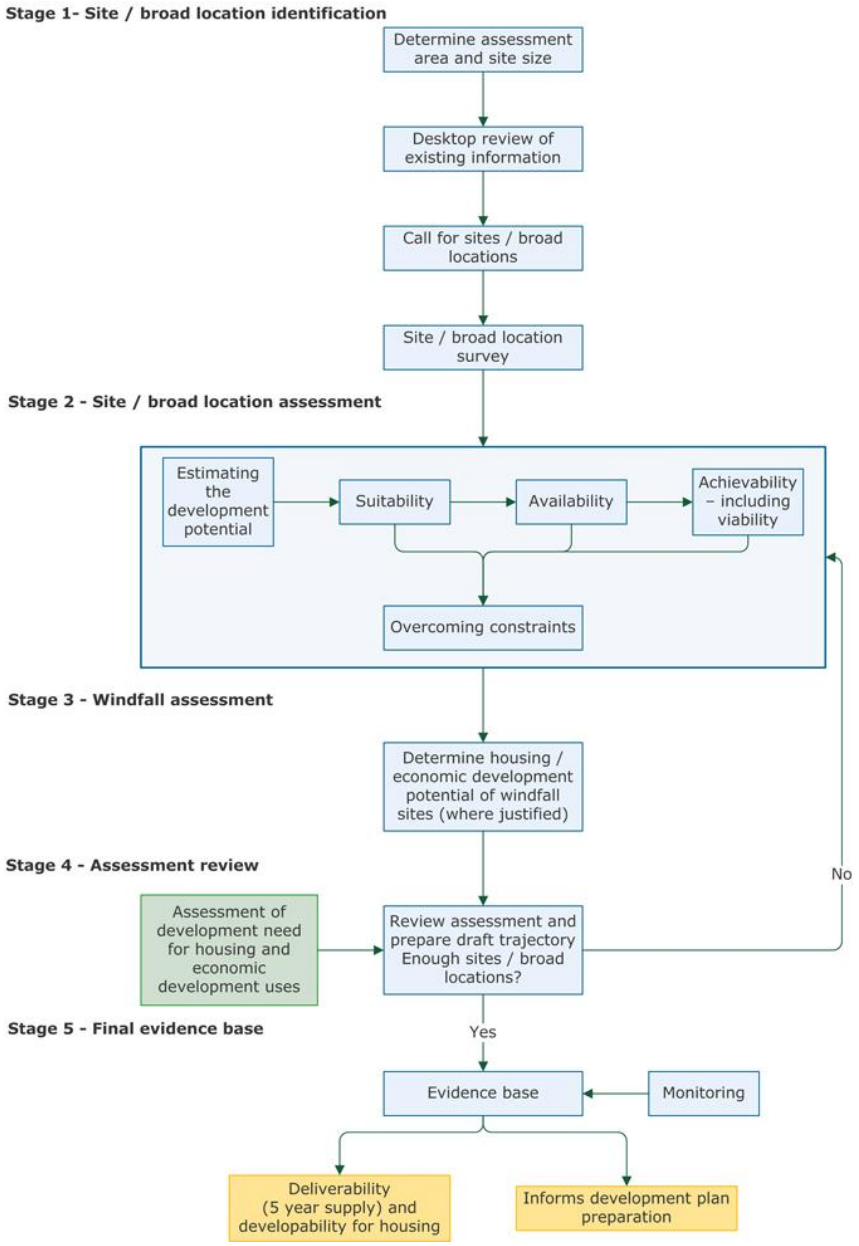

Figure 1 PPG Methodology for HELAAs used to develop the DCS

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.

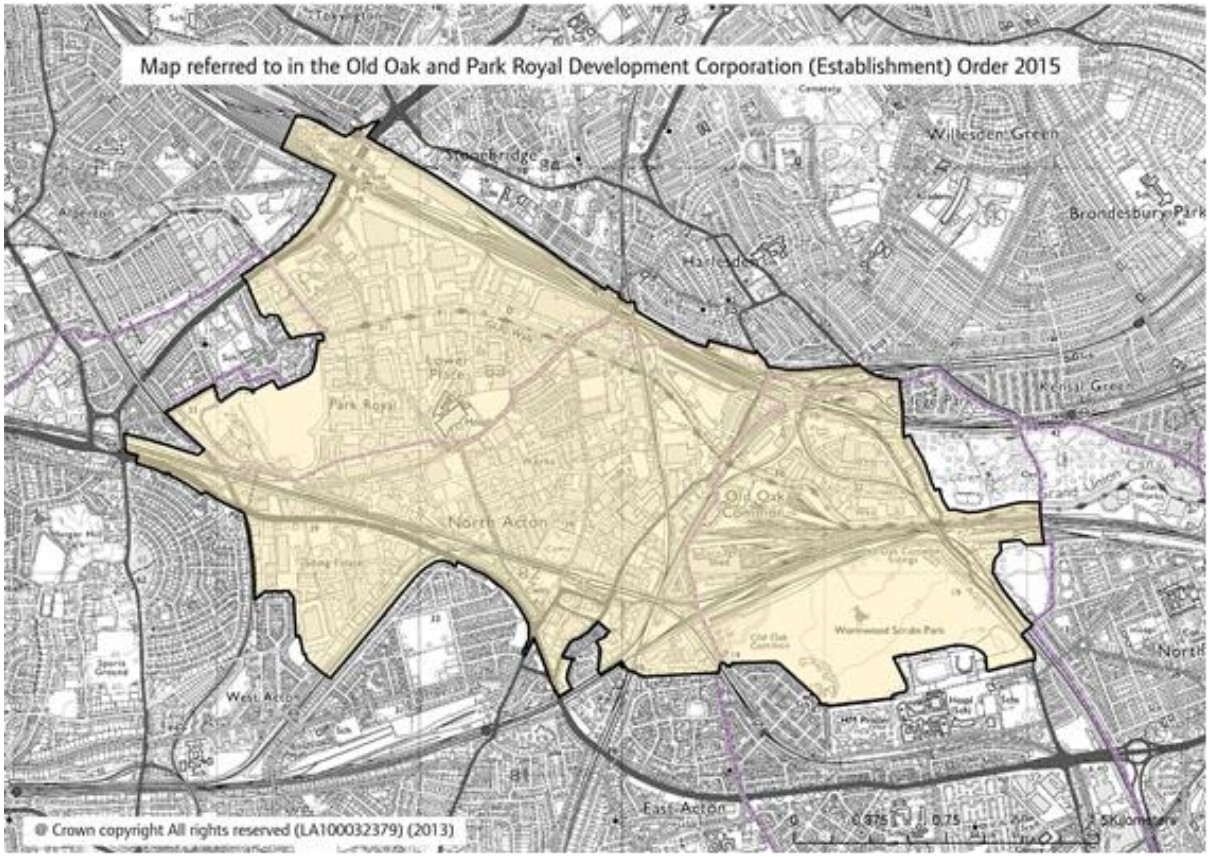

Figure 2. OPDC area

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 (2017). 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 development management processes of pre-application and application discussions and the call for sites.

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 - a call for sites carried out between 6 February and 31 March 2016. 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 (2016), Scrubs Lane Development Framework (2017) and Victoria Road Development Framework (2017);
- Land in public sector landownership (including LB Hammersmith and Fulham, Network Rail, Department for Transport 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 (April 2017));
- 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.

<u>Have any sites been excluded?</u>

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, Old Oak is considered suitable for high density development and Park Royal is 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 two Opportunities Areas for Old Oak and Park Royal with targets for a minimum of 25,500 new homes and 65,000 new jobs across both Opportunity Areas.

3.3 Opportunity Areas are considered to be London's main reservoirs for growth. As such, the London Plan (policy 2.13) supports development in these areas to exceed the defined targets by optimising development densities. The GLA's Housing SPG (2016) states that targets should be considered as a minimum starting point, to be exceeded and accelerated where possible and that densities in Opportunity Areas may exceed the relevant density ranges in in the London Plan Sustainable residential quality (SRQ) density matrix (table 3.2).

3.4 By doing so in Old Oak and Park Royal, this approach enables the delivery of densities greater than those set out in the London Plan. London Plan paragraph 2.62 identifies the potential for larger areas, such as Old Oak, to determine their own character in terms of residential densities. London Plan paragraph 3.43 highlights a number of planning and design considerations which should be taken into account when preparing plans for large sites. The GLA's Old Oak and Park Royal Opportunity Area Planning Framework, the DCS and the wider policies of OPDC's Local Plan define these elements for Old Oak and Park Royal.

3.5 As a new local planning authority, OPDC does not have an adopted Local Plan. Therefore, the approach to estimating development capacity is based 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.

<u>Housing densities</u>

Emerging evidence base:

3.6 To support the Local Plan, OPDC is has prepared drafts of the Scrubs Lane Development Framework and the Victoria Road and Old Oak Lane Development Framework that site as supporting evidence base. 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:

3.7 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 such as Old Oak High Street (shown in figure 3).

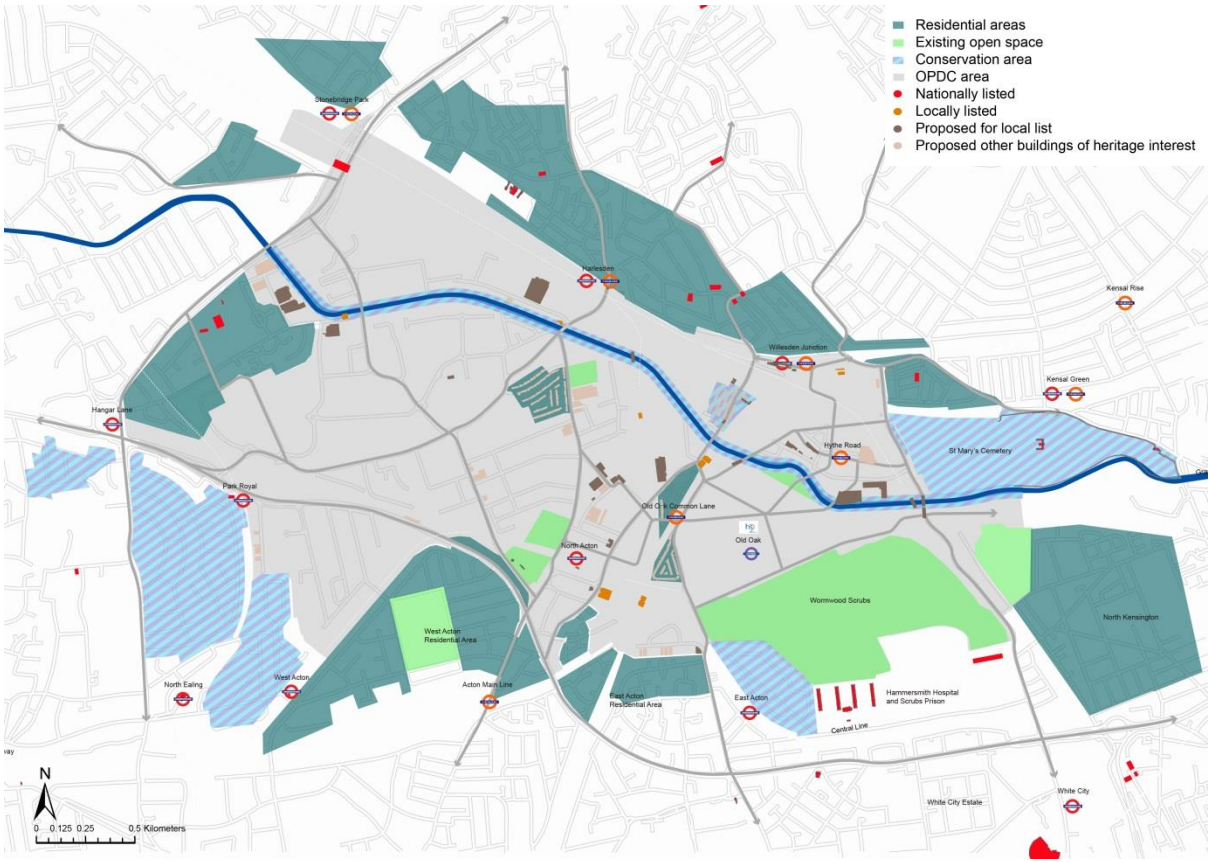

Figure 3. Sensitive locations and existing and future public transport access

3.8 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, Intensification 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.

3.9 The schemes are:

Scheme	Location	Density	Relevance to OPDC

		(dwellings per hectare)	area
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:

3.10 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, three schemes have benefited from resolutions to grant planning permission. These are:

- Oaklands: 513 dwellings per hectare
- North Kensington Gate (north): 440 dwellings per hectare
- North Kensington Gate (south): 435 dwellings per hectare

Indicative housing density range:

3.11 In light of the above information, an indicate 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.

3.12 For the purposes of development management processes, these do not represent pre-determined density 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.

Economic uses

3.13 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 B1 uses within Old Oak and industrial (B2 and B8) uses within the Strategic Industrial Location of Park Royal.

3.14 OPDC's Future Employment Growth Sectors Study (2017) identifies that Old Oak has the potential to accommodate a range of employment use classes in different locations. Examples include a focus of B1a uses within Old Oak South, a range of B1a, B1b and B1c uses in Old Oak North and a focus for B1c uses along Scrubs Lane. This distribution of use classes has informed the economic floorspace capacity within the DCS.

3.15 For 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 within Old Oak is likely to be mixed-used, a 60% site coverage for mixed-use schemes is considered more appropriate and has therefore been utilised. 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.

3.16 For industrial uses, OPDC's Park Royal Intensification Study (2017) sets 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 Strategic Industrial Location.

Job capacity

3.17 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.

Job densities		
B1a	11.5 square metres per full time employee	• ODPC Future Growth Sector Employment Study (2017)
B1b	40 to 67 square metres per full time employee	• ODPC Future Growth Sector Employment Study (2017)
B1c	20 to 47 square metres per full time employee	• ODPC Future Growth Sector Employment Study (2017)
B2	36 square metres per full time employee	• ODPC Future Growth Sector Employment Study (2017)
B8	83 square metres per full time employee	• ODPC Future Growth Sector Employment Study (2017)
Retail / leisure job	18 square metres per full time employee	• HCA Employment Densities Guide (2010)

Table 2 Job density assumptions

Suitability of sites

3.18 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.

3.19 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.

3.20 The site assessment has been informed by OPDC's Whole Plan Viability Study (2017) 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 Park Royal SIL. This results in the identified sites being viable for development.

Availability of sites

3.21 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.

3.22 Within Old Oak, 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.

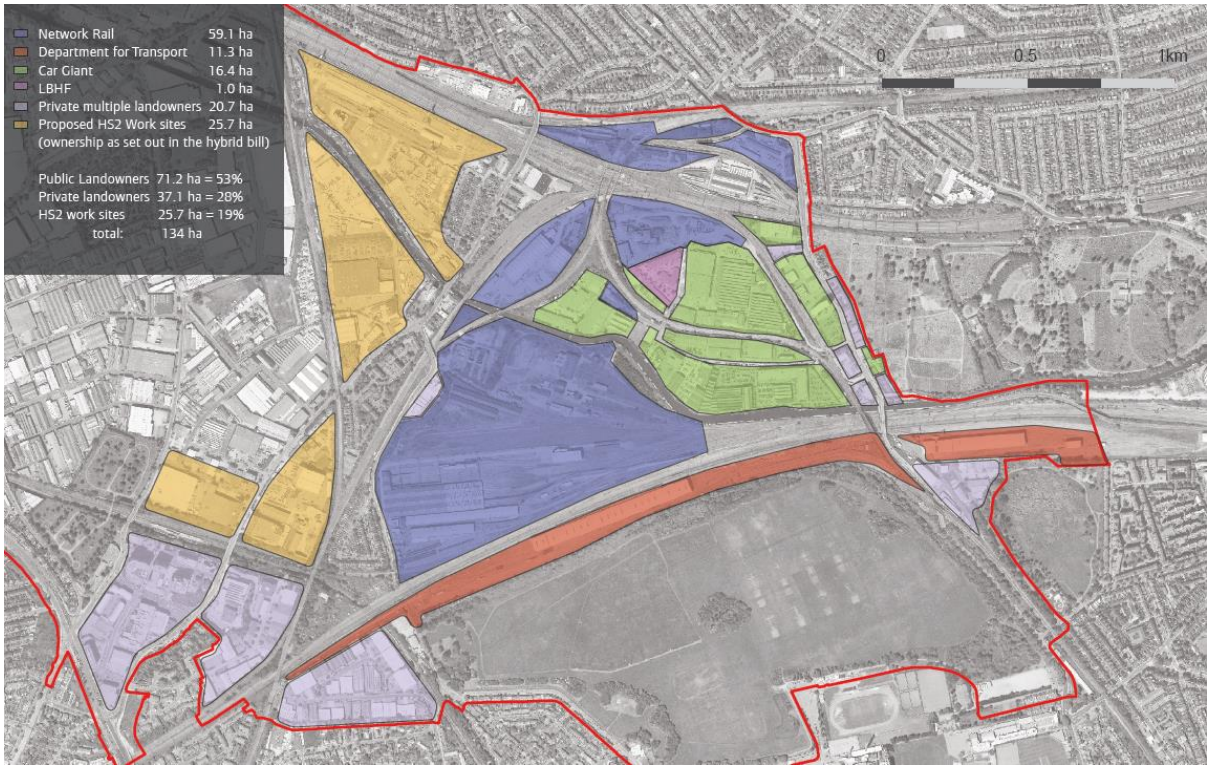

Figure 4. Landownership

3.23 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

3.24 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.

3.25 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. 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

3.26 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.

3.27 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. 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 is have 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 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:

	Key risk / challenge	Potential mitigation measures
1.	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.
2.	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 46 sites in total which are shown in figure 5. Both of these are set out in Appendix A.

Development capacity and trajectory

Housing:

- The potential housing capacity for the plan period is:

Phase	Capacity
0 to 5 years (deliverable)	5,900
6 to 20 years (developable)	16,450
Plan period total	**22,350**

- This figure demonstrates that the OPDC area is likely to deliver the London Plan housing target for the two Opportunity areas. 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 5,900 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 both A-Use Class and B-Use Class floorspace) for the plan period is **1,240,000 square metres**. This equates to **67,900 new jobs**.

- This figure demonstrates that the OPDC area is likely to deliver the London Plan jobs target for the two Opportunity areas. It should be noted that the target set by the London Plan is to be delivered beyond the plan period.

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 the forthcoming Old Oak Masterplan 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 the Old Oak Masterplan;
    - 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 table

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
1	Land east of Willesden Junction Station	1.6	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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan and the GLA Old Oak and Park Royal OAPF. Significant transport infrastructure is required to provide access and explore the relocation and/or decking of the rail depot. Constraints are considered to be able to be addressed through design and operation of development and achieving an agreeable position with existing rail operations. The site is in the setting of a Historic Park and Garden. It is adjacent to SINCs.	**Portion of the site not available (TMD Depot and surrounds)** Agreement in place with Department for Transport and Network Rail to transfer publicly owned land to OPDC for development, including the TMD Depot. However, due to the need to continue to provide rail infrastructure on the site this is unlikely to be delivered during the plan period. **Portion of the site currently not available (remainder of site)** Landowner has not expressed an interest in the development of the site. However, future engagement with the landowner may identify the site as available.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes (portion of)	Yes (portion of)	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF, Willesden Junction Station Study and Scrubs Lane Development Framework. Constraints are considered to be able to be addressed in the design and operation of development. However, a satisfactory solution would need to be found for existing rail use and operations with the rail provider which will be challenging. TMD Depot and surrounds portion of the site expected to be developed after the plan period. Other portion of the site expected to be developed in the plan period.
2	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	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. The site is currently subject to pre-application discussions with landowners.	**Available** Single land ownership. Subject to pre-application discussions suggesting availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Pre-application discussions are progressing. Planning application likely to be submitted in 2017. Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework. 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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						Constraints are considered to be able to be addressed through design and operation of development.					
3	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;	**Suitable** Although not identified as a specific development site within the Regulation 18 and 19 Local Plan or the Scrubs Lane Development Framework, the GLA Old Oak and Park Royal OAPF identifies the general area for development potential.	**Currently not available** 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.	**Achievable** 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.
4	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;	**Not suitable** The site is allocated for a waste management facility for the plan period. Significant transport infrastructure would be required to provide suitable access to housing and economic floorspace development. It is adjacent to SINCs.	**Not available** Single land ownership. Site is allocated for a waste management facility for the plan period.	**Achievable** 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.
5	Car Giant	9.7	Old Oak North	Development management process; Public sector land ownership	Adjacent to Grand Union Canal, Cumberland Park Factory and St. Mary's conservation areas; Includes areas of, and adjacent to SINCs; Potential surface water flooding identified; Includes and adjacent to railway; Within setting of Kensal Green Cemetery Grade I Listed Registered	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan and the GLA Old Oak and Park Royal OAPF. Significant transport and social infrastructure is required to provide access and deliver public transport	**Available** Main land owner is Car Giant and LBHF. Subject to pre-application discussions suggesting availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Pre-application discussions are progressing. Planning application likely to be submitted in 2018. Site identified for development in emerging 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. Development of the site expected to commence in the plan period.

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					Historic Park and Garden;	accessibility and social infrastructure provision to support quantum of development. Significant utilities infrastructure is required to support quantum of development. The site is currently subject to pre-application discussions with landowners. Constraints are considered to be able to be addressed through design and operation of development.					
6	EMR	1.8	Old Oak North	Local Plan evidence base	Rail freight designation; 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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan and the GLA Old Oak and Park Royal OAPF. Significant transport and social infrastructure is required to provide access and deliver public transport accessibility and social infrastructure provision to support quantum of development. The site contain has a rail freight designation. The site is currently a waste management site. The site is currently subject to pre-application discussions with landowners.	**Available** 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.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL for the duration of the plan period.	Yes	Yes	Site identified for development in emerging Local Plan policy and Old Oak and Park Royal OAPF. Availability for development secured through agreement with Department for Transport and Network rail subject to addressing the existing leasehold requirements. 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 and loss of rail freight designation will be agreed with Network Rail prior to development. Site expected to be developed in the plan period.

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7	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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Portions of the site have been subject to pre-application discussions. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available** Multiple land ownerships. Discussions with one landowner. Other 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.	**Achievable** 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.	Yes	Yes	Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework. 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.
8	North Kensington Gate North	0.2	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;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Resolution to grant planning permission carried out on 1 March 2017 (16/0118/FULOPDC).

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9	Mitre Yard	0.4	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.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Planning application has been submitted. The site is adjacent to conservation areas and is in the setting of a Historic Park and Garden. It is adjacent to a SINC.	**Available** Single land ownership. Submission of planning application and confirmation of land owners for development confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL.	Yes	Yes	Planning application submitted. Site identified for development in emerging Local Plan policy, Old Oak and Park Royal OAPF and Scrubs Lane Development Framework. 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. Site expected to be developed in the plan period.
10	North Kensington Gate South	0.1	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;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Resolution to grant planning permission granted carried out on 5 April 2017 (16/0119/FULOPDC)

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11	Mitre Wharf	0.1	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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. 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.	**Available** Single land ownership. Subject to land owner discussions suggesting availability.	**Achievable** 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. 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. Site expected to be developed in the plan period.
12	Willesden Junction 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.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. The site is currently subject to pre-application discussions with landowners. The site is adjacent to a conservation area and a SINC.	**Available** 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.	**Achievable** 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. 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. Site expected to be developed in the plan period.

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13	2 Victoria Terrace	0.0	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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Discussions with land owners suggests availability.	**Achievable** 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. 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.
14	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.	**Suitable** Site is not identified for development in the OPDC Regulation 18 Local Plan and the GLA Old Oak and Park Royal OAPF. However, the OPDC Regulation 19 Local Plan sets out the potential for development subject to improved access from adjacent sites. Constraints include significant access challenges and are considered to be able to be addressed through design and operation of development.	**Available** 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.	**Achievable** 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. 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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15	Oaklands North	0.7	Old Oak Lane and Old Oak Common Lane	Local Plan evidence base	Rail freight designation; Adjacent to Grand Union Canal Conservation Area; Adjacent to SINC	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 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.	**Available** 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.	**Achievable** 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. Constraints are considered to be able to be addressed in the design and operation of development. Specifically the loss of rail freight designation will be agreed with Network Rail prior to development. Site expected to be developed in the plan period.
16	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 Crossrail Depot and sidings;	**Suitable** 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 and 19 Local Plan. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Resolution to grant planning permission granted carried out on 13 July 2016 (15/0091/FULOPDC).
17	Old Oak South (including Crossrail Depot and sidings and Old Oak Common Station and surroundings)	0.0	Old Oak South	Public sector land ownership	Portion of site safeguarded for HS2 Old Oak Common Station development; 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 SINCs; Adjacent to Local Nature Reserve;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan and the GLA Old Oak and Park Royal OAPF.	**Available after 2026** 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 2026 (in accordance with the	**Achievable** 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. 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. Development of the site

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					Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;		HS2 London - West Midlands Act (2017)) and for the Crossrail Depot and sidings until approximately 2029. Opportunities for early delivery will be sought with stakeholders. Crossrail Depot and sidings: There is an operational rail sidings and depot for Crossrail. This will be a complex site to redevelopment and will need a solution to the existing use before development can take place. Old Oak Common Station and surroundings: The land is required for the construction of the station and tracks until the station opens. Following that, there will be an opportunity for some development around the station.				expected to commence in the plan period.
18	IEP Depot	5.0	Old Oak South	Public sector land ownership	Functioning rail depot Potential surface water flooding identified; Adjacent to MOL; Adjacent to SINC and Local Nature Reserve; Within setting of Kensal Green Cemetery Grade I Listed Registered Historic Park and Garden;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan and the GLA Old Oak and Park Royal OAPF.	**Not available** 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 stakeholders.	**Achievable** 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 the plan period is not deliverable or developable.

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19	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.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available** 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.	**Achievable** 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. 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.
20	North Pole Depot	2.0	Scrubs Lane	Public sector land ownership	Functioning rail depot; Potential temporary use as construction logistics depot for utilities projects; Potential surface water flooding identified;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework.	**Not available** Single land ownership. Agreement in place with Department for Transport and Network Rail to transfer land to OPDC for development. However, site is required temporary use as a construction logistics depot for utilities projects in the short/medium term and the lease for rail use runs until after 2038. As such, the site is currently not available during the plan period. Opportunities for early delivery will be encouraged with stakeholders.	**Achievable** 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 the plan period is not deliverable or developable.

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21	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.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available** 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.	**Achievable** 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. 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.
22	Tea Crate	0.4	Scrubs Lane	Development management process	Potential surface water flooding identified; Adjacent to MOL.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Scrubs Lane Development Framework. Discussions with land owners have confirmed potential for development. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Discussions with land owners suggests availability.	**Achievable** 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. 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.

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23	Acton Wells	3.5	North Acton and Acton Wells	Public sector land ownership	Safeguarded HS2 construction site until 2026; Delivery of ventilation box on Acton Wells West; Safeguarded land for WCML spur; Adjacent to SIL; Adjacent to existing residential; Adjacent to SINCs; Potential surface water flooding identified; Waste management site on Quattro Limited owned land; Potential location for secondary school;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF, the HS2 London - West Midlands Act and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available after 2026** 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.	**Achievable** 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. 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.
24	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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Discussions with land owners suggests availability.	**Achievable** 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. 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.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
25	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.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Discussions with land owners suggests availability.	**Achievable** 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. 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.
26	Holbrook House	0.1	North Acton and Acton Wells	Development management process	Adjacent to railway; Adjacent to SINC;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Planning permission granted on 14 February 2017 (161133OPDS). Site expected to be developed in the plan period.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
27	Perfume Factory north	0.5	North Acton and Acton Wells	Development management process	Adjacent to railway; Potential surface water flooding identified; Adjacent to SINC;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** 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.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Resolution to grant planning permission granted carried out on 20 July 2016 PP/2015/4551). Site expected to be developed in the plan period.
28	Monarch House	0.3	North Acton and Acton Wells	Development management process	Adjacent to railway; Potential surface water flooding identified; Adjacent to SINC;	**Suitable** The principle for development on the site has been established. Planning permission has been implemented for development. The site is identified for development in the OPDC Regulation 18 and 19 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.	**Not available** Single land ownership. Planning permission has been implemented with no further plans to develop.	**Achievable** 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.	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.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
29	Victoria Estate	1.7	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;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Discussions with land owners have confirmed suitability for development. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership with multiple leases Discussions with land owners suggests availability.	**Achievable** 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. 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.
30	Portal West	0.6	North Acton and Acton Wells	Development management process	None identified	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL for the duration of the plan period. Planning permission for the site also indicates viability.	Yes	Yes	Planning permission granted on 14 February 2017 (16/1144/FUL). Site expected to be developed in the plan period.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
31	1 Portal Way	1.1	North Acton and Acton Wells	Development management process	Potential surface water flooding identified; Adjacent to existing residential;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Outline planning permission granted on 8 August 2016 (P/2015/0095). Site expected to be developed in the plan period.
32	The Portal	0.1	North Acton and Acton Wells	Development management process	Adjacent to existing residential;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Planning permission granted and confirmation of land owners for implementation of consent confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Planning application (165514OPDFUL) submitted on 27 October 2016. 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.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
33	Perfume Factory south	0.5	North Acton and Acton Wells	Development management process	Potential surface water flooding identified;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. This site was previously part of a larger site with Perfume Factory North for which planning permission was granted. This permission indicated availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for the site also indicates viability.	Yes	Yes	Resolution to grant planning permission granted carried out on 20 July 2016(PP/2015/4551). Site expected to be developed in the plan period.
34	Algerian Embassy	0.4	North Acton and Acton Wells	Local Plan evidence base	Potential surface water flooding identified; Adjacent to existing residential;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available** 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.	**Achievable** 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. 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.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
35	2 Portal Way	0.2	North Acton and Acton Wells	Development management process	Adjacent to existing residential;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Discussions with land owners have confirmed suitability for development. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Discussions and confirmation of land owners intending to develop suggests availability.	**Achievable** 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. 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.
36	Shurguard	0.2	North Acton and Acton Wells	Local Plan evidence base	Adjacent to existing residential;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available** 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.	**Achievable** 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. 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.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
37	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	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available** 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.	**Achievable** 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. 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.
38	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;	**Currently not suitable for development** Site is not identified for development in the OPDC Regulation 18 and 19 Local Plan and the GLA Old Oak and Park Royal OAPF. However, the OPDC Regulation 19 Local Plan sets out the aspiration for a new walking and cycling route through the site.	**Available after 2026** Single land ownership. Site is required for HS2 construction purposes until after 2026.	**Achievable** 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 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 2026 subject to agreement with Department for Transport, High Speed 2 Limited and Network Rail.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
39	Westway Estate	3.7	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	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Discussions with land owners have confirmed suitability for development. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership and multiple leases. Discussions with land owners suggests availability.	**Achievable** 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. 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.
40	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	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Multiple land ownerships.	**Achievable** 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. 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.

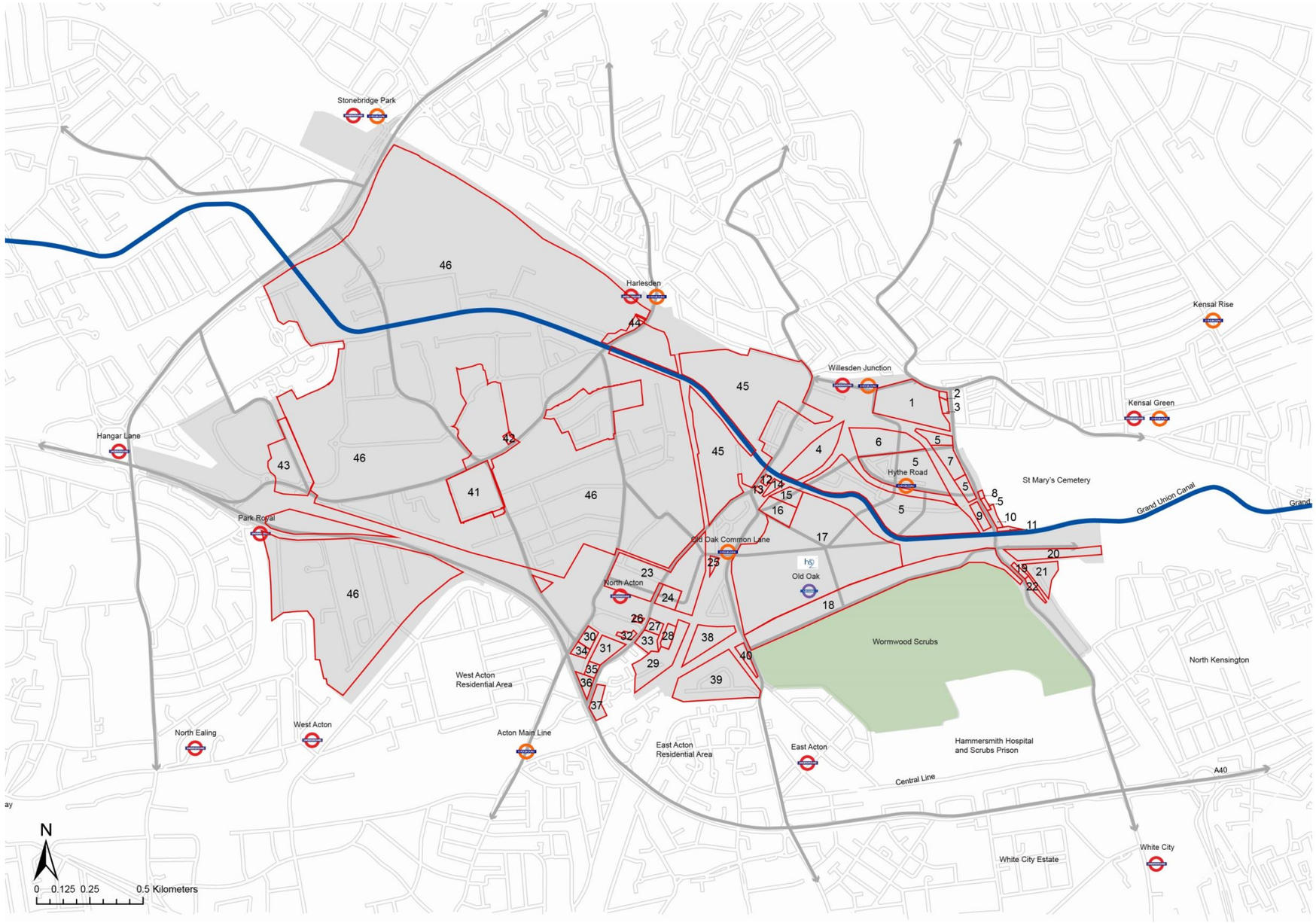
Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
41	ASDA, Park Royal	4.0	Park Royal Centre	Development management process	Adjacent to SIL; Potential surface water flooding identified; Potential amendments to adjacent junction;	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Discussions with land owners have confirmed suitability for development. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Single land ownership. Discussions with land owners suggests availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL for the duration of the plan period.	Yes	Yes	Site identified for development in emerging 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.
42	247 Acton Lane	0.3	Park Royal Centre	Development management process	Adjacent to SIL; Potential surface water flooding identified.	**Suitable** A planning application has been submitted for development of the site.	**Available** Single land ownership. Submission of planning application and confirmation of land owners for development confirms availability.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Submission of planning applications also indicates viability.	Yes	Yes	Site identified for development in emerging Local Plan policy and Old Oak and Park Royal OAPF. Planning application (17/0017/FULOPDC) submitted on 27 January 2017. 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.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
43	First Central and surrounds	2.7	Park Royal West	Development management process; Local Plan evidence base	Adajcent to SIL; Potential surface water flooding identified; Adjacent to MOL; Adjacent to SINC; Adjacent to HS2 safeguarding area; Adjacent to existing residential.	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF and the Victoria Road and Old Oak Lane Development Framework. Constraints are considered to be able to be addressed through design and operation of development.	**Available** Multiple land ownerships. Pre-application discussions 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.	**Achievable** OPDC Whole Plan Viability Assessment considers that mixed use development is viable across areas outside of SIL. Planning permission for portions of the site also indicates viability.	Yes	Yes	Site identified for development in emerging Local Plan policy and Old Oak and Park Royal OAPF. Planning permission (12/2861) was granted for portion of the site at land south of Coronation Road on 28 June 2013. A further planning application for this area has been submitted in June 2017. 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.
44	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.	**Suitable** Although not specifically identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF, this site has the potential to contribute to the intensification of Park Royal. The site is a Strategic Industrial Location. As such, residential uses are not suitable. Constraints are considered to be able to be addressed through design and operation of development.	**Currently not available. Availability will be subject to future engagement and detailed work.** The site is in single landownership as part of the larger landownership of the McVities factory. 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. The site is within the Strategic Industrial Location. As such residential development is not appropriate.	**Viable** The Park Royal Intensification Study has carried out a high level viability analysis for intensifying a range of standardised industrial site typologies. 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. However, this site is existing open space and car parking ancillary to the existing industrial use with a relatively low use	No	Yes	Park Royal SIL is identified as a broad location reflecting the overarching long-term intention to intensify and support industrial uses within the area. 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. 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

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
								value. As such, in broad terms, the development of the site for industrial uses is considered to be viable.			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. 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.
45	Channel Gate	13.2	Channel Gate	Local Plan evidence base	Safeguarded HS2 construction site until 2026; Adjacent to Grand Union Canal Conservation Area; Adjacent to existing residential; Potential surface water flooding identified; Adjacent to SINC.	**Suitable** The principle for development on the site has been established. The site is identified for development in the OPDC Regulation 18 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF, the HS2 London - West Midlands Act (2017) and the Victoria Road and Old Oak Lane Development Framework. The site is a Strategic Industrial Location. As such, residential uses are not suitable. Constraints are considered to be able to be addressed through design and operation of development.	**Available after 2026** 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.	**Generally viable.** The development of Channel Gate will take place from 2026. As such a detailed consideration of viability at this point is not considered to be appropriate given potential changes in market conditions. However, demand for industrial floorspace in London is identified in OPDC's Industrial Land Review to increase reflecting decreasing levels of supply. As such, development of future industrial uses is considered to be generally viable.	No	Yes	Site is not suitable for residential development due to its Strategic Industrial Location designation. Site is not currently available for industrial economic use development but will be available after 2026. The trend for increasing demand for industrial floorspace across London suggests that development of industrial floorspace will be viable after 2026. As such, the site is considered to have development potential after 2026 for industrial uses.

Ref #	Site name	Total area (ha)	Place	How the site/broad location was identified	Constraints (policy/physical/environmental)	Suitability	Availability	Achievability	Potential for housing development (Yes / No)	Potential for economic uses development (Yes / No)	Justification
46	Park Royal SIL (broad location)		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;	**Suitable** 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 and 19 Local Plan, the GLA Old Oak and Park Royal OAPF, OPDC Industrial Land Review and the OPDC Park Royal Intensification Study. The broad location is designated as a Strategic Industrial Location. As such, residential uses are not suitable. Constraints are considered to be able to be addressed through design and operation of development.	**Generally available. Availability of specific sites subject to future engagement and detailed work.** The broad location is in multiple landownership. Not all landowners have expressed an interest in the development of sites. However, intended future engagement with landowners through the long term industrial intensification of Park Royal will likely identity availability of specific sites. As such, the broad location is generally considered to be available subject to future engagement.	**Generally viable. Viability of specific sites subject to future engagement and detailed work.** The Park Royal Intensification Study has carried out a high level viability analysis for intensifying a range of standardised industrial site typologies. 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. As such, in broad terms, the development of new industrial floorspace is considered to be generally viable.	No	Yes	Park Royal SIL is identified as a broad location reflecting the overarching long-term intention to intensify and support industrial uses within the area. 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. As such, the site is considered to have development potential for industrial uses. 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.

Figure 5 – Sites assessed



1 Land east of Willesden Junction Station
2 2 Scrubs Lane
3 Chandelier Building
4 Old Oak Sidings
5 Car Giant
6 EMR
7 Cumberland Business Park
8 North Kensington Gate North
9 Mitre Yard
10 North Kensington Gate South
11 Mitre Wharf
12 Willesden Junction Depot
13 2 Victoria Terrace
14 Oaklands triangle
15 Oaklands North
16 Oaklands
17 Old Oak South
18 IEP Depot
19 Big Yellow Storage (Scrubs Lane)
20 North Pole Depot
21 Mitre Industrial Estate
22 Tea Crate
23 Acton Wells
24 Boden House
25 Midland Gate
26 Holbrook House
27 Perfume Factory north
28 Monarch House
29 Victoria Estate
30 Portal West
31 1 Portal Way
32 The Portal
33 Perfume Factory south
34 Algerian Embassy
35 2 Portal Way
36 Shurguard
37 Big Yellow Storage (Wales Farm Road)
38 Land south of Wells House Road
39 Westway Estate
40 Old Oak Common Lane sites
41 ASDA, Park Royal
42 247 Acton Lane
43 First Central and surrounds
44 Land adjacent to western side of Acton Lane between the WCML railway at Harlesden Station and Waxlow Road
45 Channel Gate
46 Park Royal SIL (broad location)

Appendix B – Development capacity and trajectory table

Ref #	DCS site name	Total site area (ha)	Potential use	Deliverability		Potential capacity			Indicative housing trajectory			Overview of housing delivery	Brownfield Register (Part 1) information
				Likelihood of delivery (high/medium/ low)	Potential barrier/risk to delivery, potential solutions and timeframes for implementation	Housing (dwellings)	Economic floorspace (A and B use class) (NIA sq m)	Jobs resulting from economic floorspace (A and B use class)	0-5 years	6-10 years	11-20 years		
1	Land east of Willesden Junction Station	1.6	Mixed use	High	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: 2017 onwards. Barrier/risk: Active railways and depot. Potential solution: OPDC to liaise with Network Rail and transport stakeholders to explore Relocation and/or decking over rail depot and/or rail lines. Timescale for implementing solution: 2017 onwards.	700	8,100	400	0	700	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Proportion of development envisaged to be delivered after plan period may be accelerated subject to agreement with stakeholders.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
2	2 Scrubs Lane	0.1	Mixed use	High	No significant barriers.	85	0	0	90	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report and active pre-application discussions at time of writing. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
3	Chandelier Building	0.1	Mixed use	Low	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: 2017 onwards. Barrier/risk: Existing employment floorspace should be reprovided in the short and long term. Potential solution: OPDC to implement relevant planning policies to manage existing	0	0	0	0	0	0	**Developable subject to engagement with landowner** 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:	Not proposed for inclusion within Part 1 of OPDC's Brownfield Register.

					floorspace and liaise with workspace provider and businesses to identify alternative locations for floorspace. Timescale for implementing solution: During development management process.							P10.	
5	Car Giant	9.7	Mixed use	High	Barrier/risk: Restricted access. Potential solution: OPDC to explore and coordinate delivery of potential new connections from adjacent areas. Timescale for implementing solution: 2017 onwards.	5,600	67,300	3,560	400	5,300		**Deliverable and developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report and active pre-application discussions at time of writing. The single land ownership for the large site will enable a significant amount of development to be delivered. At time of writing, phasing information beyond the first five years is subject to change. To reflect this, subsequent periods have been combined. Should certainty of delivery be defined, the DCS will be updated as appropriate. Relevant place policy reference: P2.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
6	EMR	1.8	Mixed use	High	Barrier/risk: Restricted access. Potential solution: OPDC to explore and coordinate delivery of potential new connections from adjacent areas. Timescale for implementing solution: 2017 onwards. Barrier/risk: Waste management site. Potential solution: OPDC to manage reprovision of capacity in accordance with policy EU6. Timescale for implementing solution: During the development management process. Barrier/risk: rail freight designation. Potential solution: OPDC to engage with Network Rail to define approach to release rail freight designation to enable development. Timescale for implementing solution: 2017 onwards.	1,200	19,300	1,530	0	1,200		**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P2.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register. For the purposes of the Brownfield Register, development of the site is considered to be achievable.

7	Cumberland Business Park	1.1	Mixed use	Medium	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: 2017 onwards.	250	3,800	200	0	300	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
8	North Kensington Gate North	0.2	Mixed use	High	No significant barriers.	47	165	8	47	0	0	**Deliverable** Capacity and phasing determined using planning permission information (16/0118/FULOPDC). Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
9	Mitre Yard	0.4	Mixed use	High	Barrier/risk: Waste management and transfer site. Potential solution: OPDC to manage reprovision of capacity in accordance with policy EU6. Timescale for implementing solution: During the development management process.	200	1,200	100	200	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report and active pre-application discussions at time of writing. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
10	North Kensington Gate South	0.1	Mixed use	High	No significant barriers.	164	750	50	164	0	0	**Deliverable** Capacity and phasing determined using planning permission information (16/0119/FULOPDC). Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
11	Mitre Wharf	0.1	Mixed use	High	Barrier/risk: Waste transfer site. Potential solution: OPDC to manage reprovision of capacity in accordance with policy EU6. Timescale for implementing solution: During the development management process.	80	400	20	80	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
12	Willesden Junction Depot	0.2	Mixed use	High	Barrier/risk: rail infrastructure.	50	1,700	90	0	50	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.

13	2 Victoria Terrace	0.0	Mixed use	High	No significant barriers.	15	500	20	15	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
14	Oaklands triangle	0.3	Mixed use	Low	Barrier/risk: restricted access Potential solution: OPDC to explore and coordinate delivery of potential new connections from adjacent sites. Timescale for implementing solution: 2017 onwards.	50	800	40	0	50	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
15	Oaklands North	0.7	Mixed use	High	Barrier/risk: rail freight designation. Potential solution: OPDC to engage with Network Rail to define approach to release rail freight designation to enable development. Timescale for implementing solution: 2017 onwards.	250	3,000	180	0	300	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
16	Oaklands	1.0	Mixed use	High	No significant barriers.	605	3,500	200	605	0	0	**Deliverable** Capacity and phasing determined using planning permission information (15/0091/FULOPDC). Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
17	Old Oak South	14.1	Mixed use	High	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: 2017 onwards. Barrier/risk: Development of Old Oak Common Station requires portion of the site until 2026. 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. Barrier/risk: Continued functioning of Crossrail Depot and sidings. Potential solution: OPDC to	3,000	600,000	41,300	0	0	3,000	**Developable** 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.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register. For the purposes of the Brownfield Register, development of the site is considered to be achievable.

					liaise and work positively with TfL and the Department for Transport to consider options for the full and / or partial relocation / decking to support development. Timescale for implementing solution: Ongoing. Barrier/risk: Continued functioning of Intercity Express Depot. Potential solution: OPDC to liaise and work positively with stakeholders to define solutions to support development. Timescale for implementing solution: 2017 onwards.								
19	Big Yellow Storage (Scrubs Lane)	0.2	Mixed use	Medium	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: 2017 onwards.	100	1,100	60	100	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
21	Mitre Industrial Estate	0.9	Mixed use	Medium	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: 2017 onwards.	300	2,200	120	0	300	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
22	Tea Crate	0.4	Mixed use	High	No significant barriers.	100	1,100	60	100	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P10.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
23	Acton Wells	3.5	Mixed use	High	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 potential Cross Rail spur to West Coast Main Line. Potential solution: OPDC to	1,300	25,200	2,000	0	0	1,300	**Developable** 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.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register. For the purposes of the Brownfield Register, development of the site is considered to be achievable.

					ensure development capacity, development design and operation supports the delivery of this route. Timescale for implementing solution: Ongoing.								
24	Boden House	0.7	Mixed use	High	No significant barriers.	300	7,600	600	0	300	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
25	Midland Gate	0.2	Mixed use	High	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	100	5	50	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
26	Holbrook House	0.1	Mixed use	High	No significant barriers.	424	100	5	424	0	0	**Deliverable** Capacity and phasing determined using planning permission information (161133OPDS). Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
27	Perfume Factory north	0.5	Mixed use	High	No significant barriers.	250	1,000	100	0	250	0	**Deliverable** Capacity and phasing determined using planning permission information (PP/2015/4551). Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
29	Victoria Estate	1.7	Mixed use	High	No significant barriers.	1,100	6,500	400	0	1,100	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.

30	Portal West	0.6	Mixed use	High	No significant barriers.	580	3,200	200	580	0	0	**Deliverable** Capacity and phasing determined using planning permission information (16/1144/FUL). Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
31	1 Portal Way	1.1	Mixed use	High	No significant barriers.	760	3,500	200	760	0	0	**Deliverable** Capacity and phasing determined using planning permission information (P/2015/0095). Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
32	The Portal	0.1	Mixed use	High	No significant barriers.	350	550	50	350	0	0	**Deliverable** Capacity and phasing determined using planning permission information (165514OPDFUL). Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
33	Perfume Factory south	0.5	Mixed use	High	No significant barriers.	250	1,000	100	0	250	0	**Deliverable** Capacity and phasing determined using planning permission information (PP/2015/4551). Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
34	Algerian Embassy	0.4	Mixed use	Medium	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: 2017 onwards.	200	3,600	300	0	200	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
35	2 Portal Way	0.2	Mixed use	High	No significant barriers.	300	3,600	180	300	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.

36	Shurguard	0.2	Mixed use	Medium	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: 2017 onwards.	100	3,600	230	0	90	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
37	Big Yellow Storage (Wales Farm Road)	0.5	Mixed use	Medium	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: 2017 onwards.	50	1,100	40	0	50	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P7.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
39	Westway Estate	3.7	Mixed use	High	No significant barriers.	1,400	7,700	500	0	0	1,400	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register. For the purposes of the Brownfield Register, development of the site is considered to be achievable.
40	Old Oak Common Lane sites	0.6	Mixed use	High	No significant barriers.	200	2,800	180	200	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P8.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
41	ASDA, Park Royal	4.0	Mixed use	High	No significant barriers.	500	23,000	1,400	0	500	0	**Developable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P5.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
42	247 Acton Lane	0.3	Mixed use	High	No significant barriers.	150	0	0	150	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report and information by planning application (17/0017/FULOPDC) Relevant place policy reference: P6.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.

43	First Central and surrounds	2.7	Mixed use	High	No significant barriers.	1,200	8,000	400	1,200	0	0	**Deliverable** Capacity and phasing determined from development capacity modelling methodology set out in body of report. Relevant place policy reference: P4.	Proposed for inclusion within Part 1 of OPDC's Brownfield Register.
44	Land adjacent to western side of Acton Lane between the WCML railway at Harlesden Station and Waxlow Road	0.7	Industrial	Medium	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: 2017 onwards.	0	5,900	160	0	0	0	Housing is not appropriate.	Not proposed for inclusion within Part 1 of OPDC's Brownfield Register.
45	Channel Gate	13.2	Industrial	High	Barrier/risk: Use of site to support development of Old Oak Common Station until 2025. 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 to define future aspirations for the site to support and integrate with adjacent industrial development. Timescale for implementing solution: 2017 onwards.	0	124,000	7,600	0	0	0	Housing is not appropriate.	Not proposed for inclusion within Part 1 of OPDC's Brownfield Register.
46	Park Royal SIL (broad location)	250 ha	Industrial	High / medium	Barrier/risk: Multiple landowners may restrict delivery and coordiantion of development. Potential solution: OPDC to liaise and work with landowners to agree way forward. Timescale for implementing solution: 2017 onwards. Barrier/risk: Limited potential for market-led delivery of additional industrial floorspace. Potential solution: OPDC to implement recommendations of the Park Royal Intensification Study to deliver more intensive industrial employment typologies in joint working with Park Royal Business Group and relevant	0	310,000	5,100	0	0	0	Housing is not appropriate.	Not proposed for inclusion within Part 1 of OPDC's Brownfield Register.

					landowners. Timescale for implementing solution: 2017 onwards. Barrier/risk: rail freight 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: 2017 onwards.								

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.