

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



**Summary of**  
**supporting studies**  
**Regulation 19 draft Local Plan**  
**MAYOR OF LONDON**

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## 1. A40 Study

<b>Document Title</b>	<b>A40 Study</b>
<b>Lead Author</b>	AECOM
<b>Purpose of the Study</b>	<p>The A40 has been identified by TfL as a key strategic corridor for freight and also the management of traffic into central London. This study has identified the key challenges associated with the A40, including: high traffic flows and congestion; pedestrian and cycle severance; poor air quality and urban realm; and significant development growth coming forward. Taking the challenges into consideration, the study investigated potential long term investment options with the aims to deliver three key outcomes that TfL have identified:</p> <ol style="list-style-type: none"> <li>1) maintaining the A40's core movement function;</li> <li>2) delivering connectivity enhancements to support existing and future development areas;</li> <li>3) improving the environment, air quality, safety and asset quality along the A40.</li> </ol>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• An assessment of the different options for improving the A40 issues focusing on: benefits, costs, risks, constraints and deliverability issues and timescales</li> <li>• Recommendations to TfL on the optimal option</li> </ul>
<b>Key recommendations</b>	<p>The study provides an overview of the long term investment options for the A40 corridor and draws some key conclusions and next steps:</p> <ul style="list-style-type: none"> <li>• Important to maintain A40 as key 'arterial' corridor into London with improvement required at key junctions including Hanger Lane as a priority. This could involve a tunnel or a major new junctions scheme.</li> <li>• Focus on junction solutions east of Hanger lane to support bus and cycle access across the A40</li> <li>• Continue to deliver schemes such as lane width improvements at Hanger Lane which improve journey time reliability (including for buses).</li> <li>• Promote Smart Road management on the A40 to improve traffic management and journey time reliability from 2020</li> <li>• Work with HS2 on short-term traffic mitigation schemes at A40 junctions</li> <li>• Develop a strategic business case for Hanger Lane</li> <li>• Identify longer term solutions for Savoy Circus and Gypsy Corner in line with the Healthy Streets indicators.</li> </ul>
<b>Relations to other studies</b>	Interfaces with Park Royal Transport Strategy and Old Oak Strategic Transport Modelling Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Transport Chapter</li> <li>• Place policy P4 (Park Royal West) and P7 (North Acton and Acton Wells)</li> </ul>

## 2. Absorption Rate Study

<b>Document Title</b>	<b>Absorption Rate Study</b>
<b>Lead Author</b>	Deloitte Real Estate
<b>Purpose of the Study</b>	To assess typical residential and office accommodation delivery rates across London over recent years, including delivery rates in

	other large regeneration schemes.
<b>Key outputs</b>	Recommended absorption rates for residential and office accommodation.
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>Given the scale of the site, the research concludes that there are multiple markets within Old Oak and Park Royal and therefore promotes an average delivery rate of up to 700 private homes a year.</li> <li>Homes for rent (affordable and market) do not compete with private homes for sale as they are targeted at a different market and can increase the overall number of homes delivered on the site.</li> <li>Shared Ownership homes compete for purchasers with entry level market homes for sale.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Development Capacity Study and Housing Evidence Statement
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>Strategic Policies SP4 (Thriving Communities) and SP5 (Resilient Economy)</li> <li>Housing policies H1 (Housing Supply) and H2 (Affordable Housing)</li> </ul>

### 3. Affordable Housing Viability Assessment

<b>Document Title</b>	<b>Affordable Housing Viability Assessment</b>
<b>Lead Author</b>	Deloitte Real Estate
<b>Purpose of the Study</b>	To provide an affordable housing economic viability appraisal as set by National Planning Policy Framework and Guidance. The appraisal will evidence the economic viability and deliverability of different affordable housing types and mixes on 5 notional sites in Old Oak and Park Royal.
<b>Key outputs</b>	<p>Assessment of viability of delivering 35% and 50% affordable housing by habitable room in the following scenarios:</p> <ul style="list-style-type: none"> <li>70% London Affordable Rent/30% Intermediate</li> <li>43% London Affordable Rent/57% Intermediate</li> <li>30% London Affordable Rent/70% Intermediate.</li> </ul> <p>In order to test the sensitivity of different bed sizes the following tests were undertaken:</p> <ul style="list-style-type: none"> <li>SHMA bed requirements all tenures(more large units)</li> <li>SHMA bed requirements London Affordable Rent, market mix intermediate and private;</li> <li>Market-mix all tenures (more 1 and 2 beds); and</li> <li>25% family housing with SHMA bed requirements London Affordable Rent</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>70% of the affordable housing being London Affordable Rents is never viable on any of the sites tested at either 35% affordable housing or 50% affordable housing.</li> <li>30% London Affordable Rent/70% Intermediate is viable on all the sites tested at 35% affordable housing and on 2 sites at 50% affordable housing.</li> <li>Market delivery mixes increase the overall viability of delivering affordable housing.</li> <li>The assessments take no account of infrastructure requirements which will reduce the amount of affordable</li> </ul>

	<p>housing that can be delivered on some sites.</p> <ul style="list-style-type: none"> <li>Affordable housing grant can increase the overall level of affordable housing delivered.</li> </ul>
<b>Relations to other studies</b>	There is an interface with the Strategic Housing Market Assessment, the Housing Evidence Statement, the Development Capacity Study and the Whole Plan Viability Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>Housing Policies H1 (Housing Supply), Policy H2 (Affordable Housing), Policy H3 (Housing Mix) and Policy H4 (Family Housing)</li> </ul>

#### 4. Air Quality Study

<b>Document Title</b>	<b>Air Quality Study</b>
<b>Lead Author</b>	AMEC Foster Wheeler
<b>Purpose of the Study</b>	<ul style="list-style-type: none"> <li>Review existing and anticipated air quality issues across the construction, build-out and occupation phases of development.</li> <li>Set out recommendations for mitigation and measures to ensure the highest possible air quality is achieved for future residents and workers.</li> </ul>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>Review of relevant international, national, regional and local policy context and legislation.</li> <li>Air quality mapping and identification of air quality hotspots within the OPDC area and its surrounds</li> <li>Identification of policy implications from inside and outside the area</li> <li>Advise on measures and policies to be included within OPDC's Local Plan and Construction and Logistics Strategy to mitigate threats to air quality</li> <li>Advise on the need for OPDC to declare a separate management area for air quality</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>Adopt a wide range of measures and policies to mitigate against threats to air quality and ensure air quality is comprehensively monitored and assessed when individual developments are proposed.</li> <li>Manage new development so that it does not add extra emissions to the area.</li> <li>The area is suitable for declaration as a TfL Low Emissions Neighbourhood.</li> <li>Adopt policies to minimise travel by private vehicle and encourage transport by low emission modes (walking, cycling and public transport).</li> <li>Adopt innovative solutions to avoid emissions including consolidation of freight and use of clean freight vehicles.</li> <li>Support extension of Ultra Low Emissions Zone (ULEZ).</li> <li>Require development to meet the tightest emissions for on-site plant.</li> <li>Adopt full enclosure of waste sites in line with Environment Agency guidance.</li> <li>Plan construction activity in detail to minimise dust emissions and adopt highest standards for emissions from all plant and vehicles during construction.</li> </ul>
<b>Relations to other</b>	Outputs cross-relate to the Utility Study, Park Royal Transport

<b>studies</b>	Strategy, Old Oak Strategic Transport Modelling Study, Environmental Standards Study and Public Realm, Walking and Cycling Strategy
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP2 (Good Growth), Policy SP8 (Green Infrastructure);</li> <li>• All place policies</li> <li>• Environment and Utility Policies EU4 (air quality), EU6 (waste), EU9 (Minimising carbon emissions and overheating) and EU10 (Energy systems)</li> </ul>

## 5. Bus Strategy

<b>Document Title</b>	<b>Bus Strategy</b>
<b>Lead Author</b>	TfL
<b>Purpose of the Study</b>	Shows how the current bus network could be adjusted to deliver the best outcome with regards to optimising the bus network to unlock Old Oak and Park Royal.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Maps showing network 'holes' or areas that are remote from the bus network.</li> <li>• Maps showing current and indicative network in Old Oak;</li> <li>• Maps showing current and indicative network in Park Royal;</li> <li>• Suggested infrastructure and indicative network for unlocking Old Oak and Park Royal.</li> </ul>
<b>Key recommendations</b>	Buses have a key role to play in moving large numbers of people and minimising congestion in such a high density area. The study recommends the introduction of a reliable network minimising mileage and journey times is required. New highway and infrastructure is necessary to allow better integration with the existing network and unlock new direct public transport links to the site.
<b>Relations to other studies</b>	Outputs cross-relate to the Park Royal Transport Strategy, Old Oak Strategic Transport Modelling Study, Public Realm, Walking and Cycling Strategy and Willesden Junction Station Feasibility Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Strategic Policy SP7 (Connecting People and Places)</li> <li>• Transport Chapter (T6 (Buses) in particular)</li> <li>• Place policies P1 (Old Oak South), P2 (Old Oak North), P5 (Park Royal), P6 (Park Royal Centre), P10 (Scrubs Lane), P12 (Wormwood Scrubs)</li> </ul>

## 6. Car Parking Study

<b>Document Title</b>	<b>Car Parking Study</b>
<b>Lead Author</b>	Savills
<b>Purpose of the Study</b>	To provide a critical review of the proposed parking policy in the Local Plan from a market and viability perspective.
<b>Key outputs</b>	Critical review of the residential and non-residential parking policy including a desktop review of precedents.

<b>Key recommendations</b>	Recommends that the residential parking policy is appropriate, and that further consideration is required for the non-residential parking policy.
<b>Relations to other studies</b>	Outputs cross-relate to the Old Oak Strategic Transport Strategy and the Park Royal Transport Strategy.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Transport Chapter (particularly policy T4 (car parking))</li> </ul>

## 7. Catalyst Uses Study

<b>Document Title</b>	<b>Catalyst Uses Study</b>
<b>Lead Author</b>	Deloitte
<b>Purpose of the Study</b>	To identify uses which could be a catalyst for the regeneration of the area and to inform appropriate planning policy criteria to assess applications for catalyst uses.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Define which uses could be considered catalyst uses for the OPDC area</li> <li>• Undertake a review of case studies to inform recommendations to OPDC and for the formulation of planning policy</li> <li>• Recommendations for planning criteria for inclusion in OPDC's Local Plan to assess proposals for catalyst uses.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Catalyst uses are likely to fall within four board categories: <ul style="list-style-type: none"> <li>- Sports stadia and facilities;</li> <li>- Retail and leisure;</li> <li>- Culture, education and health; or</li> <li>- Business and conference space.</li> </ul> </li> <li>• Catalyst uses could be small or large, but OPDC should look to set a threshold for the application of planning policy criteria of either in excess of 10,000sqm and/or 0.25 hectares of land</li> <li>• The review of case studies identifies both positives and negatives for catalyst uses. The study identifies that rather than one catalyst, a series of multiple, complementary catalysts are likely to best support the wider regeneration aspirations of the area.</li> <li>• The study identifies a series of planning criteria against which applications should be assessed. These are structured around five overarching objectives for any catalyst: <ul style="list-style-type: none"> <li>- To be part of a holistic offer;</li> <li>- To be financially sustainable;</li> <li>- To complement the wider environment;</li> <li>- To help generate momentum; and</li> <li>- To leverage HS2 and Crossrail.</li> </ul> </li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Retail and Leisure Needs Study, Cultural Principles and Precedent Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Strategic Policies SP1 (City in the West) and SP6 (Places and Destinations)</li> <li>• Town Centre and Community Uses policy TCC8 (Catalyst Uses)</li> </ul>



## 8. Character Areas Study

<b>Document Title</b>	<b>Character Areas Study</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	Identifies character areas within and around Old Oak and Park Royal, identifies the existing physical character of each area
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• A baseline analysis is undertaken across the entire study area, formed of a high level, desktop based assessment providing an overview of: <ul style="list-style-type: none"> <li>- Topography;</li> <li>- Urban structure;</li> <li>- Land Uses;</li> <li>- Green Infrastructure and Open Spaces;</li> <li>- Movement and Connectivity;</li> <li>- Areas of Change.</li> </ul> </li> <li>• Individual Character Area are identified based on building typologies, land uses and other place defining features.</li> <li>• A detailed assessment of each character is undertaken, outlining: <ul style="list-style-type: none"> <li>- General Character of Area (Industrial, Res, etc.)</li> <li>- Age/Time Period;</li> <li>- Primary Lane Uses;</li> <li>- Scale (density, massing and heights of built environment)</li> <li>- Building Layout and Typology;</li> <li>- Street Route and Layout;</li> <li>- Spaces and Street Features;</li> <li>- Building Features;</li> <li>- Material.</li> </ul> </li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Elements are identified for each character area which should be retained or responded to as part of any future development.</li> <li>• A level of potential impact on character is identified for each character area, taking into account the value of existing character and potential impact from future development.</li> <li>• For areas within the OPDC area, character issues to address through future policy interventions or development area identified.</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Old Oak and Park Royal Heritage Strategy, Old Oak Outline Historic Area Assessment, Scrubs Lane Development Framework and Victoria Road Development Framework.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Strategic policies SP2 (Good Growth) and SP9 (Built Environment);</li> <li>• Place polices;</li> <li>• Design policies.</li> </ul>

## 9. Circular and Sharing Economy Strategy

<b>Document Title</b>	<b>Circular and Sharing Economy Study</b>
<b>Lead Author</b>	Arup Associates
<b>Purpose of the Study</b>	<ul style="list-style-type: none"> <li>To develop the understanding and planned approach to adoption of circular and sharing economy (CSE) principles as they apply to the development of Old Oak and regeneration proposals for Park Royal.</li> </ul>
<b>Key output</b>	<ul style="list-style-type: none"> <li>To define CSE as it applies to OPDC</li> <li>To establish CSE principles and values to help guide design, procurement, construction and operation of the development</li> <li>To review the flow of resources in and out of OPDC in construction and once occupied</li> <li>To explore opportunities to apply CSE to development at OPDC</li> <li>To provide case studies to support opportunities</li> <li>To set out an enabling framework to support implementation</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>To develop initiatives that will promote CSE in construction and operational phases of the project wide scale buy in from developers and businesses is required. OPDC should establish a team to work to secure support.</li> <li>Target key sectors including food, logistics, clean technology, the sharing economy and smart technology.</li> <li>Adopt CSE approaches to design of infrastructure development including for example in looking at clean and low carbon sources of energy, water and waste and infrastructure that supports reuse of those resources</li> <li>Adopt innovation in CSE in building design for example in design for disassembly and adaptation.</li> <li>Work with West London Business and Park royal Business Groups to promote circular economy.</li> <li>Embed CSE objectives into procurement policy</li> <li>Embed CSE requirements into policy as far as possible</li> <li>Work with the GLA, LWARB and Central Government to promote CE</li> <li>Establish clear objectives and targets for CSE on projects especially on development that is either funded or is developed on public land</li> <li>Look at ways to capture and include the value (economic, social and environmental) that CE delivers over the long term in assessing development.</li> <li>Support investment in business and innovation in the CSE in the OPDC area especially in Park Royal</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Utilities Study, Waste Apportionment Study and Waste Management Strategy
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>Strategic Policy SP2 (Good Growth) and SP10 (Integrated Delivery)</li> <li>Environment and Utility Policies EU6 (Waste), EU7 (Circular and Sharing Economy) and EU8 (Sustainable Materials)</li> </ul>

## 10. Cultural Principles

<b>Document Title</b>	<b>Cultural Principles</b>
<b>Lead Author</b>	Greater London Authority
<b>Purpose of the Study</b>	To identify how the OPDC area can contribute to the local area's and to London's cultural offer and position as the world's preeminent tourist destination.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Suggested policies for inclusion in OPDC's Local Plan to support culture.</li> <li>• Recommendations for how OPDC should intertwine culture into its strategies for Old Oak.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Ensure the Local Plan highlights the importance of culture to the area.</li> <li>• Ensure that character, heritage and culture sit at the heart of placemaking.</li> <li>• Develop a Cultural Strategy to further consider opportunities for culture in the OPDC area.</li> <li>• Ensure that consultation is meaningful, that it reaches as many people and communities as possible, and that it includes young people and families.</li> <li>• Encourage 'anchor' tenants and cultural institutions to locate in the area, and explore options for attracting and retaining creative businesses and affordable workspace</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Retail and Leisure Needs Study, Character Areas Study, Old Oak Outline Historic Area Assessment, Heritage Strategy, Catalyst Uses Study, Sports Court and Swimming Pools Study and Precedents Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Strategic Policies SP1 (City in the West) and SP6 (Places and Destinations)</li> <li>• Town Centre and Community Uses Policies TCC2 (Vibrancy), TCC5 (Culture and Art), TCC8 (Catalyst Uses), TCC9 (Meanwhile Uses) and TCC11 (night-time economy uses)</li> </ul>

## 11. Decontamination Study

<b>Document Title</b>	<b>Decontamination Study</b>
<b>Lead Author</b>	OPDC and Environment Agency
<b>Purpose of the Study</b>	Defines the approach to, and guidance for developers on, dealing with land contamination and remediation.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• The document guides the approach OPDC has taken for the Local Plan decontamination policy.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Ensure remediation strategies are established for all contaminated brownfield sites that come forward for redevelopment within OPDC</li> <li>• Ensure the risk based approaches to contaminated land management are followed for redevelopment of potentially contaminated land in Old Oak and Park Royal.</li> <li>• Support for sustainable remediation options and promote the use of the CL:AIRE Definition of Waste: Development Industry Code of Practice (DoWCoP).</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Environmental Standards Study

<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Strategic Policy SP10 (Integrated Delivery)</li> <li>• Environment and Utility Policy EU13 (Contaminated Land)</li> </ul>
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## 12. Development Capacity Study

<b>Document Title</b>	<b>Development Capacity Study</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	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.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies sites and broad locations with potential for development over the plan period.</li> <li>• Assesses the development potential of sites and broad locations.</li> <li>• Provides an indicative trajectory of anticipated development including indicative quantum, density, potential use and relevant risks.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Approximately 22,000 new homes can be delivered during the 20 year plan period.</li> <li>• Floorspace for over 60,000 new jobs can be provided during the 20 year plan period.</li> <li>• 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.</li> </ul>
<b>Relations to other studies</b>	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.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP4 (Thriving Communities), SP5 (Resilient Economy) and Policy SP10 (Integrated Delivery)</li> <li>• Places Chapter</li> <li>• Policy H1 (Housing Supply)</li> </ul>

## 13. Development Infrastructure Funding Study (DIFS)

<b>Document Title</b>	<b>Development Infrastructure Funding Study (DIFS)</b>
<b>Lead Author</b>	Peter Brett Associates and Jones Lang LaSalle
<b>Purpose of the Study</b>	To identify: <ul style="list-style-type: none"> <li>• the infrastructure requirements of growth at Old Oak;</li> <li>• when the demands for infrastructure arise;</li> <li>• how much those infrastructure requirements cost; and</li> <li>• how those infrastructure requirements might be paid for.</li> </ul>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Current indicative assumptions above land values, abnormal costs including decontamination and sales values;</li> <li>• Assumptions around potential phasing and release of development sites</li> <li>• Necessary transport, social, economic, environmental, utility</li> </ul>

	<p>and physical infrastructure to support the needs of development</p> <ul style="list-style-type: none"> <li>• Indications of the current day costs of this infrastructure</li> <li>• Potential mechanisms for the funding of the infrastructure</li> <li>• An indicative cashflow diagram showing potential funding gaps and opportunities to finance this.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• There is a need for over £1.5billion infrastructure to support development in Old Oak</li> <li>• CIL and S106 can go some way towards funding this, but other means of funding this infrastructure will need to be investigated</li> <li>• There are significant cashflow issues and the phasing of the infrastructure may need to be reconsidered.</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Development Capacity Study (DCS), Infrastructure Delivery Plan (IDP), Old Oak Strategic Transport Modelling Study, Education and Health Needs Study, Park Royal Transport Study, Utility Study and the Public Realm, Walking and Cycling Strategy.
<b>Relevant Local Plan Policies and Chapters</b>	<p>All strategic policies  All place policies  Town Centres and Community Uses policy TCC4;  Transport policies: T2; T3; T5; T6;  Environment and Utilities policies: EU1, EU3, EU10; Delivery and Implementation policy: D11.</p>

#### 14. Duty to Co-operate Statement

<b>Document Title</b>	<b>Duty to Co-operate Statement</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	A statement which demonstrates how OPDC has engaged constructively, actively and on an ongoing basis to develop effective planning policy documents.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies key matters and the strategic partners that OPDC have been engaging with in the development of planning policy.</li> <li>• Sets out actions and outcomes based on this engagement activity.</li> </ul>
<b>Key recommendations</b>	N/A
<b>Relations to other studies</b>	N/A
<b>Related Local Plan policies/chapters</b>	N/A

#### 15. Education and Health Needs Study

<b>Document Title</b>	<b>Education and Health Needs Study</b>
<b>Lead Author</b>	Aecom
<b>Purpose of the Study</b>	<p>To update and refine the information in the DIFS regarding:</p> <ul style="list-style-type: none"> <li>• the infrastructure requirements for education and health;</li> <li>• an understanding of demands in regards to scheduling and delivery of the health and education infrastructure across the area.</li> </ul>

<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Prepare revised projections for education needs (to cover ages 0-19).</li> <li>• Assess and identify spare capacity in existing schools and health facilities in the surrounding area.</li> <li>• Provide as clear approach to population and child yield for health and education and how this relates to what OPDC seek from developers in terms of floorspace provision or S106/CIL contributions.</li> <li>• Provide advice on funding and delivery routes for health and education and OPDC's role in each method/route.</li> <li>• Advise on consequential changes to the infrastructure requirements for education and health, including identification of locations in the OPDC development area for education and health infrastructure facilities</li> <li>• Provide case studies of successful delivery of modern health and education facilities.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• There is the ability to expand some off-site facilities to meet the needs in early years for education and health infrastructure.</li> <li>• Population projections give rise to a significant need for on-site health facilities. The study identifies the preferred route, based on discussions with CCGs is to deliver this within one central hub facility.</li> <li>• Development gives rise to the need for 2 primary schools, one secondary school and an all-through school. The primary and secondary school needs arise during the plan period and sites are identified for their delivery.</li> <li>• There are now many examples of schools and health facilities built in London that optimise use of space and that given the high densities promoted in the Local Plan, this form of provision should be explored further in the OPDC area</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Development Infrastructure Funding Study (DIFS), the Development Capacity Study (DCS) and the Infrastructure Delivery Plan (IDP)
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP2 (Good Growth), SP3 (Improving health and reducing health inequalities) and SP4 (Thriving Communities)</li> <li>• Policy P1 (Old Oak South), P2 (Old Oak North), P7 (North Acton and Acton Wells)</li> <li>• Town Centres and Community Uses policies TCC4 (Social Infrastructure)</li> </ul>

## 16. Environmental Modelling Framework Study

<b>Document Title</b>	<b>Environmental Modelling Framework Study</b>
<b>Lead Author</b>	Expedition Engineering
<b>Purpose of the Study</b>	<ul style="list-style-type: none"> <li>• To establish a suite of environmental metrics and assessment tools to be used to assess development proposals including daylight levels in buildings, sunlight levels in areas of open space, wind analysis, and solar gain and overheating of buildings.</li> </ul>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• A review and assessment of the existing parameters and tools used to assess the impact of development including</li> </ul>

	<p>orientation, massing, building height on environmental factors including daylight and sunlight, potential solar gain and overheating of buildings and wind regimes.</p> <ul style="list-style-type: none"> <li>• A series of models that test the impact of the Old Oak capacity study on these factors.</li> <li>• Recommendations for the standards to be adopted and the tools to be used based on the review and tests undertaken.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• There are no existing definitive standards. The nature and density of development will place big challenges on the quality of the environment including access to daylight and sunlight and changes to the micro climate and wind regime. The tools that are used have been developed for much less dense and tall development.</li> <li>• New parametric modelling should therefore be adopted to test outline development proposals and detailed planning applications to ensure that they meet minimum standards.</li> <li>• New standards should be adopted but this should be done with caution and as development comes forward assessments during the design phase and then in occupation should be undertaken to hone these standard.</li> </ul>
<b>Relations to other studies</b>	<p>Outputs cross-relate to the Environmental Standards Study and the Public Realm, Walking and Cycling Strategy;</p>
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP2 (Good Growth) and SP10 (Integrated Delivery)</li> <li>• Policy D6 (Amenity)</li> </ul>

## 17. Environmental Standards Study

<b>Document Title</b>	<b>Environmental Standards Study</b>
<b>Lead Author</b>	Atkins
<b>Purpose of the Study</b>	<ul style="list-style-type: none"> <li>• To establish a comprehensive set of targets for adoption in the Local Plan based on evidence.</li> <li>• The targets will cover both environmental quality standards including air quality, noise and vibration, flooding, overheating, daylight and sunlight and open space and urban greening standards; and resource issues including energy, waste, material and water use.</li> </ul>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Establish a set off key environmental areas against which targets will be established.</li> <li>• For each area identified, carry out a review of best practice and develop a body of evidence to support the establishment of targets.</li> <li>• Using the data and evidence gathered, make recommendations for establishment of environmental standards and targets in the Local Plan.</li> <li>• Set out medium and long term targets that should be adopted over the life of the development to ensure that that Old Oak and Park Royal deliver high quality environmental development.</li> </ul>

<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• High density development poses significant challenges to the quality of development in Old Oak and Park Royal. The adoption of short, medium and long term targets should inform all development and applied rigorously or the overall quality of the development and its impact on London could be significant.</li> <li>• A minimum of 30% of the area should be set aside for high quality and multi-functional public open space including ensuring there are sufficient local parks and green spaces for play.</li> <li>• Minimum standards for air quality, noise and vibration should be set that exceed the government targets by ensuring that development assesses and adopts measures to deliver high quality development.</li> <li>• Energy use and associated carbon emissions should be measured and assessed rigorously to ensure that the development supports the Mayor's long term aspirations to create a zero carbon city and to meet the zero carbon development requirements established by the mayor for new development.</li> <li>• Water must be managed with care to comply with the IWMS including achieving green field runoff rates and adopting rainwater harvesting and grey water recycling.</li> <li>• Care must be taken in planning development to ensure that daylight and sunlight are optimised.</li> <li>• Waste in high density development can be very challenging to manage. Targets should therefore be carefully assessed and adopted by development coming forward.</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Environmental Modelling Framework Study, Utility Study, Sites of Importance for Nature Conservation Statement, Waste Apportionment Study, Waste Management Strategy, Circular and Sharing Economy Strategy and Air Quality Study
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP2 (Good Growth), SP8 (Green Infrastructure) and SP10 (Integrated Delivery)</li> <li>• Chapter 5 – Design</li> <li>• Chapter 6 – Environment and Utilities</li> <li>• Chapter 7 - Transport</li> </ul>

## 18. Future Employment Growth Sectors Study

<b>Document Title</b>	<b>Future Employment Growth Sectors Study</b>
<b>Lead Author</b>	Regeneris
<b>Purpose of the Study</b>	The assessment of trends in employment growth and sectors across the London, West London and local area and recommendations of which sectors are already performing well or growing and those which may wish to move into OPDC area in the future
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies the future growth sectors within the Old Oak and Park Royal area, and a comparative assessment of their potential contribution to economic growth.</li> <li>• Provides insights into the key issues impacting on these sectors, highlighting opportunities and challenges for the</li> </ul>



	<p>growth of these sectors.</p> <ul style="list-style-type: none"> <li>• Identifies the areas / places within Old Oak and Park Royal which could be attractive to each growth sector.</li> <li>• Suggestions for how policies, strategies, tactical and strategic actions could support future employment, skills development and economic growth.</li> </ul>
<b>Key recommendations</b>	<p>There are a number of growth sectors which could be supported in Old Oak and Park Royal including:</p> <ul style="list-style-type: none"> <li>• Opportunities to retain, strengthen and diversify existing economic strengths. These are focussed on industrial type activities, in particular food manufacturing, transport, wholesale, logistics and to a lesser extent, motor trade activities. The area also appears to have growing strengths in a range of creative industries. There are opportunities to retain, strengthen and diversify these sectors.</li> <li>• Opportunities to grow, attract and innovate other economic sectors. The nature of development at Old Oak means that future growth is likely to be focused around office uses with key sectors being professional and financial services; and ICT and digital media services. There are also potential opportunities within the low carbon (including clean tech), advanced manufacturing sectors and med-tech/life-science activities.</li> </ul> <p>Key ways to support these fit into 4 broad themes:</p> <ul style="list-style-type: none"> <li>• Sector Development</li> <li>• Workspace, Infrastructure and Placemaking</li> <li>• Skills and Social Inclusion</li> <li>• Evidence and Strategy</li> </ul> <p>Examples of recommended measures include setting up specific networking opportunities and sub-groups; targeted business support; supporting the delivery of flexible and affordable workspace for smaller businesses; links with education providers; and maximising transport and accessibility to and within the OPDC area.</p> <p>Some sectors are better suited to particular locations within OPDC's boundary so the spatial recommendations also show potential suitable locations.</p>
<b>Relations to other studies</b>	Interfaces with the Park Royal Atlas, Industrial Land Review and Industrial Estates Study
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP5 (Resilient Economy);</li> <li>• All Place policies</li> <li>• All employment policies (Chapter 9)</li> </ul>

## 19. Grand Union Canal Massing Statement

<b>Document Title</b>	<b>Grand Union Canal Massing Statement</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	To establish indicative heights/massing of development facing on to the Grand Union Canal within Old Oak.

<b>Key outputs</b>	<ul style="list-style-type: none"> <li>Provides a series of illustrative cross-sections of different locations along the canal reflecting local existing and future character to inform development of policies for heights along the Grand Union Canal.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>Generally 6-8 storeys for mixed-use development is suitable to provide an appropriate sense of enclosure to the canal and canalside spaces.</li> <li>Taller heights may be appropriate at crossings of key routes subject to site specific considerations.</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Scrubs Lane Development Framework, Victoria Road and Old Oak Lane Development Framework and Views Study.
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>Policies P1, P2, P3, P8 and P10</li> <li>Policy D4</li> </ul>

## 20. Gypsy and Traveller Accommodation Needs Assessment

<b>Document Title</b>	<b>Gypsy and Traveller Accommodation Needs Assessment</b>
<b>Lead Author</b>	Opinion Research Services
<b>Purpose of the Study</b>	Identifies the future accommodation needs of the existing Gypsy and Travellers community.
<b>Key outputs</b>	<p>Gypsy and Travellers Accommodation Needs Assessment Report setting out:</p> <ul style="list-style-type: none"> <li>fair and effective strategies to meet the need through identified land for sites.</li> <li>existing capacity and if necessary to provide evidence of the need to increase the number of traveller sites.</li> <li>approach to working with neighbouring authorities in the housing market area.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>There is no existing household meeting the planning requirement in that the households travel for work..</li> <li>There is no need for additional pitches.</li> <li>12 newly forming households may have a housing need in the future comprising 0.1% of the need identified in the Strategic Housing Market Assessment.</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Strategic Housing Market Assessment
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>Policy SP4 (Thriving Communities)</li> <li>Policy H8 (Gypsy and Traveller Accommodation)</li> </ul>

## 21. Healthy Town Centres Study

<b>Document Title</b>	<b>Healthy Town Centres Study</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	Identify approaches to control the impacts of hot food takeaways and betting shops, pawnbrokers, payday loan stores and games arcades
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>Policy recommendations for controlling the impact of hot-food takeaways in the vicinity of schools</li> <li>Policy recommendations for controlling the overconcentration of hot food takeaways in town centres and shopping parades</li> <li>Policy recommendations to control the overconcentration of</li> </ul>

	<p>betting shops, pawnbrokers, payday loan stores and games arcades</p> <ul style="list-style-type: none"> <li>• A review of national, regional and local evidence to inform proposed planning policy.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• The Local Plan should look to restrict takeaways around secondary schools in the area. No new hot food takeaways should be permitted within 400m of an existing or planned secondary school.</li> <li>• Policy should seek to avoid an overconcentration of hot food takeaways in town centres. The policy should look to limit the overall percentage of frontage and the proximity of takeaways to one another. Based on a review of other boroughs and concentrations within the OPDC, a limit of 6% of frontage is suggested and a policy requiring no less than two non-A5 units between takeaways. Policy should limit new betting shops, pawnbrokers, payday loan stores and games arcades so that they result in more than one betting shop, pawnbroker, payday loan store or games arcade within 400m walking distance of the same use.</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Retail and Leisure Needs Study and Education and Health Needs Study
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy TCC2 (Vibrancy)</li> </ul>

## 22. Heritage Strategy

<b>Document Title</b>	<b>Heritage Strategy</b>
<b>Lead Author</b>	Allies and Morrison
<b>Purpose of the Study</b>	Provide a deeper understanding of the historical development and significance of the Old Oak and Park Royal Area.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies and describes broad historic themes and character areas. This includes an assessment of their relative historic significance of each character area.</li> <li>• Identifies and sets out recommendations for designated and undesignated heritage assets and associated views.</li> </ul>
<b>Key recommendations</b>	<p>Outline a number of recommendations which require consideration in the development of policies and masterplans, and the development of schemes, including:</p> <ul style="list-style-type: none"> <li>• 5 broad historic themes: <ul style="list-style-type: none"> <li>○ Grand Union Canal;</li> <li>○ Rail heritage;</li> <li>○ Industrial heritage;</li> <li>○ Residential enclaves; and</li> <li>○ Scrubland and open space.</li> </ul> </li> <li>• a number of character areas which are more sensitive to change than others, particularly where a number of historic features or assets.</li> <li>• heritage assets recommended for local listing and therefore should be retained or reflected as part of any future development.</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Old Oak Outline Historic Area Assessment and Character Area Study.

<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP9 (Built Environment)</li> <li>• All Places policies</li> <li>• All Design chapter policies and specifically, Policy D8 (Heritage)</li> </ul>
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### 23. Housing Evidence Statement

<b>Document Title</b>	<b>Housing Evidence Statement</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	To pull together OPDC’s housing policy evidence into one statement to support the housing chapter of the Local Plan
<b>Key outputs</b>	Provide detailed evidence base on supply and demand, local housing market, affordability and the related housing policies.
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• There is a significant opportunity at Old Oak and Park Royal to provide a significant number of new homes to meet local and London housing needs.</li> <li>• Given the strategic importance of development envisaged for this area, it is not considered appropriate to assess housing need within the OPDC red line alone. The housing market area has been extended to include the combined area of the London Boroughs of Brent, Ealing and Hammersmith &amp; Fulham.</li> <li>• There is an 86% need for London Affordable Rent housing because of the high cost of housing within the housing market area. This does not necessarily mean that these households would necessarily qualify for council housing. The level of London Affordable Rent housing delivered has a significant impact on financial viability.</li> <li>• OPDC will have overarching 50% affordable housing target measured by habitable room with a tenure split of 30% London Affordable Rent and 70% Intermediate housing including Shared Ownership and London Living Rent in order to maximise the overall level of affordable housing delivered.</li> <li>• Setting an artificially high family housing target would mean that many units delivered would not have access to acceptable private or communal amenity space or other amenities. These units would unlikely be attractive to families with children.</li> </ul>
<b>Relations to other studies</b>	There is an interface with the Strategic Housing Market Assessment, Affordable Housing Viability Assessment, Absorption Rate Study and the Development Capacity Study
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP4 (Thriving Communities)</li> <li>• All housing chapter policies</li> </ul>

### 24. Industrial Estates Study

<b>Document Title</b>	<b>Industrial Estates Study</b>
<b>Lead Author</b>	Regeneris
<b>Purpose of the Study</b>	Research into industrial estates to understand their characteristics, success factors and how the Park Royal industrial area is performing against these.

<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• A methodology to assess/evaluate industrial estates which identifies the key characteristics which make them attractive to prospective businesses.</li> <li>• An assessment and baseline of Park Royal in relation to other UK and European Industrial Estates, and its relative competitive position</li> </ul>
<b>Key recommendations</b>	<p>Recommendations for how Park Royal can improve its competitive position, including:</p> <ul style="list-style-type: none"> <li>• protecting industrial land;</li> <li>• ensuring a greater diversity of unit sizes;</li> <li>• addressing infrastructure issues; and</li> <li>• improving access to amenities.</li> </ul>
<b>Relations to other studies</b>	Outputs cross relate to the Future Employment Growth Sectors Study and Park Royal Intensification Study
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP5 (Resilient Economy)</li> <li>• Place policies P4 (Park Royal West), P5 (Old Park Royal), P6 (Park Royal Centre), P7 (North Acton and Acton Wells), P8 (Old Oak Lane and Old Oak Common Lane) and P9 (Channel Gate)</li> <li>• All Employment chapter policies</li> </ul>

## 25. Industrial Land Review

<b>Document Title</b>	<b>Industrial Land Review</b>
<b>Lead Author</b>	OPDC, Peter Brett Associates, Jones Lang LaSalle
<b>Purpose of the Study</b>	Assesses the current and future supply and demand for industrial land within Old Oak and Park Royal.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Site analysis of over 300 employment sites</li> <li>• Quantitative supply and demand of industrial land</li> </ul>
<b>Key recommendations</b>	<p><b>Protect</b></p> <ul style="list-style-type: none"> <li>• Protect industrial uses in Park Royal SIL</li> <li>• Reduce non-conforming uses in Park Royal SIL</li> <li>• Return Park Royal HS2 construction sites to SIL</li> <li>• Development adjacent to Park Royal SIL</li> </ul> <p><b>Intensify</b></p> <ul style="list-style-type: none"> <li>• Efficient use of industrial land</li> <li>• Reduce road congestion</li> <li>• Intensification pilot projects</li> </ul> <p><b>Expand</b></p> <ul style="list-style-type: none"> <li>• Adjust Park Royal SIL boundary</li> <li>• Light industrial floor space in Old Oak</li> <li>• Manage industrial floorspace within the region</li> <li>• Industrial space design and planning guidance</li> </ul> <p><b>Support</b></p> <ul style="list-style-type: none"> <li>• Business relocation</li> <li>• Low carbon transition</li> <li>• Local procurement</li> <li>• Business listing and online forum</li> </ul>

<b>Relations to other studies</b>	Outputs cross relate to the Future Employment Growth Sectors Study, Park Royal Transport Strategy, Park Royal Intensification Study and Development Capacity Study
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP5 (Resilient Economy)</li> <li>• All place policies</li> <li>• All Employment chapter policies</li> </ul>

## 26. Infrastructure Delivery Plan (IDP)

<b>Document Title</b>	<b>Infrastructure Delivery Plan (IDP)</b>
<b>Lead Author</b>	Aecom/OPDC
<b>Purpose of the Study</b>	To identify the infrastructure required to support the regeneration of the area, including social, transport, utility and green infrastructure.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies the piece of infrastructure that is needed, where it is needed and when is it is needed.</li> <li>• Provides details on the specification for the infrastructure.</li> <li>• Provides details of the key delivery body for the infrastructure</li> <li>• Identifies the cost of the infrastructure, where known and sources of funding.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Identifies a significant number of infrastructure requirements to support the regeneration of the area.</li> <li>• The majority of infrastructure identified relates to the core development area in Old Oak, but the IDP also identifies important infrastructure requirements for Park Royal</li> <li>• The study identifies those pieces of infrastructure which OPDC would look to secure through developer contributions (Section 106, Section 278 or Community Infrastructure Levy).</li> <li>• Maps are provided for those pieces of infrastructure that relate to particular locations of the area.</li> <li>• The IDP will be kept as a 'live' document and regularly updated to respond to any changes in infrastructure requirements.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Integrated Water Management Strategy, Park Royal Transport Strategy, Development Infrastructure Funding Study, Utilities Infrastructure Study, Education and Health Needs Study, North Acton Station Feasibility Study, Willesden Junction Station Feasibility Study, Sports Courts and Swimming Pools Study, A40 Study and Public Realm, Walking and Cycling Strategy.
<b>Relevant Local Plan Policies and Chapters</b>	All the policies and chapters of the Local Plan

## 27. Integrated Impact Assessment (including Habitats Regulation Assessment Screening)

<b>Document Title</b>	<b>Integrated Impact Assessment (including Habitats Regulation Assessment Screening)</b>
<b>Lead Author</b>	Arcadis
<b>Purpose of the Study</b>	Integrates the following impact assessments of the Local Plan to meet European and national requirements and best practise approaches: <ul style="list-style-type: none"> <li>• Sustainability Appraisal and Strategic Environmental</li> </ul>

	<p>Assessment;</p> <ul style="list-style-type: none"> <li>• Health Impact Assessment;</li> <li>• Equalities Impact Assessment; and</li> <li>• Habitats Regulations Assessment.</li> </ul>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Sustainability Appraisal and Strategic Environmental Assessment: Process for assessing the social, economic, and environmental impacts of the Local Plan and aims to ensure that sustainable development is at the heart of the plan-making process.</li> <li>• Health Impact Assessment: high-level assessment of the possible health impacts of the Local Plan.</li> <li>• Equalities Impact Assessment: high-level assessment of the possible equalities impacts of the Local Plan.</li> <li>• Habitats Regulations Assessment: A HRA screening exercise will be undertaken to determine if the Local Plan would generate an adverse impact upon the integrity of a Natura 2000 site (for the OPDC area, these are Richmond Park and Wimbledon Common).</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Ensure the contents of the draft Local Plan consider, support and enhance: <ul style="list-style-type: none"> <li>○ the component environmental, social and economic elements of sustainability;</li> <li>○ equality for all; and</li> <li>○ physical, mental and emotional health and well being.</li> </ul> </li> <li>• Ensure the contents of the draft Local Plan are screened for any impact on Natura 2000 sites.</li> </ul>
<b>Relations to other studies</b>	Interfaces with all other evidence base studies through their input into the draft Local Plan.
<b>Relevant Local Plan Policies and Chapters</b>	All the policies and chapters of the Local Plan

## 28. Integrated Water Management Strategy

<b>Document Title</b>	<b>Integrated Water Management Strategy</b>
<b>Lead Author</b>	AECOM
<b>Purpose of the Study</b>	To establish a framework that will define how water and wastewater should be managed in a sustainable manner within the Old Oak and Park Royal area.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identification of flood risk sources and confirmation of constraints in the capacity of existing foul and surface water drainage networks and water resources.</li> <li>• Water balance calculations that initially establish the volume of water that is likely to be available on site, and subsequently, determine how the proposed development is likely to change water demand, wastewater generation and surface water runoff.</li> <li>• Identification of a range of water management measures that may be implemented to mitigate the impact of the proposed development, such as demand management systems, Sustainable Drainage Systems, Rainwater Harvesting, Greywater Recycling and Wastewater Recycling.</li> <li>• Multi-Criteria Analysis to evaluate alternative surface water management and water recycling components in order to</li> </ul>

	<p>identify preferred options.</p> <ul style="list-style-type: none"> <li>• Delivery strategy which defines how the preferred surface water management and water recycling options may be procured, constructed and maintained.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Surface water should be discharged to the Grand Union Canal, where possible, in order to reduce the risk of sewer flooding and minimise the volume of surface water that is treated at the Beckton Sewage Treatment Works.</li> <li>• Sustainable Drainage Systems should be provided to enable the rainfall generated during events with a return period of up to 1 in 100 years plus 40% climate change that is discharged to existing combined sewers to be restricted to greenfield runoff rates, in order to create capacity within the existing combined sewer network to accommodate additional foul flows generated by the development.</li> <li>• Water meters and water efficient appliances should be provided within all dwellings and commercial units to minimise water demand. Consideration should also be given to the use of Combined Rainwater and Greywater recycling systems to supply appliances that utilise non potable water within commercial tenures.</li> <li>• The existing water supply network should be reinforced to provide capacity to supply the development.</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Environmental Standards Study, Utility Study and Infrastructure Delivery Plan
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP2 (Good Growth), SP8 (Green Infrastructure and open space) and SP10 (Integrated Delivery)</li> <li>• All Place policies</li> <li>• Policy EU3 (Water)</li> </ul>

## 29. North Acton Station Feasibility Study

<b>Document Title</b>	<b>North Acton Station Feasibility Study</b>
<b>Lead Author</b>	Steer Davies Gleave
<b>Purpose of the Study</b>	This study investigates the options for enhancing the capacity and accessibility of North Acton station and the options for improving the permeability of the site.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• A phased delivery plan which includes making the station DDA compliant, increasing the capacity of the station and providing a connection to the station from the north.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• North Acton station is expected to be subject to significant additional demand due to the large scale development that will surround the station.</li> <li>• The existing station is already straining under current demand. As such reconfiguration to provide both additional capacity and step free access is key.</li> <li>• Providing access to the station from the north is fundamental as development comes forward.</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Old Oak Strategic Transport Study and the Park Royal Transport Strategy
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP6 (Places and Destinations)</li> <li>• Policy P7 (North Acton and Acton Wells)</li> </ul>



- All policies in the transport chapter

### 30. Old Oak Outline Historic Area Assessment & addendum

<b>Document Title</b>	<b>Old Oak Outline Historic Area Assessment &amp; addendum</b>
<b>Lead Author</b>	Historic England
<b>Purpose of the Study</b>	Inform the development of planning policy for Old Oak and the designation of local heritage assets.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Summary of historical development</li> <li>• Identification of designated and undesignated potential heritage assets</li> <li>• Identification of designated assets whose settings may be affected by development within Old Oak.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Suggested heritage assets to be locally designated including the Cumberland Park Factory conservation area.</li> </ul>
<b>Relations to other studies</b>	Interfaces with Heritage Strategy, Green Infrastructure and Open Space Strategy, Character Area Note, Development Capacity Study.
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP9 (Built Environment)</li> <li>• Place policies P1 (Old Oak South), P2 (Old Oak North), P3 (Grand Union Canal), P7 (North Acton and Acton Wells), P8 (Old Oak Lane and Old Oak Common Lane), P9 (Channel Gate), P10 (Scrubs Lane) and P11(Willesden Junction)</li> <li>• All policies in the design chapter</li> </ul>

### 31. Old Oak Strategic Transport Modelling Study

<b>Document Title</b>	<b>Old Oak Strategic Transport Modelling Study</b>
<b>Lead Author</b>	Transport for London
<b>Purpose of the Study</b>	Provides a strategic assessment of the existing transport provision in Old Oak, the impact of the planned future growth and identification of the transport interventions required to mitigate those impacts.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• A review of the existing performance of transport modes in Old Oak</li> <li>• Analysis of future demand and its impact on the transport modes</li> <li>• Identification of interventions required to improve existing performance and to mitigate the impact of future demand on transport modes.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• New London Overground Stations at Hythe Road and Old Oak Common Lane</li> <li>• Willesden Junction station improvements and bridge over WCML</li> <li>• Potential Crossrail 1 to WCML link</li> <li>• Improved frequencies on London Overground</li> <li>• Increased bus frequencies and new routes</li> <li>• New highway connections</li> <li>• A package of highway 'quick wins'</li> <li>• A package of measures to improve conditions for walking and cycling</li> <li>• A package of demand management measures to ensure a</li> </ul>

	reduced car mode share
<b>Relations to other studies</b>	Interfaces with the Park Royal Transport Strategy, the Public Realm, Walking and Cycling Strategy and the Smart Strategy Interim Report.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP1 (City in the West), SP6 (Places and Destinations), SP7 (Connecting People and Places)</li> <li>• Place policies P1 (Old Oak South), P2 (Old Oak North), P3 (Grand Union Canal), P7 (North Acton and Acton Wells), P8 (Old Oak Lane and Old Oak Common Lane), P9 (Channel Gate), P10 (Scrubs Lane, P11 (Willesden Junction)</li> <li>• All policies in the transport chapter</li> </ul>

### 32. Park Royal Atlas

<b>Document Title</b>	<b>Park Royal Atlas</b>
<b>Lead Author</b>	Greater London Authority
<b>Purpose of the Study</b>	<p>Reveals the diversity of business activities in Park Royal. Its specific objectives are to:</p> <ul style="list-style-type: none"> <li>• Provide detailed information on the local economy</li> <li>• Record all employment activities</li> <li>• Analyse business activities by number, size and clustering, as well as supplier and customer locations</li> <li>• Improve the visibility of the local economy by celebrating and marketing its diverse products and services, as well as highlighting its contribution to the sustainability of the wider London economy</li> <li>• Support inward investment in the locality</li> <li>• Inform policy and strategies for intensification and economic growth in the Park Royal and Old Oak Common Opportunity Areas</li> <li>• Support sustainable economic development and regeneration</li> </ul>
<b>Key outputs</b>	Maps and data showing the geographic and sectoral spread of businesses within the Old Oak Common and Park Royal Opportunity Areas
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• There are a diverse range of businesses in the area</li> <li>• At the time of the survey, 19,934 active workspaces were identified.</li> <li>• A broad range of business sectors were identified, including breweries, bakeries, metal workshops, storage, contractors, joiners, hospitals, schools, publishers, film studios, software developers, garages, car sales, pubs, hotels, jewellers, cobblers, lawyers, accountants, spice merchants, medical suppliers, churches and artist studios.</li> <li>• 30% of workplaces are small office type spaces, though workplaces in large warehouses make up 63% of the total floor area.</li> <li>• The central areas of Park Royal stand out for having the greatest diversity of buildings and space types. Many of these are used by micro businesses which count for 75% of workplaces</li> </ul>

<b>Relations to other studies</b>	Outputs cross-relate to the Park Royal Intensification Study, Future Employment Growth Sectors Study and Industrial Estates Study
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• All place policies</li> <li>• All employment policies</li> </ul>

### 33. Park Royal Intensification Study

<b>Document Title</b>	<b>Park Royal Intensification Study</b>
<b>Lead Author</b>	Hawkins Brown/We Made That/Cushman Wakefield/Regeneris
<b>Purpose of the Study</b>	Study explores opportunities as well as deliverable and commercially viable strategies to intensify industrial land.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies a range of design principles which can help to support intensification</li> <li>• Develops potential intensification strategies to increase employment densities and floorspace for a range of case study sites.</li> <li>• An analysis of the likely uplift in employment that could be achieved across Park Royal if the principles and strategies were implemented.</li> </ul>
<b>Key recommendations</b>	<p>There are a number of sites and locations across Park Royal where there may be opportunities for intensification, including through:</p> <ul style="list-style-type: none"> <li>• Vertical extension</li> <li>• Horizontal extension</li> <li>• Infill</li> <li>• Internal subdivision</li> <li>• New provision on vacant land</li> <li>• Comprehensive redevelopment</li> </ul>
<b>Relations to other studies</b>	Outputs from the Future Employment Growth Sectors Study were used to inform this Study.
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP5 (Resilient Economy)</li> <li>• Place policies P4 (Park Royal West), P5 (Old Park Royal), P6 (Park Royal Centre), P7 (North Acton and Acton Wells), P8 (Old Oak Lane and Old Oak Common Lane) and P9 (Channel Gate)</li> <li>• All policies in the employment chapter</li> </ul>

### 34. Park Royal Transport Strategy

<b>Document Title</b>	<b>Park Royal Transport Strategy</b>
<b>Lead Author</b>	Steer Davies Gleave
<b>Purpose of the Study</b>	Strategic assessment of the existing transport provision in Park Royal, the impact of the planned future growth and identification of the transport interventions required to mitigate those impacts.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• A review of the existing performance of transport modes in Park Royal</li> <li>• Analysis of future demand in Park Royal and its impact on the transport modes</li> <li>• Identification of six packages of interventions required to improve existing performance and to mitigate the impact of future demand on transport modes.</li> </ul>

<b>Key recommendations</b>	Emerging recommendations include providing transport networks that enhance the communities they serve and help local business to operate and grow sustainably, both now and in the future.
<b>Relations to other studies</b>	Interfaces with the Old Oak Strategic Transport study, Public Realm, Walking and Cycling Strategy, North Acton study and the Smart Strategy Interim Report.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP6 (Places and Destinations) and Policy SP7 (Connecting People and Places)</li> <li>• Place policies P4 (Park Royal West), P5 (Old Park Royal), P6 (Park Royal Centre), P7 (North Acton and Acton Wells), P8 (Old Oak Lane and Old Oak Common Lane) and P9 (Channel Gate)</li> <li>• All transport chapter policies</li> </ul>

### 35. Precedent Study

<b>Document Title</b>	<b>Precedent Study</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	Provides a database of local and international schemes relevant to the type of development envisioned within the OPDC area. The study is intended to support Local Plan policies by citing examples of projects where similar policies have worked in practice.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• 60 Precedents schemes have been identified and have been categorised into the following sections: <ul style="list-style-type: none"> <li>- Major Regeneration Schemes;</li> <li>- Town Centre and Mixed Use Schemes;</li> <li>- Residential;</li> <li>- Employment;</li> <li>- Social Infrastructure;</li> <li>- Connectivity, Open Space and Utilities.</li> </ul> </li> <li>• An overview of the main details and features of each project are provided.</li> <li>• For each precedent, relevant Local Plan Policies are noted, and lessons for OPDC are identified from each scheme.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• A series of lessons are identified for each precedent within the study which act as recommendations for future similar schemes within the OPDC area.</li> <li>• It is advised that further work is undertaken to assess a number of the schemes in further detail to inform the master planning process at Old Oak, or specific future schemes within the area.</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Public Realm, Walking and Cycling Strategy, Catalyst Uses Study and Future Employment Growth Sectors Study, Environmental Standards Study
<b>Relevant Local Plan Policies and Chapters</b>	The Study relates to all chapters and policies within the Local Plan.

### 36. Public Realm, Walking and Cycling Strategy

<b>Document Title</b>	<b>Public Realm, Walking and Cycling Strategy</b>
<b>Lead Author</b>	5 <sup>th</sup> Studio
<b>Purpose of the Study</b>	Provides a framework for delivering an exemplar sustainable, accessible urban environment for Old Oak and Park Royal with high quality public realm and where walking and cycling are comfortable, convenient, safe and efficient choices for people to move around the local area.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Walking &amp; Cycling Assessment</li> <li>• Public Amenity Space Assessment</li> <li>• Public Realm Assessment</li> <li>• Public Realm Strategy</li> <li>• Infrastructure Delivery Plan</li> </ul>
<b>Key recommendations</b>	<p>The recommendations of this study were made by consultants commissioned by OPDC. OPDC has discussed these recommendations further with stakeholders to inform the policies that feature in the Local Plan.</p> <p>The study provides 10 key recommendations to improve walking, cycling, streets and public realm in Old Oak and Park Royal.</p>
<b>Relations to other studies</b>	Interfaces with Park Royal Transport Strategy, the Old Oak Strategic Transport Modelling Study, Integrated Water Management Strategy, Utility Study, Character Area Study, Environmental Standards Study, Air Quality Study, Smart Strategy and the Infrastructure Delivery Plan.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP3 (Improving health and reducing health inequalities), SP6 (Places and Destinations), SP7 (Connecting People and Places).</li> <li>• Policy D2 (Public Realm)</li> <li>• Policy TCC2 (Vibrancy)</li> <li>• All Place Policies</li> <li>• All transport chapter policies</li> </ul>

### 37. Retail and Leisure Needs Study

<b>Document Title</b>	<b>Retail and Leisure Needs Study</b>
<b>Lead Author</b>	Peter Brett Associates
<b>Purpose of the Study</b>	To identify the quantitative need for retail and leisure uses in the OPDC area and make recommendations for qualitative measures
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies quantitative retail and leisure need and its likely impacts on the surrounding retail hierarchy</li> <li>• Identifies the required town centre hierarchy to deliver this retail and leisure need</li> <li>• Identifies case studies showing best practice retail developments and particularly affordable retail and meanwhile retail</li> <li>• Identifies qualitative measures for inclusion in the Local Plan</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• There is a quantitative need for approximately 68,500sqm of A-class uses in the OPDC area in the Local Plan period (the next 20 years).</li> </ul>

	<ul style="list-style-type: none"> <li>• A new town centre hierarchy is identified: <ul style="list-style-type: none"> <li>- A new major town centre at Old Oak High Street;</li> <li>- A new neighbourhood town centre at North Acton;</li> <li>- A new neighbourhood town centre at Atlas Junction; and</li> <li>- Consolidating and expanding the existing neighbourhood town centre at Park Royal Centre.</li> </ul> </li> <li>• Within the plan period, 57,250sqm of A-class uses should be provided in the new Old Oak High Street Major Town Centre, with 4,750sqm in North Acton, 3,500sqm in Atlas Junction and 3,000sqm in Park Royal Centre</li> <li>• A series of policies should be put in place to ensure a high quality of retail that supports placemaking, including the support for independent retailers, measures to mitigate impacts on existing town centres and support for meanwhile uses.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Cultural Principles, Development Capacity Study, Public Realm, Walking and Cycling Strategy, Catalyst Uses Study, Sports Court and Swimming Pools Study and Healthy Town Centres Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP6 (Places and Destinations)</li> <li>• Place Policy P1 (Old Oak South), P2 (Old Oak North), P3 (Grand Union Canal), P6 (Park Royal Centre), P7 (North Acton and Acton Wells), P8 Old Oak Lane and Old Oak Common Lane), P11 (Willesden Junction)</li> <li>• The Town Centre and Community Uses chapter</li> </ul>

### 38. Scrubs Lane Development Framework Principles

<b>Document Title</b>	<b>Scrubs Lane Development Framework Principles</b>
<b>Lead Author</b>	East Architects
<b>Purpose of the Study</b>	To provide a local vision and detailed guidance specific to the Scrubs Lane place.
<b>Key outputs</b>	Identifies a series of principles and site specific guidance for: <ul style="list-style-type: none"> <li>• Land uses</li> <li>• Public realm and connections</li> <li>• Publicly accessible open spaces and green infrastructure</li> <li>• Local character and heritage</li> <li>• Development capacity</li> <li>• Indicative building heights and massing</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Deliver mixed-use development across the area to support the local economy and deliver housing. This should generally comprise employment floorspace on ground floors fronting onto Scrubs Lane and railways with housing above.</li> <li>• Focusing active retail, social infrastructure, community and leisure uses in clusters around each of the four new and improved east-west routes into Old Oak North.</li> <li>• Support north-south movement along the street through improvements to walking and cycling routes and the carriageway.</li> <li>• Deliver new and improved east to west routes to Old Oak North and potentially St. Mary's Cemetery</li> <li>• Deliver a well-defined street with generous footpaths, a</li> </ul>

	<p>segregated cycle lane on the western side and positive and active frontages along its length</p> <ul style="list-style-type: none"> <li>• Deliver multifunctional green infrastructure comprising of new publicly accessible open spaces in each cluster and street greening along the length of Scrubs Lane.</li> <li>• Conserve and enhance the local character, specifically St. Mary's Cemetery, Cumberland Park Factory and the Grand Union Canal conservation areas as well as Kensal Green Cemetery Grade 1 Listed Registered Park/Garden.</li> <li>• Deliver a high quality built environment that responds to the surrounding sensitive locations and supports local legibility by delivering a range of building heights to provide: <ul style="list-style-type: none"> <li>○ north of the Grand Union Canal, generally 6-8 storey heights onto Scrubs Lane;</li> <li>○ south of the Grand Union Canal, generally 8-10 storey heights onto Scrubs Lane with lower heights adjacent to Little Wormwood Scrubs;</li> <li>○ generally lower heights opposite the Cumberland Park Factory;</li> <li>○ generally 6 to 8 storey heights fronting onto the Grand Union Canal;</li> <li>○ increased heights of 8-10 storeys adjacent to the railway;</li> <li>○ a single taller building in each cluster; and</li> <li>○ visual permeability between taller buildings.</li> </ul> </li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to Public Realm, Walking and Cycling Strategy, Heritage Strategy, Character Study, Environmental Standards Study, Integrated Water Management Strategy, Future Employment Growth Sectors Strategy and Infrastructure Delivery Plan.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy P10 Scrubs Lane</li> </ul>

### 39. Sites of Importance to Nature Conservation Statement

Document Title	Sites of Importance to Nature Conservation Statement
Lead Author	OPDC
Purpose of the Study	A summary of the evidence and approach used in designating Sites of Importance to Nature Conservation (SINC) as part of the OPDC Local Plan.
Key outputs	<ul style="list-style-type: none"> <li>• As the OPDC area is made up of land within 3 London Boroughs, each Borough has different evidence for the designation of SINC with their boundaries;</li> <li>• The LB of Brent undertook a SINC review in 2014. This identified 6 Sites within the OPDC Area: <ul style="list-style-type: none"> <li>○ 4 Sites of Borough Importance (Grade 1);</li> <li>○ 1 Site of Borough Importance (Grade 2); and</li> <li>○ 1 Site of Metropolitan Importance).</li> </ul> </li> <li>• The LB of Ealing undertook a review of SINC in 2012 and identified 9 sites within the OPDC boundary; <ul style="list-style-type: none"> <li>○ 2 sites of Local Importance;</li> <li>○ 1 sites of Borough Importance (Grade 1);</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ 5 sites of Borough Importance (Grade 2);</li> <li>○ 1 site of Metropolitan Importance.</li> <li>● The LB of Hammersmith and Fulham has designated SINCs on the basis of the London Ecological Handbook, published in 1994. 4 sites are identified within the OPDC area: <ul style="list-style-type: none"> <li>○ 3 site of Borough Importance (Grade 1); and</li> <li>○ 1 site of Metropolitan Importance.</li> </ul> </li> <li>● In total across the OPDC area, there are <ul style="list-style-type: none"> <li>○ 2 sites of Local Importance;</li> <li>○ 8 sites of Borough Importance (Grade 1);</li> <li>○ 6 sites of Borough Importance (Grade 2); and</li> <li>○ 3 sites of Metropolitan Importance (each of which relate to the Grand Union Canal).</li> </ul> </li> <li>● In additional to SINCs, some parts of the Wormwood Scrubs is designated as a Local Nature Reserve.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>● OPDC will utilise the Boroughs evidence base to designate SINCs as part of the Local Plan. This will result in no change to current SINC designations from existing Planning Policy.</li> <li>● The OPDC intends to undertake further work through a Green Infrastructure Study and Biodiversity Action Plan to create a long term strategy for the enhancement of existing, and creation of new, areas of biodiversity value as part of the wider master plan for future development within Old Oak and Park Royal.</li> </ul>
<b>Relations to other studies</b>	Interfaces with the Environmental Standards Study, Integrated Water Management Strategy, and Air Quality Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>● Policy SP8 (Green Infrastructure and Open Space);</li> <li>● Environment and Utilities Policies EU1 (Open space) and EU2 (Urban greening and biodiversity);</li> <li>● All place policies</li> </ul>

#### 40. Smart Strategy

<b>Document Title</b>	<b>Smart Strategy</b>
<b>Lead Author</b>	#HyperCatCity
<b>Purpose of the Study</b>	Review of how contemporary and emerging technologies can shape the Local Plan and the development of Old Oak and Park Royal in relation to transport, public realm, utilities and climate change mitigation/adaptation.
<b>Key outputs</b>	Identification of: <ul style="list-style-type: none"> <li>● Key opportunities</li> <li>● Key challenges</li> <li>● Use classes</li> </ul> Provision of recommendations to inform Local Plan development
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>● Deliver a secure and open, interoperable digital environment.</li> <li>● Utilise technology and digital systems to: <ul style="list-style-type: none"> <li>○ assist in the planning, delivery and management of development</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>○ create opportunities and address challenges</li> <li>○ enhance quality of life for residents, employees and visitors</li> </ul> <ul style="list-style-type: none"> <li>● Incentivise the growth of emerging smart city economic sectors.</li> <li>● Embed flexibility and agility in the built and natural environment alongside infrastructure to accommodate change.</li> <li>● Explore and support the use of emerging transport modes to enable understanding of the impacts on the built environment and address challenges specific to: <ul style="list-style-type: none"> <li>○ Addressing congestion</li> <li>○ Enabling mobility for all</li> <li>○ Supporting efficient freight movement</li> <li>○ Managing waste</li> </ul> </li> <li>● Establish and manage an urban digital platform.</li> <li>● Require the use and delivery of the most recent Building Information Modelling data for development and infrastructure proposals.</li> <li>● Deliver integrated utilities infrastructure that is planned and managed through sensors to increase efficiencies and minimise disruptions to the public realm.</li> <li>● Consider using appropriate technology to improve and support the safety of people and the wider built environment.</li> <li>● Make use of emerging construction techniques to support the delivery of resilient low-carbon and energy efficient buildings and spaces that help to actively address pollution.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to Integrated Water Management Strategy, Park Royal Transport Strategy, Waste Management Strategy, Air Quality Study, Environmental Standards Study, Park Royal Intensification Study, Old Oak Strategic Transport Modelling Study, Utility Study and Circular and Sharing Economy Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>● Policy SP2 (Good Growth), SP7 (Connecting People and Places) and SP10 (Integrated Delivery)</li> <li>● All Environment and Utilities policies</li> <li>● All Design policies</li> <li>● All transport chapter policies</li> <li>● Policy EU11 (Smart technology)</li> </ul>

#### 41. Socio Economic Baseline Study

<b>Document Title</b>	<b>Socio Economic Baseline Study</b>
<b>Lead Author</b>	GLA Economics
<b>Purpose of the Study</b>	To provide a baseline of socio-economic and demographic indicators against which to measure the impacts of the Old Oak and Park Royal regeneration project over time.
<b>Key outputs</b>	<p>The report assesses both the OPDC Area and OPDC Region against a number of social economic indicators, which are categorised within the following sections:</p> <ul style="list-style-type: none"> <li>● Geography: The area has a low population density due to its highly commercial nature.</li> <li>● Population and Demographics: The local community within</li> </ul>

	<p>the area is typically younger, and more ethnically diverse than the London average.</p> <ul style="list-style-type: none"> <li>• Housing: Households in the area typically larger than the London average, and residents are more likely to be living in socially rented accommodation.</li> <li>• Income and Employment: The area has lower household incomes than the London average, along with a higher proportion of long-term unemployment.</li> <li>• Community: Levels of education in the area are below the London average, as is the health of the general community.</li> <li>• Transport: The area has greater access to transport compared to the London average due to the high number of train stations.</li> <li>• Business: There are over 52,000 people employed in the area across 2,250 enterprises, primarily in the areas of wholesale and retail trade, and manufacturing industries.</li> </ul> <p>Generally, the study indicates that when compared to the Greater London, the OPDC Region and in particular the OPDC Area, is disadvantaged across a number of different indicators.</p>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• The report does not make recommendation as it is a baseline assessment of current socio-economic conditions. The indicators outlined in the study are intended to be measured on an ongoing basis to measure improvements in socio-economic conditions.</li> </ul>
<b>Relations to other studies</b>	<p>Interfaces with the OPDC Strategic Housing Market Assessment and Future Employment Growth Sectors Study.</p>
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP1 (City in the West), SP4 (Thriving Communities) and SP5 (Resilient Economy);</li> <li>• Introduction chapter</li> <li>• Housing Policies H2 (Affordable housing) and H3 (housing mix);</li> <li>• Town Centre and Community Uses Policy TCC4 (social infrastructure);</li> <li>• All Employment chapter policies</li> </ul>

#### 42. Sports Courts and Swimming Pools Study

<b>Document Title</b>	<b>Sports Courts and Swimming Pools Study</b>
<b>Lead Author</b>	Sport England
<b>Purpose of the Study</b>	Provide an overview of the current public access sports halls and swimming pools provision within and around the London Borough of Hammersmith and Fulham (LBHF) and the likely need arising from future growth.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identify existing quantum, quality and locations for public sports halls and swimming pools within and around LBHF.</li> <li>• Identify areas of deficiency in access to sports halls and swimming pools.</li> <li>• Identify the existing and future demand for sports halls and swimming pools.</li> </ul>

	<ul style="list-style-type: none"> <li>• Inform the location and quantum of need for new sports hall and swimming pool space.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Identifies that LBHF is currently reasonably well served by swimming pools but there is an under-provision of sports courts.</li> <li>• As the population grows, there will be increased pressure on swimming pools and the under-provision of sports courts will be further exacerbated.</li> <li>• Identifies that the Old Oak and Park Royal area is currently deficient in access to public sports halls and swimming pools.</li> <li>• Identifies that population projections for the Old Oak and Park Royal area are likely to give rise to a need for approximately 13 sports courts and two 12x25m swimming pools, or 1 sports court per 3,000 residents and 1sqm of swimming pool space for every 90 residents.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Retail and Leisure Needs Study, Development Capacity Study, Infrastructure Delivery Plan, Precedent Study and Catalyst Uses Study.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP6 (Places and Destinations)</li> <li>• Policy P1 (Old Oak South) and P2 (Old Oak North)</li> <li>• Policy TCC6 (Sports and Leisure)</li> </ul>

### 43. Strategic Housing Market Assessment (SHMA)

<b>Document Title</b>	<b>Strategic Housing Market Assessment (SHMA)</b>
<b>Lead Author</b>	Opinion Research Services
<b>Purpose of the Study</b>	To assess the current and future housing requirements across the relevant housing market area.
<b>Key outputs</b>	<p>Identifies the relevant housing market area and provides an analysis of housing market trends, including the current balance between supply and demand.</p> <p>This provides the following key outputs:</p> <ul style="list-style-type: none"> <li>• Current number of households with an unmet housing need.</li> <li>• Total future number of households during Local Plan period.</li> <li>• Number of households who cannot afford market housing.</li> <li>• Analysis of housing mix requirements of the future households.</li> <li>• Specific housing requirements such as older people and shared housing.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• The SHMA has recommended a housing market area comprising the London Boroughs of Brent, Ealing and Hammersmith and Fulham as being an approximate area from which to establish housing needs.</li> <li>• Over the Plan period 44,400 households cannot afford market housing and have a requirement for affordable housing.</li> <li>• 86% of these households can only afford low-cost housing such as social rent, i.e.: London Affordable Rent. 14% can afford Intermediate housing.</li> <li>• There is a high need for family sized housing across all tenures.</li> <li>• There is a need for 8,100 new specialist older person housing units over the Local Plan period.</li> </ul>

	<ul style="list-style-type: none"> <li>• There is a limited role for shared housing for single 18 to 24 year olds.</li> <li>• 0.1% of the total objectively assessed housing need arise from newly forming households from the Gypsy and Traveller community.</li> </ul>
<b>Relations to other studies</b>	There is an interface with the Affordable Housing Viability Study, the Gypsy and Traveller Accommodation Needs Assessment, the Development Capacity Study and the Housing Evidence Statement.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• SP4 (Thriving Communities)</li> <li>• All housing chapter policies</li> </ul>

#### 44. Statement of Community Involvement

<b>Document Title</b>	<b>Statement of Community Involvement</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	Explains how OPDC involves the community in deciding planning applications and preparing planning policy for the area
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies how OPDC will engage with local communities in respect of the Local Plan, Community Infrastructure Levy, Supplementary Planning Documents and Neighbourhood Planning</li> <li>• Identifies the approaches developers should undertake to community engagement during the pre-application planning process and post-submission</li> <li>• Identifies requirements for a post-occupancy survey</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• 10 ground rules for engagement are identified: inclusive invitation, authorisation, continuity, independent advice, early involvement, presenting options, choosing between options, consensus, transparent records and feedback on the outcome of community involvement</li> <li>• Identifies methods for engagement in planning policy, including consultation documents, OPDC's website, discussion events, drop-in events, emails and letters, meetings, press releases, questionnaires and social media.</li> <li>• Identifies the process for preparing a Local Plan and Community Infrastructure Levy, including two rounds of public consultation, public examination and adoption.</li> <li>• Identifies process for engagement in Supplementary Planning Documents, including one round of public consultation and adoption.</li> <li>• Set out how OPDC will work with and support neighbourhood planning, including forum and area applications and subsequent neighbourhood plans.</li> <li>• Identifies the benefits of pre-application engagement to prospective applicants.</li> <li>• Set out the preferred approaches developers should take to</li> </ul>

	<p>pre-application engagement, including, where appropriate, two stages of pre-application engagement and submission of a Statement of Community Involvement Report.</p> <ul style="list-style-type: none"> <li>• Identifies the key stages post-submission, including: <ul style="list-style-type: none"> <li>○ Publicity and consultation;</li> <li>○ Officer assessment;</li> <li>○ Recommendation and decision; and</li> <li>○ If relevant, appeals.</li> </ul> </li> <li>• The SCI identifies the requirements for developers to undertake a post-occupancy survey to support continual learning, dissemination of information and to help identify and if relevant, remedy any problems.</li> </ul>
<b>Relations to other studies</b>	N/A
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• SP2 (Good Growth)</li> <li>• D1 (Securing High Quality Design)</li> <li>• DI3 (Stakeholder engagement and being a proactive planning authority)</li> </ul>

#### 45. Victoria Road and Old Oak Lane Development Framework Principles

<b>Document Title</b>	<b>Victoria Road and Old Oak Lane Development Framework Principles</b>
<b>Lead Author</b>	Hawkins Brown and We Made That
<b>Purpose of the Study</b>	To provide a local vision and detailed guidance specific to the Old Oak Lane and Old Oak Common Lane and North Acton and Acton Wells places.
<b>Key outputs</b>	<p>Identifies a series of principles and site specific guidance for:</p> <ul style="list-style-type: none"> <li>• Land uses</li> <li>• Public realm and connections</li> <li>• Publicly accessible open spaces and green infrastructure</li> <li>• Mitigating impacts of High Speed 2 construction activities</li> <li>• Local character and heritage</li> <li>• Development capacity</li> <li>• Indicative building heights and massing</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Manage the transition between Old Oak and Park Royal by coordinating the mix of uses, built form and different character of the two areas.</li> <li>• Support the functioning of Strategic Industrial Locations (SIL).</li> <li>• Deliver mixed-use development in areas outside of SIL to support the local economy and deliver housing.</li> <li>• Focus active retail, social infrastructure, community and leisure uses in clusters around stations and town centres.</li> <li>• Retain and enhance existing residential areas.</li> <li>• Working positively and proactively with High Speed 2 Limited to address impacts on the public realm, open spaces, movement and residential amenity.</li> <li>• Support north-south movement along Victoria Road and Old Oak Lane through improvements to walking and cycling routes and the carriageway that mitigate impacts during the construction of High Speed 2 and in the longer-term.</li> <li>• Deliver a well-defined street with generous footpaths, segregated cycle lanes on main routes and positive and</li> </ul>

	<p>active frontages across the area.</p> <ul style="list-style-type: none"> <li>• Coordinate public realm enhancements to North Acton;</li> <li>• Deliver new walking and cycling focused streets in new neighbourhoods.</li> <li>• Deliver a network of multifunctional green infrastructure comprising of new publicly accessible open and street greening.</li> <li>• Conserve and enhance the local character, specifically Old Park Royal, the residential, industrial and canalside character and the Grand Union Canal Conservation Area.</li> <li>• Deliver a high quality built environment that responds to the surrounding sensitive locations and supports local legibility by delivering a range of building heights to provide: <ul style="list-style-type: none"> <li>○ Increased height around stations, in town centres and along railways in appropriate locations;</li> <li>○ south of the Grand Union Canal, generally 8-10 storey heights onto Scrubs Lane with lower heights adjacent to Little Wormwood Scrubs;</li> <li>○ lower heights adjacent to sensitive locations of existing residential neighbourhoods, open spaces and the Grand Union Canal Conservation Area</li> </ul> </li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to Public Realm, Walking and Cycling Strategy, Heritage Strategy, Character Study, Environmental Standards Study, Integrated Water Management Strategy, Future Employment Growth Sectors Study and Infrastructure Delivery Plan.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy P7 (North Acton and Acton Wells), P8 (Old Oak Lane &amp; Old Oak Common Lane) and P9 (Channel Gate)</li> </ul>

#### 45. Views Study

<b>Document Title</b>	<b>Views Study</b>
<b>Lead Author</b>	OPDC with Allies and Morrison
<b>Purpose of the Study</b>	This views study provides a baseline study of views within and surrounding the Old Oak and Park Royal regeneration area. This study seeks to identify important views and provides recommendations and guidelines in terms of future development. Five types of views have been identified, panoramic, kinetic, heritage/local and linear views from the surrounding streets
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identify important views in terms of heritage, impact on surrounding areas, orientation and wayfinding</li> <li>• Identify sensitivity to change for each view from a high sensitivity to a low sensitivity.</li> <li>• For each heritage view identify the designated historic assets concerned and set out their aesthetic and historic significance and produce guidelines</li> <li>• Set out relevance of non- heritage views for developers (orientation, wayfinding etc)</li> </ul>

<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Use views to assist wayfinding in a chaotic environment</li> <li>• Opportunities to see buildings of interest are generally oblique or glancing views; these need to be preserved.</li> <li>• Developers will need to agree with Planning Authority which views are relevant to their proposal</li> <li>• Heritage views development guidelines need to be adhered to.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Heritage Strategy, Old Oak Outline Historic Area Assessment and Character Area Study
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy SP9 (Built Environment)</li> <li>• All design chapter policies and specifically D5 (Tall Buildings) and D7 (Key Views)</li> </ul>

#### 46. Waste Apportionment Study

<b>Document Title</b>	<b>Waste Apportionment Study</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	To demonstrate how OPDC can help the three host local authorities meet their waste apportionment targets, in accordance with paragraph 5.80 of the Mayor's London Plan
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Identifies existing waste sites in the OPDC area.</li> <li>• Identifies OPDC's adoption of the West London Waste Plan, which deals with apportionment targets for the London Boroughs of Brent and Ealing.</li> <li>• Identifies ability of sites in the Old Oak to meet the London Borough of Hammersmith and Fulham's apportionment</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• The Old Oak Sidings (Powerday) waste site should be safeguarded to meet the London borough of Hammersmith and Fulham's waste apportionment.</li> <li>• The Local Plan should promote energy from waste to support the delivery of OPDC's strategic district heating network.</li> <li>• OPDC should support the relocation of waste management operators on sites not being safeguarded for apportionment in Old Oak.</li> </ul>
<b>Relations to other studies</b>	Informed by outputs from the Waste Technical Paper. Interfaces with the Waste Management Strategy and Utility Study
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Place Policy P2 (Old Oak North)</li> <li>• Environment and Utility policy EU6 (waste)</li> </ul>

## 47. Waste Management Strategy

<b>Document Title</b>	<b>Waste Management Strategy</b>
<b>Lead Author</b>	Arup Associates
<b>Purpose of the Study</b>	<ul style="list-style-type: none"> <li>• To develop the understanding of a planned approach to resource and waste management in Old Oak and Park Royal by identifying the likely quantities and composition of waste to be generated in the development area.</li> <li>• To propose appropriate waste management options in order to optimise management of waste generated during construction and in occupation</li> </ul>
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Review of national, regional and local policy and its relevance to proposals for Old Oak and Park Royal.</li> <li>• Identify roles and responsibilities for all waste streams and clarify existing waste management arrangements</li> <li>• Lessons learned and best practice in waste management on high density development</li> <li>• Establish key objectives and targets to be adopted</li> <li>• Provide forecast of waste that will be generated through construction and once the development is occupied</li> <li>• Provide recommendations for resource and waste management strategies across Old Oak and Park Royal</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• Adopt designing out waste principles during design, procurement, construction and deconstruction</li> <li>• Require contractors to develop detailed strategies for construction, demolition and excavation waste</li> <li>• Segregate waste during construction by type to maximise waste recovery. Coordinate segregation and recovery with waste management companies and keep as much waste within the area as possible for reuse</li> <li>• Engage the public to minimise waste from operational phase through campaigns and other means</li> <li>• Provide waste segregation facilities to stream waste and facilitate recycling</li> <li>• Ensure that best practice standards are used for waste storage and collection and work with estate management teams to optimise collection regimes</li> <li>• Use Anaerobic Digestion and other technologies to treat organic waste and separate wet waste from other waste</li> <li>• Promote community sharing platforms to encourage reuse and repair centres</li> <li>• Adopt automated waste collection systems where viable</li> <li>• Establish an industrial symbiosis platform that supports business to business systems to utilise waste as a resource</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Circular and Sharing Economy Study, Waste Apportionment Study, Waste Technical Paper and Utility Study
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>• Policy EU6 (Waste), EU7 (Circular and Sharing Economy) and EU8 (Sustainable Materials)</li> </ul>



## 48. Waste Technical Paper

<b>Document Title</b>	<b>Waste Technical Paper</b>
<b>Lead Author</b>	Anthesis
<b>Purpose of the Study</b>	To provide an up-to-date waste evidence base for the Western Riverside Waste Planning Authorities (RB Kensington and Chelsea, Hammersmith and Fulham/OPDC, Wandsworth and Lambeth) to support meeting waste apportionment targets, as required in paragraph 5.80 of the Mayor's London Plan (2015), and the management of other arisings, as required by the National Planning Policy for Waste (NPPW).
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>Identifies waste management capacity in the Western Riverside area.</li> <li>Models whether there is enough capacity to meet the London Borough of Hammersmith and Fulham's apportionment and other waste arisings, taking into account changes over time (i.e. site closures).</li> <li>Examines where waste imported from and exported to.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>The Powerday waste site will need to be safeguarded to meet the London borough of Hammersmith and Fulham's waste apportionment for Household and Commercial &amp; Industrial waste.</li> <li>All the Low level Radioactive waste generated (8,607,810 MBq in 2013) is disposed of by air or through wastewater. Therefore, there is no requirement for additional facilities.</li> <li>No waste from agricultural sources has been reported in the area, so there is no need for facilities to manage this.</li> <li>There is around 90ktpa (kilo tonnes per annum) of permitted hazardous waste capacity within the WRWA area. This exceeds the waste arisings forecast and therefore no provision needs to be made for additional capacity.</li> <li>The planned upgrade to Beckton Sewage Treatment work will create sufficient capacity for population growth in the catchment area up to 2035, and therefore no additional facilities are required.</li> <li>There is approximately 1,134 ktpa capacity to handle Construction, Demolition and Excavation waste.</li> </ul>
<b>Relations to other studies</b>	Outputs informed the Waste Apportionment Study. Interfaces with the Utility Study and Infrastructure Delivery Plan
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>Place Policy P2 (Old Oak North)</li> <li>Environment and Utility Policy EU6 (Waste)</li> </ul>

## 49. Whole Plan Viability Study

<b>Document Title</b>	<b>Whole Plan Viability Study</b>
<b>Lead Author</b>	BNP Paribas
<b>Purpose of the Study</b>	To assess and test the policies contained within the Local Plan to consider whether the plan's policies maintain the viability of development.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>Assessment of the plan's policies to identify those policies likely to impact of development viability.</li> </ul>

	<ul style="list-style-type: none"> <li>• Detailed modelling of policy requirements likely to impact on viability, such as affordable housing, infrastructure (including Community Infrastructure Levy), environmental standards and open space requirements.</li> <li>• An overview commentary of the impacts of these policies and recommendations on the viability of the policies in the Local Plan.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• In the round, the policies contained in the Local Plan would be viable.</li> </ul>
<b>Relations to other studies</b>	Outputs cross-relate to the Affordable Housing Viability Assessment, Housing Evidence Statement, Environmental Standards Study, Development Infrastructure Funding Study, Development Capacity Study and Infrastructure Delivery Plan
<b>Relevant Local Plan Policies and Chapters</b>	All the policies and chapters of the Local Plan

## 50. Willesden Junction Station Feasibility Study

<b>Document Title</b>	<b>Willesden Junction Station Feasibility Study</b>
<b>Lead Author</b>	Atkins
<b>Purpose of the Study</b>	To produce a feasibility study into Willesden Junction Station and Interchange to GRIP 2 level
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>• Options for range of station elements (entrances, interchanges arrangements, intermodal strategy and over/adjacent site development potential) for Willesden Junction improvements.</li> <li>• Dynamic pedestrian flow modelling</li> <li>• Costing and phasing sequences for each option</li> <li>• Stakeholder responses from workshop</li> <li>• Summary of appraisals and relative strengths of each option in implementing upgrade of Willesden Junction Station and interchange.</li> </ul>
<b>Key recommendations</b>	<p>The study provides 10 key recommendations:</p> <ul style="list-style-type: none"> <li>• Capacity enhancements required to accommodate future growth;</li> <li>• Major improvements to station required to meet passenger expectations as an interchange and as a destination in Old Oak area;</li> <li>• Step free access from all entrances to platforms should be provided;</li> <li>• Enhanced intermodal facilities are required with adequate bus, cycle parking and taxi/kiss-and-ride provision located in close proximity to station entrances;</li> <li>• A new primary entrance to the east side of the station is required to provide convenient access to major development areas to the south in Old Oak;</li> <li>• Pedestrian and cycle links to Harlesden Town centre via Station Road and Harrow Road must be enhanced;</li> <li>• Delivery of an east-west unpaid pedestrian and cycle route through, or adjacent to, the station;</li> <li>• Deliver capacity and public realm improvements early in order to enhance the viability of adjacent development plots;</li> </ul>

	<ul style="list-style-type: none"> <li>The future use of Willesden Train Maintenance Depot needs to be determined to inform the next phase of station design;</li> <li>Ensure proposals safeguard the ability to integrate a vehicular link over the West Coast Mainline.</li> </ul>
<b>Relations to other studies</b>	Interfaces with Old Oak Strategic Transport Modelling Study, Bus Strategy and Public Realm, Walking and Cycling Strategy.
<b>Relevant Local Plan Policies and Chapters</b>	<ul style="list-style-type: none"> <li>Policy SP6 (Places and Destinations) SP7 (Connecting People and Places)</li> <li>Policy P2 (Old Oak North), P10 (Scrubs Lane), P11 (Willesden Junction)</li> <li>Transport chapter</li> </ul>

### 51. Wormwood Scrubs Survey

<b>Document Title</b>	<b>Wormwood Scrubs Survey</b>
<b>Lead Author</b>	OPDC
<b>Purpose of the Study</b>	To survey nearby residents and users of the park to gain a better insight into local people's views on the Scrubs and its potential for enhancements
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>28 questions asked of surrounding residents and users of on the Scrubs.</li> <li>A report has been produced summarising the results of the survey.</li> <li>Almost 400 responses to the survey.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>Many make good use of Wormwood Scrubs and visit it weekly and all-through the year, but equally some people have never used the Scrubs or use it very infrequently.</li> <li>Most people use the Scrubs to relax and exercise.</li> <li>People most value the Scrubs for its natural wild areas, trees and grassed areas.</li> <li>The existing facilities which scored the worst were toilets, flower beds and changing facilities.</li> <li>The new or improved facilities that people would most like to see are a café, toilets, litter removal, more lighting and security.</li> </ul>
<b>Relations to other studies</b>	Recommendations from the study do not cross-relate to other studies.
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>Policy P12 (Wormwood Scrubs)</li> </ul>

### 52. Utility Study

<b>Document Title</b>	<b>Utility Study</b>
<b>Lead Author</b>	Aecom
<b>Purpose of the Study</b>	To investigate options for delivering utilities in the core development area in Old Oak and identify potential preferred solutions.
<b>Key outputs</b>	<ul style="list-style-type: none"> <li>Decentralised energy strategy identifying the opportunities for district energy, heating and cooling.</li> <li>Electricity and gas strategy, identifying the areas current capacity and the need arising from development and</li> </ul>

	<p>potential trigger years for upgrades to the network</p> <ul style="list-style-type: none"> <li>• Water supply and drainage strategy. Identifies approaches to water supply and reduction and surface water drainage. This summarises the recommendations in the Integrated Water Management Strategy (IWMS) and should be read in conjunction with this Strategy.</li> </ul>
<b>Key recommendations</b>	<ul style="list-style-type: none"> <li>• The preferred approach is for a strategic district heating network, centred around 5 clusters. This would require upfront funding however, so the Local Plan should continue to have a back-stop option requiring developers to deliver heating on-site where no strategic network exists. Priority should be given to zero and low carbon heat sources.</li> <li>• Electricity demand is estimated to be 120MW. There is currently 11MW spare capacity. Recommendations for the delivery of the new network are centred on: <ul style="list-style-type: none"> <li>○ Engage with large developers and electricity users such as HS2;</li> <li>○ Start competitive dialogue with potential independent distribution network operators (IDNOs); and</li> <li>○ Investment ahead of need may be required and funding sources for this should be explored.</li> </ul> </li> <li>• The existing water supply network will be unable to provide sufficient capacity for the development Thames Water has undertaken a Network Impact Assessment, which defines the extent of network reinforcement works that are required to supply the proposed development.</li> <li>• There is no capacity within the network for surface water drainage. Development needs to achieve greenfield run-off rates. To achieve this, OPDC should adopt a sequential policy, looking to minimise and re-use water, connect into strategic SuDs, if feasible drain into the Grand Union Canal, use on-site SuDS and if on-site, prioritise vegetated SuDS.</li> <li>• Recommendations from the study have been appropriately incorporated into the Infrastructure Delivery Plan (IDP).</li> </ul>
<b>Relations to other studies</b>	<p>Interfaces with the Integrated Water Management Strategy (IWMS), Development Infrastructure Funding Study (DIFS), Environmental Standards Study, Waste Management Strategy and Public Realm, Walking and Cycling Strategy,</p>
<b>Related Local Plan policies/chapters</b>	<ul style="list-style-type: none"> <li>• Strategic Policies SP2 (Good Growth), SP10 (Integrated Delivery)</li> <li>• Environment and Utility Policies EU3 (Water), EU9 (Minimising carbon emissions and overheating) and EU10 (Energy systems)</li> </ul>



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