



Old Oak and Park Royal  
Development Corporation

# Authority Monitoring Report

2023-2024 Monitoring Period

# Old Oak and Park Royal Development Corporation Authority Monitoring Report 2023/24

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# 1. Introduction

- 1.1 The Old Oak and Park Royal Development Corporation (OPDC) was established by the Mayor of London on the 1st of April 2015. The mission of the Corporation is to ensure that the maximum benefits for London are achieved through the once in a generation opportunity presented by the development of a major new transport hub in the area which will connect the Elizabeth Line with High Speed 2 and national rail services.
- 1.2 The OPDC area covers the Old Oak Park Royal Opportunity Area in the Mayor's London Plan (2021). OPDC's Local Plan identifies the area as having a capacity to deliver a minimum 25,500 homes and 55,000 jobs, making it one of the largest regeneration projects in the UK.
- 1.3 Upon its establishment as a Mayoral Development Corporation, the OPDC also became the Local Planning Authority for the area, giving it responsibility for planning decisions, the preparation of a new Local Plan and the introduction of a Community Infrastructure Levy (CIL).
- 1.4 The Planning and Compulsory Purchase Act (2004) as amended, and the Town and Country Planning (Local Planning) (England) Regulations 2012 require that local planning authorities produce and publish an "Authority Monitoring Report" (AMR) annually.
- 1.5 The AMR must include information on progress of preparation of any Local Plan, Neighbourhood Plan or Community Infrastructure Levy that is being prepared for its area. Where a Local Plan has been adopted, it must include monitoring information for that plan and in the case of an adopted CIL the amount of CIL monies collected and allocated/spent within that year.
- 1.6 This AMR is the ninth that OPDC has prepared and relates to the period covering the 1st of April 2023 to the 31st of March 2024.
- 1.7 This AMR is structured as follows:
  - Section 2 contains an overview of development activity within the monitoring period and since OPDC's inception.
  - Section 3 reports on Key Performance Indicators (KPIs) within the monitoring period against the adopted Local Plan 2022.
  - Section 4 contains an overview of progress of OPDC's other planning documents.
  - Appendix A contains OPDC's five year housing supply.
  - Appendix B contains maps showing the baseline Indices of Multiple Deprivation.
  - Appendix C contains a directory of KPIs for reference.

## 2. Development Activity

2.1 This section provides a summary of key planning and development statistics, both for the period covering the 1st of April 2023 to the 31st of March 2024 and cumulatively since April 2015 when OPDC was established.

2.2 Table 2.2 below summarises the number of homes completed within the monitoring period, the number of homes under construction, the number of homes with permission granted and the pipeline of homes expected to be brought forward through submitted applications, pre-apps, or early developer discussions. The table also summarises the net gain of industrial floorspace for the area since OPDC's establishment.

Table 2.2 Key development statistics

<b>Homes completed within monitoring period</b>	<b>761</b>
<b>Homes completed since OPDC's inception</b>	<b>4,307</b>
<b>Homes started on-site</b>	<b>1,530</b>
<b>Permission granted (not started)</b>	<b>3,418</b>
<b>Resolution to grant permission</b>	<b>0</b>
<b>Submitted Apps, Pre-Apps or Developer Discussions</b>	<b>2,904</b>
<b>Total</b>	<b>7,852</b>
<b>Net gain of industrial floorspace within monitoring period</b>	<b>39,774</b>
<b>Net gain of industrial floorspace since OPDC's inception</b>	<b>190,249</b>

2.3 OPDC's Local Plan sets an annual housing target to deliver a minimum 993 homes for year and the Mayor's London Plan sets an annual target for OPDC to deliver a minimum 1,367 homes per year between 2018-28. Whilst the completions for the monitoring year are below this, Table 2.2 identifies that there are nearly 8,000 homes identified for delivery in the future planning pipeline. Of these, it is expected that 7,420 homes will be delivered in the next five years, against a target in the London Plan to deliver 6,835 homes. OPDC

will be working proactively with developers and landowners to encourage accelerated housing delivery on housing sites to seek to ensure earlier delivery of housing to help attain the London Plan targets. Full details of OPDC's five year supply of homes is contained in Appendix A.

- 2.4 OPDC received its first HDT measurement in December 2023. Between 2019/20 and 2020/21, OPDC had a target of 2,562 new homes to be built. 1,612 new homes were delivered. Therefore, the HDT measurement for the period of 2019/20 to 2021/22 was 63%. According to the NPPF this means that OPDC must produce an action plan setting out how it will increase delivery.

## Housing Completions

- 2.5 Table 2.5 summarises the key statistics for the completed homes within the monitoring period. It shows good performance against the minimum 35% and strategic 50% affordable housing target for completions. However, family housing levels are below OPDC's 25% family housing target. This is accounted for by the fact that the affordable housing completed within the monitoring period was mostly intermediate housing. Of the 271 affordable completions only 20 were social/London Affordable Rent units. This limited the quantum of family housing. Further details of performance on housing completions can be found in section 3 under KPI IH-I.

Table 2.5: Completions within monitoring period

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
6 Portal Way	701	32%	5%
The Perfume Factory North (Part)	60	100%	0%
<b>Total</b>	<b>761</b>	<b>37%</b>	<b>5%</b>

- 2.6 The cumulative total of residential unit completions since OPDC's establishment now stands at 4,307 homes. This is shown in Table 2.6 below. In accordance with the requirements in the London Plan 2021, 2.5 student bed spaces and 1.8 co-living bedspaces have been counted as 1 individual residential unit for monitoring purposes in this AMR.

Table 2.6: Cumulative Total Net Residential Unit Completions since April 1<sup>st</sup> 2015

2015/16	543
2016/17	698
2017/18	173
2018/19	41
2019/20	207
2020/21	561
2021/22	1,078
2022/23	247
2023/24	761
<b>Total</b>	<b>4,307</b>

## Housing Starts

2.7 There were starts on 462 co-living bedrooms at The Castle Public House, Victoria Road. In accordance with the London Plan 2021 monitoring requirements 1.8 co-living bedrooms account for a standard residential unit. On this basis, there was an equivalent of 257 homes started between 1 April 2023 and 31 March 2024. There were also starts on 350 homes at The Portal. In total there were the equivalent of 607 new homes started within the monitoring period as shown in Table 2.7.

Table 2.7 Homes started within monitoring period

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
The Castle Public House, Victoria Road	257 equivalent (462 co-living bedrooms)	Payment in-lieu	-
The Portal	350	35%	6%
<b>Total</b>	<b>607</b>	<b>35%</b>	<b>6%</b>

2.8 Housing starts have been delayed for a number of reasons, including:

- a break in the development pipeline as a result of multiple Covid-19 lockdowns,
- continuing economic uncertainty and fire safety issues around single staircases in tall buildings, and
- rising inflation, particularly in construction costs.

2.9 OPDC is working proactively with developers to support the timely delivery of the planning pipeline.

2.10 At the end of the 2023/24 monitoring period there were 923 homes still under construction in the OPDC area. These are summarised in Table 2.10 below. They show good performance against the minimum 35% and strategic 50% affordable housing target. However, they are below OPDC's 25% family housing target. Further details of performance on housing starts can be found in section 3 under KPI IH-I.

Table 2.10: Homes previously permitted and still under construction on 31 March 2024

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
104-108 Scrubs Lane (Mitre Yard)	241	35%	16%
The Perfume Factory North, North Acton	316	31%	10%
North Kensington Gate South Scrubs Lane	208	30%	21%
Land to the North of Central Middlesex Hospital, Park Royal	158	100%	23%
<b>Total</b>	<b>923</b>	<b>46%</b>	<b>15%</b>

### Housing Permissions

2.11 There were five housing planning applications permitted during the 2023/24 monitoring period. These are summarised in Table 2.11 below, including the percentage of affordable housing by habitable room and the percentage of family units. They show good performance against the minimum 35% and strategic 50% affordable housing target but are below OPDC's 25% family housing target. Further details of the permissions can be found in section 3 under KPI IH-I.

Table 2.11: Homes permitted during monitoring period.

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
The Castle Public House, Victoria Road	257 (462 co-living bedrooms)	Payment in-lieu	-

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
Land at Atlas Wharf	457	36%	9%
3 School Road	176	35%	15%
1 Portal Way	1,538 (including 384 co-living/student bedrooms)	35%	14%
The Portal	350	35%	6%
<b>Total</b>	<b>2,778</b>	<b>35%</b>	<b>11%</b>

2.12 1 Portal Way is a hybrid, part full, part outline planning application and includes 384 bedrooms that will be delivered as either Co-living bedrooms or student bedrooms. This will be confirmed on commencement of the first full part of the planning application. Based on Co-living with a 1.8: 1 conversion ratio this would mean the total number of homes permitted in the monitoring period is 2,778. Based on student housing with a 2.5:1 conversion ratio the total number of homes permitted is 2,719. Both scenarios are above the annual monitoring target of 993 homes as set out in OPDC's adopted Local Plan.

2.12 Table 2.12 summarises the progress of housing delivery through the planning process since OPDC's establishment. In total, 7,789 homes have been approved or have received a resolution to grant planning permission. 4,307 homes have been completed while another 1,180 homes have started on site and are yet to be completed.

Table 2.12: housing delivery through the planning system

<b>Homes approved</b>	<b>7,789</b>
<b>Homes with Resolution to Grant Planning Permission</b>	<b>0</b>
<b>Total Homes Approved and Resolved to Approve</b>	<b>7,789</b>
<b>Homes Completed</b>	<b>4,307</b>
<b>Homes Started</b>	<b>1,530</b>

### Affordable Housing Secured through Section 106 Agreements

2.13 OPDC's overarching target is for 50% affordable housing. As can be seen in the Table 2.13 below, 38% affordable housing by habitable room has been secured by OPDC on all Section 106 Agreements to date, which is above the 35% fast track threshold as set out in the London Plan 2021 and Affordable



Housing and Viability Supplementary Planning Guidance. The tenure split is also broadly consistent with the adopted Local Plan 70% Intermediate and 30% Social Rent/London Affordable Rent tenure requirements. OPDC is committed to maximising the delivery of Social Rent homes.

Table 2.13: Tenure split of all affordable housing by habitable room secured through S106 Agreements

	All S106 homes	AH %	Started homes	AH %	Completed homes	AH %
<b>Total Homes</b>	7,771		1,530		2,841	
<b>Private Market Homes</b>	4,400	62%	785	57%	1,429	58%
<b>Affordable Homes</b>	2,452	38%	488	43%	972	42%
<b>Intermediate</b>	2,006	78%	334	66%	754	74%
<b>Shared Ownership</b>	720	37%	152	47%	360	48%
<b>Discount Market Rent</b>	831	38%	125	36%	212	26%
<b>London Living Rent</b>	455	26%	57	17%	182	26%
<b>Affordable Rent Products</b>	446	22%	154	34%	218	26%
<b>Affordable Rent</b>	123	24%	78	47%	45	18%
<b>London Affordable Rent</b>	262	63%	76	53%	112	55%
<b>Social Rent</b>	61	13%	0	0%	61	27%

2.14 These figures include homes permitted as wholly Build to Rent Schemes which in accordance with Local Plan Policy H6 are not required to deliver London Affordable Rent/Social Rent. The Table 2.14 below separates out the homes permitted through conventional Build for Sale Schemes where OPDC is almost meeting its policy requirement to provide at least 30% of affordable housing (by habitable room) as Social Rent or London Affordable Rent. OPDC is committed to maximising the delivery of these homes.

Table 2.14: Social/Affordable Rent housing permitted through conventional housing schemes since April 2015

Total units	HR	Private units	HR	Social/London Affordable Rent	HR	Total affordable housing	HR
3,743	9,918	2,262	5,786	323	1,162	1,472	4,133
<b>% conventional affordable housing as Social Rent/London Affordable Rent</b>					28%		

## Housing Mix

2.15 OPDC has a target to deliver 25% of homes as family housing (3 beds or more). As can be seen from Table 2.14 below this target has not been achieved, primarily because of the locations and typology of development coming forward, which provides limited opportunities to deliver family homes with access to adequate private outdoor amenity space. It is recognised that the delivery of family housing at high densities can be challenging and OPDC is committed to working with developers to maximise the amount of family housing.

Table 2.15: Housing mix secured through S106 agreements since April 2015

	Studio	1 bed	2 bed	3 bed	4 bed	Student (2:5:1)	Co- living (1.8:1)	Total
Total Homes	743	2,592	2,831	744	11	440	470	7,771
%	10%	33%	36%	10%	0%	6%	6%	
Started	205	442	452	169	5	0	257	1,530
%	15%	34%	35%	15%	0%	0%	17%	
Completed	64	849	1,244	238	6	440	0	2841
%	3%	35%	52%	10%	0%	21%	0%	

2.16 Despite the low overall level of family housing, in accordance with Local Plan policy, OPDC has been able to secure higher levels of affordable family housing and in particular Social/London Affordable Rent housing close to the needs identified in OPDC's Strategic Housing Market Assessment for 51% affordable family housing.

Table 2:16 Social/Affordable Rent Family housing secured through S106 agreements since April 2015

Social/Affordable Rent units	Number of 3 bed + units	% family housing
323	145	45%

## Net gain of Industrial Floorspace

2.17 Within the monitoring period, there was a net gain of 39,774 sqm of industrial floorspace through permitted schemes in the OPDC area. The net increase is primarily as a result of planning permissions for a data centre at Western Avenue/Concord Road and an industrial building at 12 Waxlow Road, both in Park Royal.

2.18 Full details of the net/gain of industrial floorspace within the monitoring period is set out in Table 2.18 below.

Table 2.18: Net gain through permitted schemes in 2023/24 monitoring period

	<b>B1c (E)</b>	<b>B2</b>	<b>B8</b>	<b>Sui Generis</b>	<b>Flexible B1c/B2/B8</b>	<b>Total</b>
<b>Overall</b>	<b>0</b>	<b>-2811</b>	<b>35440</b>	<b>0</b>	<b>7145</b>	<b>39774</b>
Park Royal SIL	0	-2811	35440	0	7145	39774
Non-SIL	0	0	0	0	0	0

2.19 Since OPDC's establishment in April 2015, there has been overall net gain of 190,249 sqm industrial floorspace through permitted schemes. This has included a net gain of 200,860 sqm within SIL and an overall net loss outside of SIL in North Acton and Old Oak. Full details of the net gain in industrial floorspace is set out in Table 2.19 below.

Table 2.19: Net gain through permitted schemes since April 2015

	<b>B1c (E)</b>	<b>B2</b>	<b>B8</b>	<b>Sui Generis</b>	<b>Flexible B1c/B2/B8</b>	<b>Total</b>
<b>Overall</b>	<b>2028</b>	<b>-32741</b>	<b>132946</b>	<b>4472.6</b>	<b>83544</b>	<b>190249</b>
Park Royal and Old Oak North SIL	6426	-25212	133083	4472.6	82094	200860
Non-SIL	-4398	-7526	-137	4472.6	1450	-10661

## Schedule 17 Applications

2.20 Planning permission for the construction of the new high speed railway between London and the West Midlands was granted by Parliament through the High Speed Rail (London- West Midlands) Act 2017 (The HS2 Act). This includes a new station at Old Oak Common, which will become one of the country's largest rail interchanges.

2.21 Although the principle of the railway line and the new station at Old Oak Common has already been agreed, High Speed 2 Limited (HS2 Ltd) must apply to the local planning authority for certain details associated with constructing and delivering the project. OPDC determines applications for such works related to development in the OPDC area, which are known as Schedule 17 applications after Schedule 17 of the HS2 Act. Table 2.21 below sets out the Schedule 17 applications OPDC has consented in the monitoring period.

Table 2.21: Schedule 17 applications in 2023/24 monitoring period.

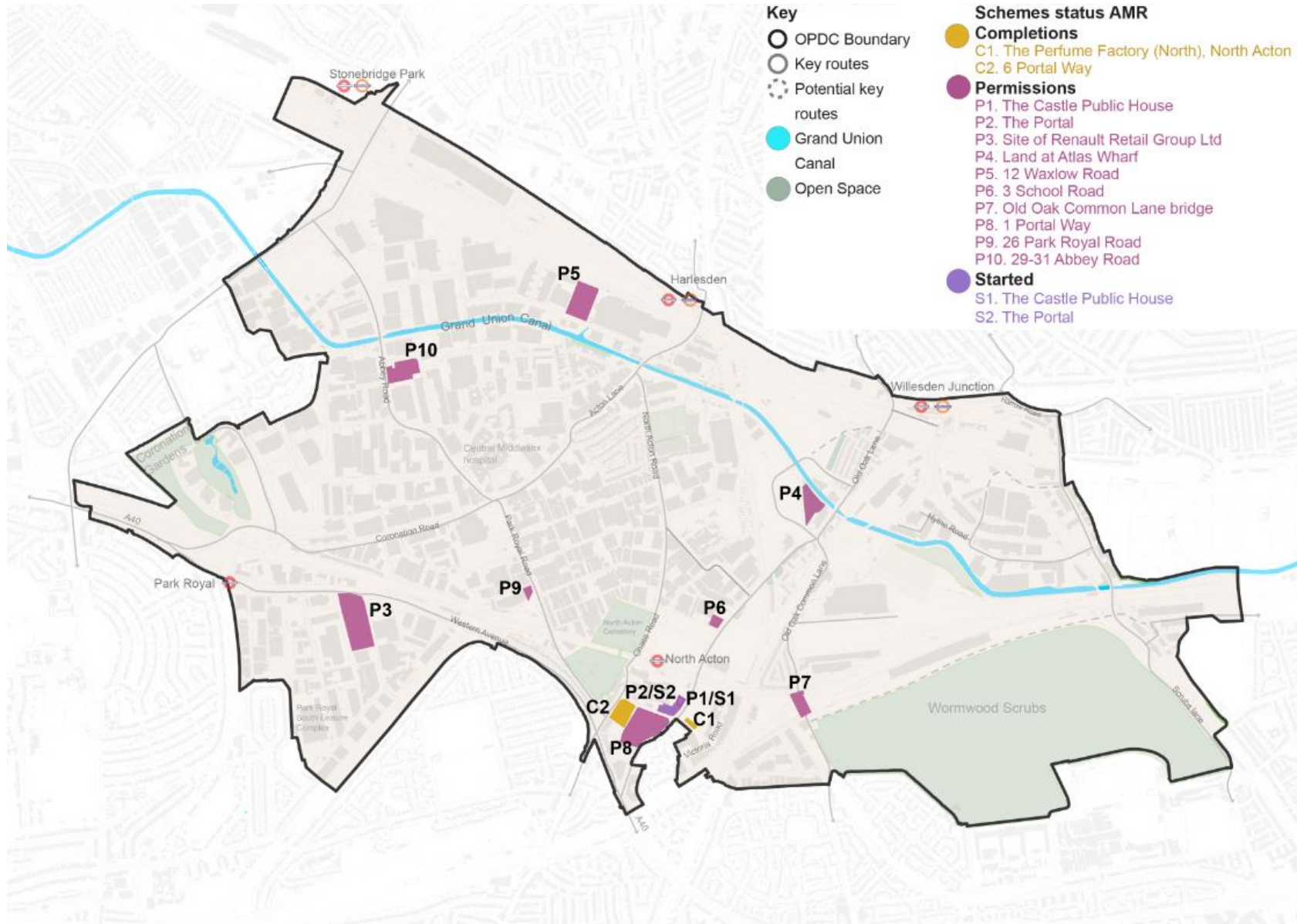
Reference	Description	Status
23/0020/HS2OPDC	Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 for works associated with the extension of the previously consented replacement Great Western Mainline Bridge and a new bridge to non-preclude a potential future extension of the Chiltern Line; collision protection beam; modifications to abutments of existing Intercity Express Programme Bridge; earthworks; retaining walls; guardrails; track access stairs; fencing and lighting equipment.	Approved 12/06/2023
23/0170/HS2OPDC	Partial discharge of Condition 2 (Bridge Wall Finish) of Schedule 17 approval reference 23/0020/HS2OPDC for works associated with the extension of the previously consented Great Western Mainline Bridge and a new bridge to non-preclude a potential future extension of the Chiltern line.	Approved 16/01/2024
24/0026/HS2OPDC	Details pursuant to Condition 4 (External Materials & Finishes - Central Line Bridge) of Schedule 17 approval reference 20/0011/HS2OPDC dated 20/01/2021 for works associated with the realignment of Old Oak Common Lane and replacement Great Western Mainline and Central line bridges.	Approved 12/03/2024

## Carbon savings

2.22 The London Plan 2021 requires new development proposals to be Zero Carbon and deliver CO<sub>2</sub> reduction targets on site. Table 2.22 demonstrates average CO<sub>2</sub> reductions achieved on residential and commercial schemes since inception.

Table 2.2: carbon savings since inception

Residential schemes	Commercial schemes
43% average CO2 reduction	62% average CO2 reduction



### 3. Key Performance Indicators

3.1 This section provides details of performance against the adopted Local Plan Key Performance Indicators (KPIs) during the 2023/24 monitoring year. These are used to assess how far OPDC is achieving the Local Plan policies and this monitoring will be used to highlight areas where policies are not being achieved to inform future reviews of the Local Plan.

#### Design

3.2 Delivering a high quality and well designed built environment is fundamental to successful place making in the Old Oak and Park Royal area. It is also critical to long-term sustainability, resilience and ensuring integration with surrounding neighbourhoods.

3.3 The following KPIs are used to monitor OPDC's design policies.

Table ID-1

KPI number	ID-1
KPI description	IMD rank for Living Environment
2023/24 outturn	This KPI is not reported annually. The most recent Indices of Deprivation were published in 2019. A map is contained in Appendix B of the IMD rank for Living Environment.
Commentary	OPDC will use the 2019 IMD as a baseline and reproduce the map when it is updated by the Department for Levelling Up, Housing and Communities to monitor improvements.

Table ID-2

KPI number	ID-2
KPI description	Number of schemes that are nominated for and/or win environmental, design, accessibility, technological, architecture and planning awards
2023/24 outturn	Industrial Supplementary Planning Document (SPD) has been nominated for the following awards: Planning Awards- Plan making and Promoting Economic Growth (2 categories) RTPI London Region Awards for Planning Excellence- Best Plan category
Commentary	See above.

Table ID-3

KPI number	ID-3
KPI description	Positive frontages through permitted mixed use schemes expressed as a percentage of overall scheme frontage
2023/24 outturn	<ul style="list-style-type: none"> <li>• The Castle Public House = 42%</li> <li>• 1 Portal Way (Phase 1) = 66%</li> <li>• 1 Portal Way (Phase 2) = 91% (approximation – see commentary)</li> <li>• 3 School Road = 48%</li> <li>• The Portal = 83%</li> </ul>
Commentary	<p>Positive frontages are frontages which respond positively to the public realm in terms of orientation, design and uses. For the purposes of monitoring, ground floor windows and entrances that front on to and/or are visible from the public realm are measured. These figures do not reflect elements of public art, lighting or greening which also contribute to the delivery of positive frontages.</p> <p>The percentage of positive frontages for 1 Portal Way Phase 1 are considered to be appropriate reflecting the level changes on the site. The percentage of positive frontages of 1 Portal Way Phase 2 are based on outline information provided within the submitted design code and will likely be subject to change following submission of further detailed plans.</p> <p>The percentage of positive frontages for 3 School Road and the Castle Public House are considered to be a reasonable amount given the constrained nature of the site and servicing requirements of the residential and commercial uses proposed.</p> <p>The percentage of positive frontages for The Portal are considered to be appropriate for a town centre location.</p>

Table ID-4

KPI number	ID-4
KPI description	Positive frontages through permitted industrial schemes expressed as a percentage of overall scheme frontage
2023/24 outturn	<ul style="list-style-type: none"> <li>• Site of Renault Retail Group Ltd = 10%</li> <li>• 12 Waxlow Road = 60%</li> <li>• 26 Park Royal Road = 51% (approximation – see commentary)</li> </ul>
Commentary	Positive frontages are frontages which respond positively to the public realm in terms of orientation, design and uses. For the purposes of monitoring, ground floor windows and entrances that



KPI number	ID-4
	<p>front on to and/or are visible from the public realm are measured. These figures do not reflect elements of public art, lighting or greening which also contribute to the delivery of positive frontages.</p> <p>Site of Renault Retail Group Ltd is a data centre development. Operational and security requirements prevent the delivery of windows for internal data hall areas. At the ground floor, security fencing forms the edge of the development to the public realm on the eastern and western sides. The northern edge is partially fronted by an ancillary office block which faces a publicly accessible pocket park. The office ground floor office windows and entrances activate the pocket park. Above the ground floor office use, further office windows activate the northern frontage while cladding the louvres create visual interest and articulation to the long east and west elevations.</p> <p>The percentage of positive frontages for 12 Waxlow Road are considered to be appropriate reflecting the proposed industrial use of the site.</p> <p>The percentage of positive frontages for 26 Park Royal Road are based on outline information provided within the submitted design code and will likely be subject to change following submission of further detailed plans. The percentage of positive frontages is considered to be appropriate reflecting the access arrangements for the proposed storage use while providing active frontages onto the well-used Park Royal Road.</p>

Table ID-5

KPI number	ID-5
KPI description	Percentage of permitted new residential schemes that deliver 10% of new housing as Building Regulation M4(3) 'wheelchair user dwellings' across all tenures
2023/24 outturn	<p>100% of permitted new residential schemes have delivered 10% or more of new housing as Building Regulation M4(3) 'wheelchair user dwellings' across all tenures.</p> <ul style="list-style-type: none"> <li>• The Castle Public House = 11.7% of units</li> <li>• The Portal = 10%</li> <li>• Atlas Wharf = 10%</li> <li>• 3 School Road = 10%</li> <li>• 1 Portal Way = 10%</li> </ul>
Commentary	All permitted new residential schemes have met the H3(f) policy requirement to deliver 10% of new housing as Building Regulation M4(3) 'wheelchair user dwellings' across all tenures.

Table ID-6

KPI number	ID-6
KPI description	Number of major approved non-residential schemes achieving BREEAM Excellent rating
2023/24 outturn	See commentary below.
Commentary	<p>Five non-residential schemes were approved during the monitoring period. All schemes are expected to achieve a BREEAM rating of Excellent. The schemes are:</p> <ul style="list-style-type: none"> <li>• Site of Renault Retail Group Ltd</li> <li>• 12 Waxlow Road</li> <li>• 26 Park Royal Road</li> </ul>

Table ID-7

KPI number	ID-7
KPI description	<p>Tall buildings permitted:</p> <ul style="list-style-type: none"> <li>- within areas identified as appropriate for tall buildings</li> <li>- outside areas identified as appropriate for tall buildings</li> </ul>
2023/24 outturn	<p>Tall buildings permitted within areas identified as appropriate for tall buildings = 5</p> <p>Tall buildings permitted outside areas identified as appropriate for tall buildings = 0</p>
Commentary	The permitted tall buildings accord with Local Plan policy SP9(b).

Table ID-8

KPI number	ID-8
KPI description	<p>Number of designated and/or non-designated heritage assets within the monitoring period:</p> <ul style="list-style-type: none"> <li>• Designated;</li> <li>• Lost;</li> <li>• Subject to harm;</li> <li>• Reused or enhanced through new development.</li> </ul>
2023/24 outturn	<p>The following information is based on schemes that have been permitted during the monitoring period:</p> <ul style="list-style-type: none"> <li>• Designated heritage assets = 0</li> <li>• Lost heritage assets = 2</li> <li>• Subject to harm = 3</li> <li>• Reused or enhanced through new development = 0</li> </ul>
Commentary	One non-designated heritage asset was lost. The locally listed Castle Public House (L27) was demolished following consent of a mixed-use residential-led scheme. The delivery of the public benefits was considered to outweigh the harm of the loss of the non-designated assets as required by national, London and OPDC

KPI number	ID-8
	<p>planning guidance. The public house floorspace is being reprovided in accordance with Local Plan policy TCC6.</p> <p>Assets subject to harm by the below permissions are set out below. For each instance, the delivery of public benefits was considered to outweigh harm as required by national, London and OPDC planning guidance.</p> <ul style="list-style-type: none"> <li>• Atlas Wharf – less than substantial harm to significance of the Old Oak Lane Conservation Area; Minor harm to locally listed Fisherman’s Arms Public House (L36).</li> <li>• 1 Portal Way – temporary less than substantial harm during construction phases to Old Oak and Wormholt Conservation Area in the London Borough of Hammersmith and Fulham</li> <li>• 3 School Road – less than substantial harm to significance of the Old Oak Lane Conservation Area and less than substantial harm to nearby non-designated heritage assets: North Acton station (L28), The Print House (L25), No. 5 Bashley Road (L24), The Torpedo Factory (L22), Former Rotax Works (L23), Acton Business School (B11), and Wimpole House (B10).</li> </ul>

Table ID-9

KPI number	ID-9
KPI description	<p>Net change in number and sqm of play space within the OPDC area completed (by place), categorised by:</p> <ul style="list-style-type: none"> <li>• Child play space (0 to 5 years);</li> <li>• Child play space (5 to 11 years);</li> <li>• Child play space (11 to 18 years); and</li> <li>• Adult play space.</li> </ul>
2023/24 outturn	<ul style="list-style-type: none"> <li>• <b>6 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ Child play space: 400sqm</li> <li>○ Communal amenity space: 520sqm ground level, 1022sqm at roof level</li> </ul> </li> <li>• <b>The Perfume Factory (North), 140 Wales Farm Road Acton</b> <ul style="list-style-type: none"> <li>○ 0 – 5 years: 489sqm</li> <li>○ 5-12 years olds: 544sqm</li> <li>○ Public play space: 0-12 years old: 150sqm</li> </ul> </li> </ul>
Commentary	<ul style="list-style-type: none"> <li>○ <b>6 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ The development provides public open space, communal gardens, play space and roof terraces. S106 contribution for open space improvements should be allocated and ring fenced to support North Acton Playing Fields. The</li> </ul> </li> </ul>

KPI number	ID-9
	<p>play space exceeds the 640sqm required under the Mayor's SPG on play and informal recreation.</p> <p><b>The Perfume Factory (North), 140 Wales Farm Road Acton</b></p> <ul style="list-style-type: none"> <li>○ The development provides public open space, communal gardens, play space and roof terraces.</li> </ul>

## Environment and Utilities

3.4 In line with the Mayor of London’s aspirations to make London a zero carbon city, it will be important that that new development meets new standards in low carbon, resource efficient development. In addition, development should seek to create a thriving natural and physical environment that supports high quality living and wellbeing and a healthy and biodiverse natural environment.

3.5 The following KPIs are used to monitor OPDC’s environment and utilities policies.

Table IE-1

KPI number	IEU-1
KPI description	Total amount of publicly accessible open space from permitted schemes, categorised by: <ul style="list-style-type: none"> <li>- Local Park (or contributing towards delivery of a Local Park);</li> <li>- Smaller Public Open Space or Pocket Park;</li> <li>- Green Street.</li> </ul>
2023/24 outturn	<p>Policy EU1 Open Space of the Local Plan states that development should deliver a minimum of 30% of the developable area outside of Strategic Industrial Locations as publicly accessible open space.</p> <ul style="list-style-type: none"> <li>• <b>Renault Site (within SIL):</b> Provision of 767sqm pocket park</li> <li>• <b>Land at Atlas Wharf, Atlas Road:</b> 17% of the site area is publicly accessible open space</li> <li>• <b>3 School Road:</b> 35% of the site area is publicly accessible open space</li> <li>• <b>1 Portal Way, North Acton:</b> 41% (7,521 sqm public open space) of the site area is publicly accessible open space</li> <li>•</li> </ul>
Commentary	<p>Target: Local Plan sets a target for delivery of 30% publicly accessible open space of non-SIL developable area, financial contributions will be sought in lieu of full provision on site.</p> <ul style="list-style-type: none"> <li>• <b>Land at Atlas Wharf, Atlas Road:</b> <ul style="list-style-type: none"> <li>○ Considering the significant improvements proposed to the canal side and provision of public realm on site, it was agreed that a financial contribution is not necessary in this instance.</li> </ul> </li> <li>• <b>3 School Road</b> <ul style="list-style-type: none"> <li>○ The total amount of public realm space proposed equates to 35% of the site area. Whilst this provision is a significant benefit of the scheme, the proposed public realm would not meet the Local Plan definition of Publicly Accessible Open Space. A financial contribution is sought towards delivering the overall publicly accessible open space provision</li> </ul> </li> <li>• <b>1 Portal Way, North Acton</b></li> </ul>

KPI number	IEU-1
	<ul style="list-style-type: none"> <li>○ The development is delivering Central landscaped open space is c.4,500sqm and will be the largest in North Acton town centre. Smaller pockets of open space and public realm are also provided between buildings leading to roads surrounding site.</li> </ul> <p>Too early in the plan period to assess delivery of 3 local parks.</p>

Table IEU-2

KPI number	IEU- 2
KPI description	An overall net gain in biodiversity habitats and quantum and range of species and protection and/or enhancement of designated SINCs through permitted schemes
2023/24 outturn	<p>Target: Local Plan Policy EU2 seeks to secure a net gain in biodiversity as part of development proposals.</p> <ul style="list-style-type: none"> <li>● <b>The Castle Public House, North Acton:</b> <i>Not stated</i></li> <li>● <b>The Portal:</b> <i>Not stated</i></li> <li>● <b>Renault Retail:</b> Biodiversity Net Gain of 1037.24%</li> <li>● <b>Land at Atlas Wharf, Atlas Road:</b> Biodiversity Net Gain of 100%</li> <li>● <b>12 Waxlow Road:</b> Biodiversity Net Gain of 85%</li> <li>● <b>3 School Road:</b> Biodiversity Net Gain of 290.39%</li> <li>● <b>1 Portal Way, North Acton:</b> Biodiversity Net Gain of 178%</li> <li>● <b>26 Park Royal Road:</b> Biodiversity Net Gain of 13796%</li> <li>● <b>29-31 Abbey Road:</b> <i>Not stated determined prior to requirement</i></li> </ul>
Commentary	<p>Target: London Plan Policy G6 requires 10% net gain in biodiversity. Local Plan Policy EU2 'Urban Greening and Biodiversity' seeks to secure a net gain in biodiversity as part of development proposals.</p> <ul style="list-style-type: none"> <li>● <b>The Castle Public House, North Acton</b> <ul style="list-style-type: none"> <li>○ Biodiversity Net Gain not stated, however, Ecology Assessment notes none of the habitats on site are of sufficient quality to qualify as a Habitat of Principal Importance. trees and greenery towards Victoria Road to enhance biodiversity, selection of plant species list provided.</li> </ul> </li> <li>● <b>The Portal</b> <ul style="list-style-type: none"> <li>○ Biodiversity Net Gain not stated, however, Preliminary Ecological Assessment notes enhancements include planting of habitats of value to wildlife and including a variety of bird boxes, mix of shrub planting, tree species planting and green screen fence wall. An ecology assessment concludes that due to the presence of</li> </ul> </li> </ul>

KPI number	IEU- 2
	<p>alternative nesting and foraging habitat within the surrounding area, no long term impact is anticipated.</p> <ul style="list-style-type: none"> <li>• <b>Land at Atlas Wharf, Atlas Road</b> <ul style="list-style-type: none"> <li>○ The percentage of biodiversity net gain is well beyond the requirement and considered appropriate for the site.</li> </ul> </li> <li>• <b>12 Waxlow Road</b> <ul style="list-style-type: none"> <li>○ The percentage of biodiversity net gain is well beyond the requirement and considered appropriate for the site.</li> </ul> </li> <li>• <b>3 School Road</b> <ul style="list-style-type: none"> <li>○ The percentage of biodiversity net gain is well beyond the requirement and considered appropriate for the site.</li> </ul> </li> <li>• <b>1 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ The percentage of biodiversity net gain is well beyond the requirement and considered appropriate for the site.</li> </ul> </li> <li>•</li> <li>• <b>26 Park Royal Road</b> <ul style="list-style-type: none"> <li>○ The percentage of biodiversity net gain is week beyond the requirement and considered appropriate for the site.</li> </ul> </li> <li>• <b>29-31 Abbey Road</b> <ul style="list-style-type: none"> <li>○ The Biodiversity Net Gain is not stated; however the scheme indicates that the tree cover at the site is limited to a number of trees around the boundaries of the site with some of these trees falling within different ownerships. These trees are shown to be protected through the site development. Some new tree planting is proposed as part of a landscape scheme. Wildlife planting, green walls and bird nesting opportunities are recommended to enhance the biodiversity value of the site. The proposal would add trees and soft landscaping features would enhance biodiversity on the site to comply with London Plan Policy G6.</li> </ul> </li> </ul>

Table IEU-3

KPI number	IEU-3
KPI description	Urban Greening Factor (UGF) of permitted schemes
2023/24 outturn	<p>Target: London Plan policy G5 requires residential development to meet an Urban Greening Factor score of 0.4 and non-residential development to meet an Urban Greening Factor score of 0.3 (B2/B8 uses are excluded from this requirement). OPDC Local Plan requires industrial development to optimise the score of 0.3 where possible.</p> <ul style="list-style-type: none"> <li>• <b>The Castle Public House, North Acton:</b> <i>Delegated scheme to Ealing. Score not stated</i></li> </ul>

KPI number	IEU-3
	<ul style="list-style-type: none"> <li>• <b>The Portal:</b> <i>Delegated scheme to Ealing. Score not stated</i></li> <li>• <b>Renault Retail (industrial scheme in SIL):</b> 0.3 UGF score</li> <li>• <b>Land at Atlas Wharf, Atlas Road:</b> 0.4 UGF score</li> <li>• <b>12 Waxlow Road (industrial scheme in SIL):</b> 0.0911 UGF score</li> <li>• <b>3 School Road:</b> 0.4 UGF score</li> <li>• <b>1 Portal Way, North Acton:</b> 0.43 UGF score</li> <li>• <b>26 Park Royal Road (industrial scheme in SIL):</b> 0.23 UGF score</li> <li>• <b>29-31 Abbey Road (industrial scheme in SIL):</b> 0.055 UGF score</li> </ul>
Commentary	<p>Target: London Plan Policy G5 sets a target of minimum UGF of 0.4 on major residential sites and 0.3 on commercial sites (excluding B2/B8 uses)</p> <ul style="list-style-type: none"> <li>• <b>The Castle Public House, North Acton:</b> <i>approval falls outside of Local Plan and London Plan UGF requirement. UGF score not stated</i></li> <li>• <b>The Portal:</b> <i>approval falls outside of Local Plan and London Plan UGF requirement. UGF score not stated</i></li> <li>• <b>12 Waxlow Road:</b> Whilst there is no minimum policy threshold for B2 and B8 uses, officers are satisfied that opportunities for urban greening have been maximised within the constraints of the scheme and having regard to the logistical and operational requirements of the proposal. The requirements of London Plan policy G5 and Local Plan policy EU2 are therefore considered to have been met.</li> <li>• <b>29-31 Abbey Road:</b> <i>Delegated scheme to Brent Council who follow the London Plan requirement where industrial sites are excluded from meeting the UGF score.</i></li> </ul>

Table IEU-4

KPI number	IEU-4
KPI description	Proportion of permitted schemes which: include grey water and/or rain water harvesting; exceed the Mayor's per capita water consumption target (residential) (105 litres per head per day).
2023/24 outturn	<p><b>Target:</b></p> <ul style="list-style-type: none"> <li>○ grey water/rainwater harvesting and Mayor's per capita water consumption target (residential).</li> <li>○ 105 litres of water per household per day set by London Plan policy SI5 and Local Plan policy EU3 as a minimum.</li> </ul> <ul style="list-style-type: none"> <li>• <b>The Castle Public House, North Acton</b></li> </ul>



KPI number	IEU-4
	<ul style="list-style-type: none"> <li>○ Various SuDS measures, green roofs and planters as mitigation measures.</li> <li>● <b>The Portal</b> <ul style="list-style-type: none"> <li>○ SuDS as mitigation measures.</li> <li>○ Water consumption reduced to below 105 litres/person/ day</li> </ul> </li> <li>● <b>Renault Retail</b> <ul style="list-style-type: none"> <li>○ SuDS as mitigation measures.</li> </ul> </li> <li>● <b>Land at Atlas Wharf, Atlas Road</b> <ul style="list-style-type: none"> <li>○ rainwater harvesting is not considered feasible for the scheme</li> <li>○ Water consumption target set as 105 litres/person/ day</li> </ul> </li> <li>● <b>12 Waxlow Road</b> <ul style="list-style-type: none"> <li>○ SuDS as mitigation measures including rain garden</li> </ul> </li> <li>● <b>3 School Road</b> <ul style="list-style-type: none"> <li>○ Rain gardens</li> </ul> </li> <li>● <b>1 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ SuDS as mitigation measures</li> <li>○ Water consumption target set as 105 litres/person/ day</li> </ul> </li> <li>● <b>26 Park Royal Road</b> <ul style="list-style-type: none"> <li>○ SuDS as mitigation measures</li> </ul> </li> <li>● <b>29-31 Abbey Road</b> <ul style="list-style-type: none"> <li>○ SuDS as mitigation measures</li> </ul> </li> </ul>
Commentary	<p>Target:</p> <ul style="list-style-type: none"> <li>○ London Plan Policy S15 sets through the use of mains water in line with the Optional Requirement of the Building Regulations (residential development), achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption).</li> <li>○ London Plan Policy S113 requires a drainage scheme to be submitted, incorporating sustainable drainage measures in line with its sustainable drainage hierarchy. Policy EU3 of the Local Plan requires SuDS to be incorporated.</li> </ul> <ul style="list-style-type: none"> <li>● <b>The Castle Public House, North Acton</b> <ul style="list-style-type: none"> <li>○ Rainwater harvesting is not provided on site due to site constraints. Rainwater will be discharged to the existing surface water sewer at a controlled rate. A total interception storage provided at the development is 7.092m<sup>3</sup>. A concrete attenuation tank is proposed to store 90m<sup>3</sup> below the basement level. A submerged pump will have a discharge volume of 2 l/s into the public network.</li> </ul> </li> <li>● <b>The Portal</b> <ul style="list-style-type: none"> <li>○ Rainwater harvesting to be attenuated through below ground storage tanks through SuDS measures. Flow</li> </ul> </li> </ul>

KPI number	IEU-4
	<p>control restricted to 5l/s. Site is identified as not suitable for infiltration.</p> <ul style="list-style-type: none"> <li>○ Water consumption target will be achieved by the use of low flow taps, smaller baths, mains powered showers and dual flush WCs.</li> </ul> <ul style="list-style-type: none"> <li>● <b>Renault Retail</b> <ul style="list-style-type: none"> <li>○ Use of water pond in pocket park and attenuation tanks to reduce surface water discharge rate to 11.5l/s which meets greenfield run-off rate.</li> </ul> </li> <li>● <b>Atlas Wharf</b> <ul style="list-style-type: none"> <li>○ Surface water will discharge into Grand Union Canal and public surface water sewer and proposed attenuation measures include green roofs, bio-retention systems, pervious paving, open swales, filter strips and attenuation storage tanks.</li> </ul> </li> <li>● <b>3 School Road</b> <ul style="list-style-type: none"> <li>○ Rainwater harvesting for irrigation purposes, blue and green roofs, permeable paving, rain gardens and an attenuation tank below ground.</li> </ul> </li> <li>● <b>1 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ The proposed measures will minimise the quantity and rate of surface water run off include maximising vegetation within the public open space, sustainable drainage to the planted areas with water storage tanks below to capture water that is not soaked up by the vegetation, and a 'blue roof system' to the planted areas of the roof terraces.</li> </ul> </li> <li>● <b>26 Park Royal Road</b> <ul style="list-style-type: none"> <li>○ Sustainable drainage measures including green roofs, cellular crates and flow control to reduce run off to greenfield equivalent. Further details will be undertaken at reserved matters and is secured via condition.</li> </ul> </li> <li>● <b>29-31 Abbey Road</b> <ul style="list-style-type: none"> <li>○ The proposal discharges surface water from the site into a below ground gravity drainage system and allow the flows to outfall to the 1050-diameter public surface water sewer in Abbey Road. The scope for sustainable drainage measures have been considered.</li> </ul> </li> </ul>

Table IEU-5

KPI number	IEU-5
KPI description	Number of occasions Air Quality results exceeded the maximum acceptable level.
2023/24 outturn	There is only one air quality monitoring station in the OPDC area. It is located on Western Avenue (A40) North Acton. Data for this

KPI number	IEU-5
	<p>monitoring station is available on the GLA datastore, accessed from this weblink:  <a data-bbox="432 320 1386 477" href="https://www.londonair.org.uk/london/asp/publicstats.asp?mapview=NO2b&amp;statyear=2023&amp;MapType=Google&amp;region=0&amp;site=E11&amp;postcode=&amp;la_id=&amp;objective=All&amp;zoom=16&amp;lat=51.522220956474854&amp;lon=-0.2656288820495334&amp;VenueCode=">https://www.londonair.org.uk/london/asp/publicstats.asp?mapview=NO2b&amp;statyear=2023&amp;MapType=Google&amp;region=0&amp;site=E11&amp;postcode=&amp;la_id=&amp;objective=All&amp;zoom=16&amp;lat=51.522220956474854&amp;lon=-0.2656288820495334&amp;VenueCode=</a>  The 2023 data shows a reduction (compared with 2022) in exceedances for PM10 and Nitrogen the air quality objectives were achieved.</p>
Commentary	The map below shows the locations of the monitoring stations.

Figure: air quality monitoring stations

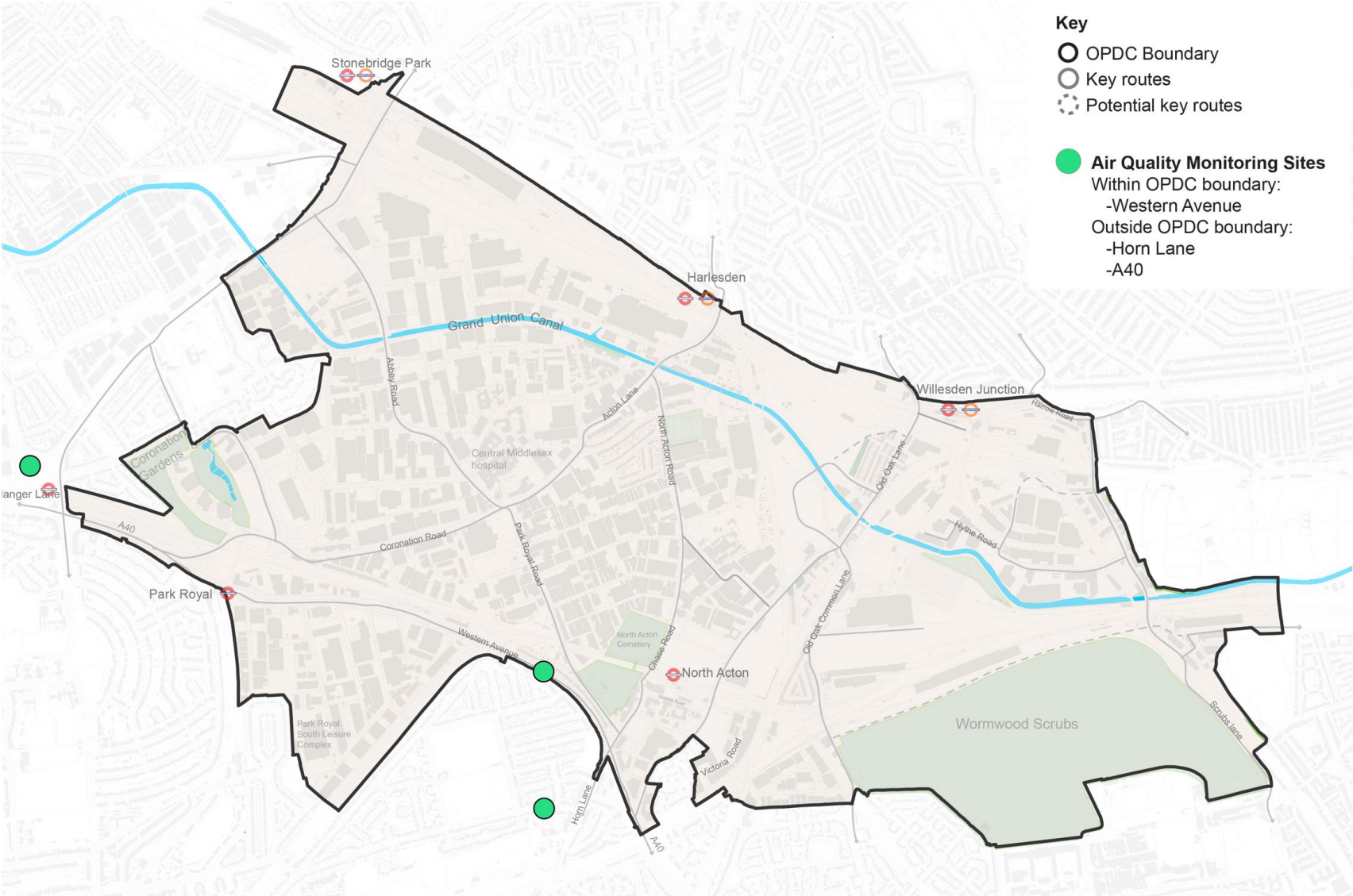


Table IEU-6

KPI number	IEU-6
KPI description	Number of noise related complaints to Borough environmental departments regarding construction activities within the OPDC area.
2023/24 outturn	OPDC: No complaints registered. Ealing Council: Three complaints registered regarding noise from construction activities. Hammersmith & Fulham Council: No complaints registered. Brent Council: No complaints registered.
Commentary	Powers to deal with excessive construction noise lie with the local authority.

Table IEU-7

KPI number	IEU-7
KPI description	Percentage of household waste recycled, composted or reused.
2023/24 outturn	<p>The following data is sourced from Local Authority Collected Waste Management- annual results- Table 1 @ Local Authority Collected and Household Waste Statistics 2014/15 to 2022/23 and based on figure for the 2022/23 financial year  <a href="https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results">https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results</a></p> <p>London Borough of Brent:  2022-23 Household waste sent for recycling/composting/reuse 33.4%  2022-23 Local authority collected waste sent for recycling/composting/reuse 27.6%</p> <p>London Borough of Hammersmith &amp; Fulham:  2022-23 Household waste sent for recycling/composting/reuse 25.7%  2022-23 Local authority collected waste sent for recycling/composting/reuse 17.0%</p> <p>London Borough of Ealing:  2022-23 Household waste sent for recycling/composting/reuse 48.4%  2022-23 Local authority collected waste sent for recycling/composting/reuse 33.8%</p>
Commentary	None

Table IEU-8

KPI number	IEU-8
KPI description	Proportion of construction, demolition waste from permitted schemes to be reused or recycled.
2023/24 outturn	<ul style="list-style-type: none"> <li>• <b>The Castle Public House, North Acton</b> <ul style="list-style-type: none"> <li>○ a target of at least ≥95% of demolition waste to be reused and/or recycled has been set.</li> </ul> </li> <li>• <b>The Portal, North Acton</b> <ul style="list-style-type: none"> <li>○ Commitment toward re-use of site-derived materials. It adopts a modular building approach to manufacturing the majority of the facility off-site, significantly reducing carbon footprint and site waste.</li> </ul> </li> <li>• <b>Renault Retail</b> <ul style="list-style-type: none"> <li>○ A target of at least ≥95% of demolition waste to be reused and/or recycled.</li> </ul> </li> <li>• <b>Land at Atlas Wharf, Atlas Road:</b> <ul style="list-style-type: none"> <li>○ A target of at least ≥95% of demolition waste to be reused and/or recycled has been set.</li> </ul> </li> <li>• <b>12 Waxlow Road</b> <ul style="list-style-type: none"> <li>○ A target of at least ≥95% of demolition waste to be reused and/or recycled has been set.</li> </ul> </li> <li>• <b>3 School Road</b> <ul style="list-style-type: none"> <li>○ A target of at least ≥95% of demolition waste to be reused and/or recycled has been set.</li> </ul> </li> <li>• <b>1 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ A target of at least ≥95% of demolition waste to be reused and/or recycled has been set.</li> </ul> </li> <li>• <b>26 Park Royal Road</b> <ul style="list-style-type: none"> <li>○ A target of at least ≥95% of demolition waste to be reused and/or recycled has been set.</li> </ul> </li> <li>• <b>29-31 Abbey Road</b> <ul style="list-style-type: none"> <li>○ Circular economy statement not submitted</li> <li>○</li> </ul> </li> </ul>
Commentary	<p data-bbox="416 1442 1342 1518">London Plan policy SI 7 target of ≥95% of demolition waste to be reused and/or recycled, in line with the London Plan 2021</p> <ul style="list-style-type: none"> <li>• <b>The Castle Public House, North Acton</b> <ul style="list-style-type: none"> <li>○ Use of modular construction for the development of all the accommodation units on site estimated that the site will have a reduction of waste by approximately 70%. The target for diversion from landfill for Non-demolition waste is set at 80% by tonnage and for Demolition waste at 90% by tonnage. Due to the nature of the waste from this site a target of at least 95 recycling of material has been set.</li> </ul> </li> <li>• <b>The Portal</b> <ul style="list-style-type: none"> <li>○ Applicant commits to submit a Construction Environmental Management Plan (CEMP) and Site</li> </ul> </li> </ul>

	<p>Waste Management Plan (SWMP) once a contractor is appointed.</p> <ul style="list-style-type: none"> <li>• <b>Renault Retail</b> <ul style="list-style-type: none"> <li>○ The Circular Economy Statement makes commitment to achieving the target. Whole Life Cycle Assessment makes commitment to achieving the target and use materials from recycled and reused content. It adopts a ‘factory-first’ approach to manufacturing the majority of the facility means that over 70% of the data centre build takes place off-site, significantly reducing carbon footprint and site waste. Submission of post construction monitoring report secured by condition.</li> </ul> </li> <li>• <b>Land at Atlas Wharf, Atlas Road</b> <ul style="list-style-type: none"> <li>○ The Circular Economy Statement shows that material will be recycled where possible and also address measures for the disposal of waste which cannot be recycled. Submission of post construction monitoring report secured by condition. Once appointed, the demolition contractor will set out the location where the demolition waste streams will be taken.</li> </ul> </li> <li>• <b>12 Waxlow Road</b> <ul style="list-style-type: none"> <li>○ The Site Waste Management Plan identifies that given the industrial nature of the previous use of the site, it is expected that the project will offer minimal opportunities to re-use and recycle large quantities of materials. However, a commitment will be made to re-use demolition materials wherever possible and practicable. Where materials cannot be re-used, an effort will be made to recycle or reuse elsewhere as much of the materials as possible.</li> </ul> </li> <li>• <b>3 School Road</b> <ul style="list-style-type: none"> <li>○ The Circular Economy Statement explains that material will be recycled where possible and also addresses measures for the disposal of waste which cannot be recycled. Post construction monitoring reports secured through condition.</li> </ul> </li> <li>• <b>1 Portal Way, North Acton</b> <ul style="list-style-type: none"> <li>○ Circular economy approach has adopted a cut-and-fill approach to re-use soil from basement excavations within landscaped open space. The Circular Economy Statement shows that waste building material will be recycled where possible, with an estimate that based upon the proposed measures 95% of the construction waste will be recovered for recycling and diverted from landfill.</li> </ul> </li> <li>• <b>26 Park Royal Road</b> <ul style="list-style-type: none"> <li>○ The Circular Economy Statement and the Site Waste Management Plan (SWMP) set out measures to minimise</li> </ul> </li> </ul>
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KPI number	IEU-8
	and appropriately re-use or dispose of waste that is required to be removed from the site. In order to secure the objectives of Policy EU7 a condition is proposed requiring a Detailed Site Waste Management Plan for the construction of the development.

Table IEU-9

KPI number	IEU-9
KPI description	Number of permitted schemes achieving London Plan CO2 reduction targets.
2023/24 outturn	<ul style="list-style-type: none"> <li>○ <b>The Castle Pub Victoria Road Acton:</b></li> <li>○ 45% over current Part L Building Regulations (2013). (Be lean: 14%, Be Clean: 0%, Be Green: 8% = total 22%).</li> <li>○ <b>The Portal:</b></li> <li>○ 14.95% reduction in CO2 over Part L1A Building Regulations 2013 and a 5.57% reduction in CO2 over Part L2A Building Regulations 2013 for the non-domestic spaces.</li> <li>○ <b>Renault Retail</b></li> <li>○ 90% on-site carbon reduction beyond Building Regulations</li> <li>○ <b>Land at Atlas Wharf, Atlas Road</b></li> <li>○ Residential element of 63.1% and the non-residential element of 71.7%.</li> <li>○ <b>12 Waxlow Road</b></li> <li>○ 58% onsite reduction in CO2 emissions</li> <li>○ <b>3 School Road</b></li> <li>○ 52% for residential and 59% for non residential. (Be lean: 23% for residential and 15% for non-residential, Be Clean: 0%, Be Green: 29%).</li> <li>○ <b>1 Portal Way, North Acton</b></li> <li>○ 52% for residential and 59% for non residential.</li> <li>○ <b>26 Park Royal Road</b></li> <li>○ 59% carbon savings (Be Lean: 17%).</li> <li>○ <b>29-31 Abbey Road</b></li> <li>○ Office area (107% improvement over baseline regulated emissions)</li> </ul>
Commentary	<p>London Plan policy SI 2 requires all major developments to be net-zero carbon or contribute towards a Carbon Offset Fund. It also sets 'Be Seen' target for post construction monitoring.</p> <p>London Plan Policy SI 2 'Minimising greenhouse gas emissions', Part C of the policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major developments.</p> <ul style="list-style-type: none"> <li>○ <b>The Castle Public House, Victoria Road, North Acton</b> A condition is attached to secure a financial contribution within</li> </ul>



the s106 agreement to address the shortfall against the zero-carbon target.

- **The Portal**
  - The energy strategy is based on connection to a future heat network for the site which will be put in place as part of the energy strategy for the Old Oak Common Opportunity Area. The proposed building is provided with a communal gas-fired boiler system that is capable of connecting to the external heat network. Following the connection to the future heat network, the building achieves a 41.04% reduction in CO2 over Part L1A Building Regulations 2013 for the residential units and a 6.23% reduction in CO2 over Part L2A Building Regulations 2013 for the non-domestic spaces. A condition is attached to secure a financial contribution within the s106 agreement to address the shortfall against the zero-carbon target.
- **Renault Retail**
  - Carbon reduction achieved by passive design, efficiency, and the use of PV panels. A condition is attached to secure a financial contribution within the s106 agreement to address the shortfall against the zero-carbon target.
- **Land at Atlas Wharf, Atlas Road**
  - Provision for future connection to decentralised energy system secured in Section 106 agreement. The scheme also proposes Air Source Heat pumps and solar PV panels. A financial contribution secured through s106 agreement, based on post completion testing to make up for the shortfall required towards off-site carbon dioxide shortfall against the zero-carbon target.
- **12 Waxlow Road**
  - Provision of PV panels proposed. A financial contribution secured through s106 agreement, based on post completion testing to make up for the shortfall required towards off-site carbon dioxide shortfall against the zero-carbon target.
- **3 School Road:**
  - Be Clean measures include proposed ambient loop circuit with communal ASHP and water to water heat pumps in each dwelling. Space has been safeguarded to allow future connection to OPDC's future planned district heat network. Be Green is achieved through provision of ASHPs and 27kW peak of solar PV panels.
- **1 Portal Way, North Acton**
  - The development provides site-wide ambient water source heat pump system. It has also safeguarded for future connection to OPDC's planned district heat

network. PV panels are also provided on roof of Buildings A and F.

- **26 Park Royal Road**

- The Energy Statement satisfies the minimum on-site carbon saving target of 35% or more. In line with London Plan policy SI 2, a financial contribution will be secured within the s106 agreement to address the shortfall against the zero-carbon target. The development falls short of the net zero-carbon target in Policy SI2 of the London Plan, although it meets the minimum 35% reduction on site required by policy. As such, a carbon offset payment is secured.
- Be Lean measures include a range of active and passive design measures to reduce energy demand including the multi-storey design which will help reduce the ratio of external surfaces to mass, solar control to glazing, optimisation of building fabric U-values across the building envelope to reduce heat transfer, air tightness, and efficient lighting across the site. These savings could amount to 17% over the baseline emissions, which exceeds the 15% saving sought within the London Plan. A condition has been included to ensure that a minimum of 15% non-domestic.
- In regard to Be Clean measures and Local Plan Policy EU10 Energy Systems, the Energy Statement identifies the OPDC's proposed District Heat Network, which would be located approximately 200 metres from the site. It acknowledges the development's potential to connect to the heat network and the need to future-proof the ability to do so. The Section 106 agreement will require appropriate provision to be made for plant and pipework connections.
- The Energy Strategy proposes the use of Air Source Heat Pumps (ASHP) and photovoltaic (PV) panels on available roof spaces as part of the development's Be Green measures. The final details of these measures have been conditioned for submission at reserved matters stage to ensure that renewable measures are maximised as far as practically possible.

- **29-31 Abbey Road**

- The energy strategy submitted states that the warehouse is assumed to be unconditioned and to fall outside the scope of energy modelling, whilst the office areas can potentially achieve approximately 107% improvement over baseline regulated emissions.
- Energy efficiency measures proposed include efficient fabric thermal performance, mechanical ventilation heat recovery system, efficient building services, energy efficient light

KPI number	IEU-9
	<p>fittings, efficient air source heat pump systems for heating and hot water, and rooftop PV panels.</p> <ul style="list-style-type: none"> <li>○ Be Lean measures include the office areas to achieve 107% improvement over baseline emission using SAP10 emission factors, of which there is 15% reduction from energy efficiency measures. Be clean measures include heating system at the site will be designed to take advantage of potential connections to the district heating networks when they become available. Be Green measures include consideration of PV panels on roof.</li> </ul>

Table IEU-10

KPI number	IEU-10
KPI description	Number of schemes achieving zero-carbon post completion.
2023/24 outturn	<ul style="list-style-type: none"> <li>• <b>The Castle Public House, Victoria Road, North Acton:</b> status: commenced on site</li> <li>• <b>The Portal:</b> status: not commenced on site</li> <li>• <b>Renault Retail:</b> status: not commenced on site</li> <li>• <b>Land at Atlas Wharf, Atlas Road, London, NW10 6DN:</b> status: not commenced on site</li> <li>• <b>12 Waxlow Road, London NW10 7NU:</b> status: not commenced on site</li> <li>• <b>3 School Road, London, NW10 6TD:</b> status: not commenced on site</li> <li>• <b>1 Portal Way, North Acton, London, W3 6RS:</b> status: not commenced on site</li> <li>• <b>26 Park Royal Road, London, NW10 7JW:</b> status: not commenced on site</li> <li>• <b>29-31 Abbey Road, London, NW10 7SJ:</b> status: not commenced on site</li> <li>• <b>6 Portal Way, North Acton:</b> status: completed however information not provided</li> <li>• <b>The Perfume Factory (North), 140 Wales Farm Road Acton:</b> status: partially completed</li> </ul>
Commentary	None

Table IEU-11

KPI number	IEU-11
KPI description	Number of applications for the extraction of minerals permitted within the monitoring period.
2023/24 outturn	None
Commentary	None

Table IEU-12

KPI number	IEU-12
KPI description	Number and capacity of existing and/or allocated safeguarded waste sites and any compensatory land provided.
2023/24 outturn	See table IE-12b below.
Commentary	<p>Data is sourced from the waste data interrogator (WDI) and based on an extract of waste received at permitted sites. All operators of regulated waste management facilities must provide the Environment Agency with details of the quantities and types of waste they deal with i.e., waste received into site and waste sent on from site to other facilities or processes. The dataset is for the calendar year. We understand that this data does not include any exempt facilities.</p> <p>OPDC Local Plan policy EU6 refers to safeguarding of Old Oak sidings site in Old Oak North as well as allocated and other existing waste management sites within the OPDC area identified in the most up to date West London Waste Plan. It was noted that other waste operations in Old Oak North could be retained and reprovided on site as part of future development or if they were redeveloped for a non-waste use then compensatory provision would need to be made, in line with the London Plan Policy SI9 and Local Plan Policy EU6. Of these safeguarded sites, most appear to still be operational. Chase Rd and Quattro have no figures recorded on WDI and First Mile Recycling facility is a site not previously identified in the WLWP or OPDC Local Plan that is receiving waste.</p>

Table IEU-12b

Operator name	Facility name	Identified in 2015 WLWP and/or OPDC Local Plan?	Borough	Total throughput (waste received in 2022 – rounded)	Notes on compensatory provision
Powerday Plc	Old Oak Sidings (Powerday)	Yes	Hammersmith & Fulham	229,885	N/A
European Metal Recycling Ltd	EMR (Willesden Depot)	Yes	Hammersmith & Fulham	151,051	N/A
West London Waste Authority	Twyford Waste Transfer Station	Yes	Brent	15,027	N/A
Quattro	Victoria Rd, Park Royal	Yes	Ealing	0 – no details/entries found on WDI	N/A
Bridgemarts Ltd	100 Twyford Abbey Rd (Bridgemarts Waste Recovery Facility)	Yes	Brent	18,931	Application submitted (23/0178/FUMOP DC) in August 2023 for the removal of waste transfer site, demolition of existing buildings with retention of north elevation and erection of a part 3 to 4 storey single warehouse unit for 10,566 sqm (GEA) flexible industrial use with ancillary

Operator name	Facility name	Identified in 2015 WLWP and/or OPDC Local Plan?	Borough	Total throughput (waste received in 2022 – rounded)	Notes on compensatory provision
					offices (Class E(g)(iii), Class B2 and B8); provision of parking and landscaping and associated works. A decision is still pending and has not made during this monitoring period.
	Unit 2 & Yard, Sovereign Park, Park Royal Site	Yes	Ealing	3,935	N/A
Space Rubbish Ltd	Atlas Wharf (Waste Transfer Station)	Yes	Ealing	49,785	N/A
Skanska Construction Ltd	Willesden Freight Terminal (Willesden Euro Terminal)	Yes	Ealing	374,122	N/A
Environmental Tyre Disposals Ltd	Chase Rd, Park Royal	Yes	Ealing	0 – no details/entries found on WDI	N/A
First Mile Ltd	First Mile Recycling Facility	No	Ealing	37,153	N/A

Table IEU-13

KPI number	IEU-13
KPI description	Number, type and capacity of waste facilities approved and completed on existing/allocated sites or and new identified sites.
2023/24 outturn	No new waste facilities approved or completed in the 2022/23 financial year.
Commentary	None

## Transport

3.6 Transport is the catalyst for the regeneration of the OPDC area. Transport provision should be exceptional, creating high quality, safe and accessible movement networks that reduce the need to travel, prioritise sustainable transport modes. Delivering this high quality transport network will enable the attainment of the Mayor’s target for 80% of journeys to be made by walking, cycling or public transport. There is also a need to appropriately manage construction traffic, given the scale of delivery of development and infrastructure envisaged, and to support effective and sustainable freight and servicing.

3.7 OPDC’s employment policies will be monitored against the following KPIs.

Table IT-1

KPI number	IT-1
KPI description	Percentage of journeys made by walking, cycling or public transport.
2023/24 outturn	Census 2021 datasets for Brent, Ealing and LBHF shows that 75%, 73% and 89% of travel to work are being made by other modes than private vehicles. The travel characteristics of OPDC are more similar to Brent and Ealing and therefore for these two boroughs is 74%. However, the data reveals larger proportion of people who work from home, which has been added to non-car modes and skews the data for active modes + public transport. This data was in 2021 and should be interpreted in terms of patterns of travel during the pandemic. <a href="#">Transport for London (TfL) Travel in London Report (2023)</a> shows that 68% of trips in Brent are by active modes and public transport. For Ealing, it is 66% and for LBHF it is 82%. As above, the travel characteristics of OPDC are more similar to Brent and Ealing and therefore the average for these two boroughs is 67%. It is still unclear as to how working from home has changed the mode shares for travel in London.
Commentary	This target relates to the Mayor of London’s aim of achieving 80% of trips by active modes and public transport by 2041. This is not currently being achieved but it is recognised that it will take time to improve the mode share for sustainable travel modes and it may not be until the latter stages of the Local Plan period that the 80% target is attained.



Table IT-2

KPI number	IT-2
KPI description	Average scoring of new streets permitted/delivered against the Healthy Street Indicator Toolbox.
2023/24 outturn	None
Commentary	There were no new streets permitted during the monitoring period. No new street has been delivered during the monitoring period. However, significant improvements to existing streets adjacent to consented to planning applications are being secured, such as improvements to Portal Way and Victoria Road (A4000) as part of the planning consent for development at 1 Portal Way.

Table IT-3

KPI number	IT-3
KPI description	Number of cycle hire facilities and cycle parking facilities (including spaces) delivered within the OPDC area.
2023/24 outturn	<p>No cycle hire facilities delivered.</p> <p>Cycle Parking</p> <ul style="list-style-type: none"> <li>- The Castle Public House [462 co-living units] 434 cycle parking spaces (414 long-stay and 20 short-stay spaces).</li> <li>*Slightly less than the London Plan requirement of 474 was accepted because of the nature of the development and site constraints. The level will meet expected demand.</li> <li>- The Portal, Wales Farm Road [350 residential units and 503sqm commercial] 548 cycle parking spaces (514 long-stay and 34 short-stay cycle parking spaces).</li> <li>- Renault [38,143sqm B8/E class] 75 cycle parking spaces total (60 long-stay and 15 short-stay spaces)</li> <li>Land at Atlas Wharf: [682sqm E class and 457 resi units] 791 cycle parking spaces in total (779 long-stay and 12 short-stay cycle parking spaces)</li> <li>- 12 Waxlow Road [10,070sqm B2/B8] 30 cycle parking spaces.</li> <li>- 3 School Road [175 residential units with café on the ground floor] 340 long-stay and 20 short-stay spaces.</li> <li>- 1 Portal Way [1,325 residential units, 384 co-living, 55.016sqm non-residential to include retail, café, and leisure and community use. 2,728 cycle parking spaces (2,622 long-stay and 106 short-stay).</li> <li>- 26 Park Royal Road [9,381sqm B8 storage] 32 cycle parking spaces (21 long-stay and 11 short-stay spaces).</li> <li>- 29 – 31 Abbey Road [7,145sqm B2/B8] 39 cycle parking spaces (31 long-stay and 8 short-stay cycle parking spaces)</li> </ul> <p>Total 5,017</p>

KPI number	IT-3
Commentary	<p>London Plan objectives are being met in terms of quantum. In terms of quality of cycle parking, the majority of cycle parking meets the quality requirements but there is a need to ensure good design (compliant with LCDS) at the very earliest (pre-app and application stages).</p> <p>OPDC Local Plan Policy T3 says cycle parking should meet or exceed the standards set out in the London Plan. These standards are set out at <u>London Plan 2021</u> Table 10.2. London Plan objectives are being met in terms of quantum, set out at London Plan Table 10.2.</p>

Table IT-4

KPI number	IT-4
KPI description	Ratio of car parking spaces and bicycle parking spaces per unit from permitted residential schemes and proportion of car parking spaces which are designated for: Blue badge holders; or Car club spaces.
2023/24 outturn	<p>The Castle Public House [462 co-living units] 2 blue badge parking spaces. 0.004 per residential unit.</p> <p>The Portal, Wales Farm Road [350 residential units and 503sqm commercial] 23 blue badge parking spaces for residential use. 0.07 per residential unit.</p> <p>Land at Atlas Wharf: [682sqm E class and 457 resi units] 13 blue badge parking spaces. (1 space for commercial and 12 for residential) 0.03 per residential unit.</p> <p>3 School Road [176 residential units with café on the ground floor] No car parking. Nil parking</p> <p>1 Portal Way [1,325 residential units, 384 co-living, 55.016sqm non-residential to include retail, café, and leisure and community use. 44 blue badge parking spaces (40 for residential and 4 for commercial), 0.03 per residential unit.</p> <p>Total residential – 2,778 Total residential parking - 77 spaces, 0.03 per residential unit.</p>
Commentary	<p>The level of car parking is 0.03 per residential unit and only for blue badge holders, and these are practically car-free developments.</p> <p>The Local Plan target for is maximum 0.2 per residential units. Blue badge parking in accordance with Mayoral Policy (London Plan Policy T6) is 3% from the outset and an additional 7% passive provision to meet future demand. The outset blue badge parking requirement is achieved.</p>

Table IT-5

KPI number	IT-5
KPI description	Number of non-residential car parking spaces proposed as part of permitted schemes, categorised by place.
2023/24 outturn	<ul style="list-style-type: none"> <li>- Renault [38,143sqm B8/E class] 50 car parking spaces.</li> <li>Land at Atlas Wharf: [682sqm E class and 457 resi units] 13 blue badge parking spaces. (1 space for commercial and 12 for residential)</li> <li>- 12 Waxlow Road [10,070sqm B2/B8] 9 car parking spaces incl. 1 blue badge parking space.</li> <li>- 1 Portal Way [1,325 residential units, 384 co-living, 55.016sqm non-residential to include retail, café, and leisure and community use. 44 blue badge parking spaces (40 for residential and 4 for commercial),</li> <li>- 26 Park Royal Road [9,381sqm B8 storage] 9 parking spaces in total (3 vans, 5 general spaces and 1 blue badge parking space). 8 spaces for operational use.</li> <li>- 29 – 31 Abbey Road [7,145sqm B2/B8] 2 loading docks for large articulated vehicles. 3 bays for large rigid HGVs. 6 parking spaces for vans. 20 parking spaces incl. 2 accessible parking bays.</li> </ul> <p>Total non-residential parking – 93 spaces</p>
Commentary	The total number of car parking spaces approved for non-residential development is 93 spaces. These spaces are for operational, or business needs and blue badge only. This equates to 0.08 parking space per 1,000sqm of non-residential floorspace. OPDC Local Plan Policy T4 says car-free except where car parking for operational or business needs could be justified, and this is on a case-by-case basis. The policy target is achieved as the parking for these developments are operational/business and disabled parking.

Table IT-6

KPI number	IT-6
KPI description	Change in Public Transport Accessibility Levels (PTALs) in OPDC area.
2023/24 outturn	None
Commentary	No change in PTAL.

Table IT-7

KPI number	IT-7
KPI description	Change in the number of bus services operating within the OPDC area.
2023/24 outturn	None

KPI number	IT-7
Commentary	No change in bus services.

## Housing

3.8 The London Plan identifies that the Old Oak and Park Royal Opportunity Area has the capacity to deliver an indicative 25,500 homes. In creating a new part of London, a whole range of new homes will be delivered to meet a diverse housing need, including private sale, affordable, family, built-to-rent and specialist homes, all provided as part of a mixed and balanced community.

3.9 OPDC's housing policies are monitored against the following KPIs.

Table IH-1

KPI number	IH-1
KPI description	<p>A: Total number of new homes completed, started, and permitted within the monitoring period.</p> <p>B: Total number and proportion of homes completed, started, and permitted within the monitoring period classified as affordable, and proportion of which are Social/London Affordable Rent; Intermediate (including London Living Rent and Shared Ownership); and Market.</p> <p>C: Total number and proportion of completed, started, and permitted homes within monitoring period categorised by Studio; 1 Bedroom; 2 Bedroom; 3 Bedroom; 4+ Bedroom.</p> <p>D: Total number of Build-to-Rent units completed and permitted within the monitoring period.</p> <p>E: Number of schemes completed and permitted within the monitoring as part of purpose-built co-living or other housing with shared facilities.</p> <p>F: Number of units and beds provided as part of specialist housing schemes completed and permitted within the monitoring period.</p> <p>E: Number of student beds completed and permitted within the monitoring period, categorised by place, and the proportion of which are considered affordable.</p>
2023/24 outturn	See tables below and section 2 which provides a cumulative analysis of housing performance.
Commentary	OPDC has not achieved the Local Plan minimum annual housing target 993 or London Plan annual housing target 1,367 within this monitoring period for completions or starts. The target has been achieved for permissions. This is largely because of the impact of

KPI number	IH-1
	<p>Covid-19 lockdowns and economic uncertainty which has delayed starts and completions. There have also been delays in signing Section 106 agreements because of the requirements that new residential buildings above the 18 metre height threshold will be required to have a second staircase. Despite the delays, OPDC has a good pipeline of delivery going forward, including over 1,000 homes currently under construction and is able to meet its 5 year housing supply (see Appendix A).</p> <p>OPDC received its first HDT measurement in December 2023. Between 2019/20 and 2020/21, OPDC had a target of 2,562 new homes to be built. 1,612 new homes were delivered. Therefore, the HDT measurement for the period of 2019/20 to 2021/22 was 63%. According to the NPPF this means that OPDC must produce an action plan setting out how it will increase delivery.</p> <p>OPDC has made good progress in delivering a minimum of 35% housing overall as affordable housing. 37% of the homes completed during the monitoring period and 35% of the homes permitted were affordable housing.</p> <p>5% of the homes completed during the monitoring period and 11% of the homes permitted were family housing. This is below the 25% family housing target. This is primarily because of the locations and typology of development coming forward, which provides limited opportunities to deliver family homes with access to adequate private outdoor amenity space.</p>

**A: Total number of new homes completed, started, and permitted within the monitoring period.**

Table IH-1-A1: Completed

Planning ref	Scheme	Total units	Total habitable rooms	Status
161144FUL/ 190582OPDVAR	6 Portal Way, North Acton, W3 6RU (One West Point)	604	1,494	Completed
181062OPDFUL	The Perfume Factory (North), 140 Wales Farm Road, North Acton (Part)	60	144	Completed

192597OPDFUL	6 Portal Way, North Acton, W3 6RU (One West Point)	97	233	Completed
<b>Total</b>		<b>761</b>	<b>1,861</b>	

Table IH-1-A2-1: Started

Planning ref	Scheme	Total units	Total habitable rooms	Status
214465OPDFUL	The Castle public House, North Acton	257-unit equivalent	462	Under construction
<b>Total</b>		<b>257</b>	<b>462</b>	

Table IH-1-A2-1: Under construction on 31 March 2023

Planning ref	Scheme	Total units	Total habitable rooms	Status
19/0104/VAROPDC and 21/0130/VAROPDC	104-108 Scrubs Lane (Mitre Yard)	241	608	Under construction
181062OPDFUL	The Perfume Factory (North), North Acton	316	716	Under construction
20/0088/FUMOPDC	North Kensington Gate (South), Scrubs Lane	208	564	Under construction
20/0031/FUMOPDC	Land to the North of Central Middlesex Hospital, Park Royal	158	500	Under construction
<b>Total</b>		<b>923</b>	<b>2,388</b>	

Table IH-1-A3: Permissions

Planning ref	Scheme	Total units	Total habitable rooms	Status
214465OPDFUL	The Castle Public House, Victoria Road	257-unit equivalent	462	Permitted

Planning ref	Scheme	Total units	Total habitable rooms	Status
	Acton London W3 6UL			
21/0214/FUMOPDC	Land at Atlas Wharf, Atlas Road, London, NW10 6DN	457	1,206	Permitted
23/0026/FUMOPDC	3 School Road, London, NW10 6TD	176	484	Permitted
21/0181/OUTOPDC	1 Portal Way, North Acton, London, W3 6RS	1,325 and 384 co-living equivalent	3,126	Permitted
165514OPDFUL	The Portal Land At Wales Farm Road & Portal Way Acton W3 6EJ	350	817	Permitted
<b>Total</b>		<b>2,778</b>	<b>6,095</b>	



**B: Total number and proportion of homes completed, started, and permitted within the monitoring period classified as affordable, and proportion of which are Social/London Affordable Rent; Intermediate (including London Living Rent and Shared Ownership); and Market.**

Table IH-1-B1: Completions

	Market					Intermediate			Social /Affordable Rent			Overall Affordable			Affordable split	
	Total	HR	Units	HR	%HR	Units	HR	%HR	Units	HR	%HR	Units	HR	%HR	Intermediate	Social Rent/LAR
6 Portal Way, North Acton, (One West Point)	604	1494	427	1044	70%	177	450	30%	0	0	0%	177	450	30%	100%	0%
The Perfume Factory (North), 140 Wales Farm Road, North Acton (Part)	60	144	0	0	0%	60	144	100%	0	0	0%	60	144	100%	100%	0%
6 Portal Way, North Acton, (One West Point)	97	223	63	132	59%	14	36	16%	20	55	25%	34	91	41%	40%	60%
<b>Total</b>	<b>761</b>	<b>1861</b>	<b>490</b>	<b>1176</b>	<b>63%</b>	<b>251</b>	<b>630</b>	<b>34%</b>	<b>20</b>	<b>55</b>	<b>3%</b>	<b>271</b>	<b>685</b>	<b>37%</b>	<b>92%</b>	<b>8%</b>

Table IH-1-B2: Starts

	Total	Market			Intermediate			Social /Affordable Rent			Overall Affordable			Affordable split		
		HR	Units	HR	%HR	Units	HR	%HR	Units	HR	%HR	Units	HR	%HR	Intermediate	Social Rent/LAR
The Portal Land At Wales Farm Road & Portal	350	817	232	530	65%	83	202	25%	35	85	10%	118	287	35%	70%	30%
The Castle Public House, North Acton	257 (462 co-living bedrooms equivalent )	-	-	-	-	-	-	-	-	-	-	-	-	-	In accordance with London Plan and Local Plan policy commuted sum provided in lieu of affordable housing	

Table IH-1-B2-1: Permissions

	Total	Market			Intermediate			Social /Affordable Rent			Overall Affordable			Affordable split		
		HR	Units	HR	%HR	Units	HR	%HR	Units	HR	%HR	Units	HR	%HR	Intermediate	Social Rent/LAR
Land at Atlas Wharf	457	1206	327	783	65%	130	432	36%	0	0	0%	130	432	36%	100%	0%
3 School Road, London	176	484	115	314	65%	61	170	35%	0	0	0%	61	170	35%	100%	0%

	Market				Intermediate				Social /Affordable Rent			Overall Affordable		Affordable split		
1 Portal Way	1325	3126	878	2020	65%	394	878	28%	53	231	7%	447	1106	35%	79%	21%
The Portal Land At Wales Farm Road & Portal	350	817	232	530	65%	83	202	25%	35	85	10%	118	287	35%	70%	30%
<b>Total</b>	<b>2308</b>	<b>5633</b>	<b>1552</b>	<b>3647</b>	<b>65%</b>	<b>668</b>	<b>1682</b>	<b>30%</b>	<b>88</b>	<b>316</b>	<b>6%</b>	<b>756</b>	<b>1995</b>	<b>35%</b>	<b>84%</b>	<b>16%</b>

The Land at Atlas Wharf scheme and 3 School Road schemes are Build to Rent and as set out in Local Plan and London Plan policy not required to provide Social/London Affordable Rent.

In addition to the conventional housing units permitted the following non conventional housing units were permitted.

Table IH-1-B2-2: Permissions

Scheme	Units	Affordable housing
The Castle Pub, North Acton	462 co-living bedrooms equivalent to 257 conventional units	In accordance with London Plan and Local Plan policy commuted sum provided in lieu of affordable housing
1 Portal Way North Acton	384 co-living or student bedrooms equivalent to either 213 or 154 conventional units	In accordance with London Plan and Local Plan policy commuted sum provided in lieu of affordable housing or affordable student accommodation

**C: Total number and proportion of completed, started, and permitted homes within monitoring period categorised by Studio; 1 Bedroom; 2 Bedroom; 3 Bedroom; 4+ Bedroom.**

Table IH-1C1: Completions

Scheme	Studio	1 bed	2 bed	3 bed	4+ bed
6 Portal Way, North Acton, W3 6RU (One West Point)	0 (0%)	36 (60%)	24 (40%)	0 (0%)	0 (0%)
The Perfume Factory (North), 140 Wales Farm Road, North Acton (Part)	0 (0%)	352 (58%)	218 (36%)	33 (5%)	0 (0%)
6 Portal Way, North Acton, W3 6RU (One West Point)	0 (0%)	68 (70%)	29 (30%)	0 (0%)	0 (0%)
<b>Total</b>	<b>0 (0%)</b>	<b>457 (60%)</b>	<b>271 (36%)</b>	<b>44 (4%)</b>	<b>0 (0%)</b>

Table IH-1C2: Starts

Scheme	Co-living	Studio	1 bed	2 bed	3 bed	4+ bed
The Portal Land At Wales Farm Road & Portal	0 (0%)	57 (16%)	141 (40%)	130 (37%)	22 (6%)	0 (0%)
The Castle Public House, Victoria Road, North Acton	257	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Scheme	Co-living	Studio	1 bed	2 bed	3 bed	4+ bed
London W3 6UL						
<b>Total</b>	<b>257</b>	<b>57(16%)</b>	<b>141 (40%)</b>	<b>130 (37%)</b>	<b>22 (06%)</b>	<b>0 (0%)</b>

Table IH-1C3: Permissions

Scheme	Studio	1 bed	2 bed	3 bed	4+ bed
Land at Atlas Wharf	36 (8%)	136 (30%)	242 (53%)	43 (9%)	0 (0%)
3 School Road, London	0 (0%)	70 (40%)	80 (45%)	26 (15%)	0 (0%)
1 Portal Way	252 (19%)	568 (43%)	322 (24%)	183 (14%)	0 (0%)
The Portal Land At Wales Farm Road & Portal	57 (16%)	141 (40%)	130 (37%)	22 (6%)	0 (0%)
<b>Total</b>	<b>345 (13%)</b>	<b>915 (36%)</b>	<b>774 (30%)</b>	<b>274 (11%)</b>	<b>0 (0%)</b>

Table IH-1C4: Non-self-contained Permissions

Scheme	Bedrooms	Unit Equivalent
The Castle Public House, North Acton	462 co-living bedrooms	257
1 Portal Way, North Acton	384 co-living or student bedrooms	213 or 154

**IH-1D: Total number of Build-to-Rent units completed and permitted within the monitoring period.**

There were no Build to Rent completions in the monitoring period.

Table IH-1D1: Build to Rent Permissions

Planning Ref	Scheme	Total units	Total units
21/0214/FUMOPDC	Land at Atlas Wharf	457	1,206
23/0026/FUMOPDC	3 School Road	176	484
<b>Total</b>		<b>633</b>	<b>1,690</b>

**E: Number of schemes completed and permitted within the monitoring as part of purpose-built co-living or other housing with shared facilities.**

Table IH-1E1: Co-living Permissions

Planning ref	Scheme	Total units	Total bedrooms	Status
214465OPDFUL	The Castle public House, North Acton	257-unit equivalent	462	Permitted and under construction
21/0181/OUTOPDC	1 Portal Way, North Acton	213- or 154-unit equivalent	384 co-living or student bedrooms	Permitted
<b>Total</b>		<b>470 or 411</b>	<b>846</b>	

No schemes.

**F: Number of units and beds provided as part of specialist housing schemes completed and permitted within the monitoring period.**

No schemes.

**E: Number of student beds completed and permitted within the monitoring period, categorised by place, and the proportion of which are considered affordable.**

Planning ref	Scheme	Total units	Total bedrooms	Status
21/0181/OUTOPDC	1 Portal Way, North Acton	213- or 154-unit equivalent	384 co-living or student bedrooms	Permitted

No schemes

Table IH-2

KPI number	IH-2
KPI description	Capacity for additional housing from developable sites for years 0 to 5.
2023/24 outturn	See appendix A
Commentary	There are over 8,000 homes identified for delivery in the future planning pipeline. Of these, it is expected that 7,420 homes will be delivered in the next five years, against a target in the London Plan to deliver 6,835 homes. OPDC will be working proactively with developers and landowners to encourage accelerated housing

KPI number	IH-2
	delivery on housing site to seek to ensure earlier delivery of housing to help attain the Local Plan and London Plan targets.

Table IH-3

KPI number	IH-3
KPI description	Proportion of family units permitted providing private amenity space or direct access to communal amenity space.
2023/24 outturn	274 family units were permitted in the monitoring period.
Commentary	All family units had access to private amenity space.

Table IH-4

KPI number	IH-4
KPI description	Total permissions granted for the conversion of existing dwellings to create 2 or more dwelling units, and proportion of converted units considered family housing.
2023/24 outturn	None
Commentary	There has been no net loss of family housing through conversions within this monitoring period.

Table IH-5

KPI number	IH-5
KPI description	Net gain/loss of Gypsy and Traveller pitches, through permitted planning applications and bi-annual Caravan Count.
2023/24 outturn	None
Commentary	There has been no net loss of Gypsy and Traveller pitches within this monitoring period.

Table IH-6

KPI number	IH-6
KPI description	IMD ranking for Barriers to Housing and Services for LSOAs covering the OPDC region.
2023/24 outturn	This KPI is not reported annually. The most recent Indices of Deprivation were published in 2019. A map relating to the IMD ranking for Barriers to Housing and Services is contained in Appendix B.
Commentary	OPDC will use the 2019 IMD as a baseline and reproduce the map when it is updated by the Department for Levelling Up, Housing and Communities to monitor improvements.





## Employment

3.10 Economic activities in Old Oak and Park Royal make a vital contribution to the sustainability of the local and London economy. The protection, strengthening and intensification of Strategic Industrial Locations represent opportunities to retain, grow, innovate and diversify the economic base. A mix of employment sectors will be encouraged in order to create vibrant industrial, commercial and mixed use locations. Additional space will be created to support more businesses and jobs – an additional 36,350 new jobs to 2038.

3.11 OPDC’s employment policies will be monitored against the following KPIs.

Table IE-1

KPI number	IE-1
KPI description	Gross Value Added (GVA) figure for OPDC area.
2023/24 outturn	This KPI is not reported annually. The GVA for the OPDC area calculated for the 2022/23 AMR was £3 billion per annum which has increased from £2.1 billion per annum figure calculated in the OPDC Future Growth Sectors Study 2018.
Commentary	The £3 billion figure will be used as a baseline now that the Local Plan has been adopted and the GVA will be reviewed every 5 years to measure the impact of OPDC’s employment policies. It will next be reviewed in the 2026/27 monitoring year.

Table IE-2

KPI number	IE-2
KPI description	IMD ranking for Income, Employment and Education, Skills and Training for LSOAs covering the OPDC region.
2023/24 outturn	The most recent Indices of Deprivation were published in 2019. A map relating to the IMD ranking for Income, Employment and Education, Skills and Training is contained in Appendix B.
Commentary	OPDC will use the 2019 IMD as a baseline and reproduce the map when it is updated by the Department for Levelling Up, Housing and Communities to monitor improvements.

Table IE-3

KPI number	IE-3
KPI description	Net gain/loss (sqm) of floor space for Strategic Industrial Location (SIL) compliant uses within SIL from 2017 baseline through consented planning applications  Net gain/loss in industrial floorspace (inclusive of use class B2, B8 and E(g)(ii) and E(g)(iii) (by place) outside of SIL through consented planning applications compared the 2017 baseline.

KPI number	IE-3
2023/24 outturn	See tables IE-4-A and IE-4-B below.
Commentary	OPDC has made good progress in protecting, enhancing and strengthening the Park Royal SIL in accordance with Local Plan policy E1.

Table IE-3-A: Net gain through permitted schemes in 2023/24 monitoring period

	B1c (E)	B2	B8	Sui Generis	Flexible B1c/B2/B8	Total
<b>Overall</b>	<b>0</b>	<b>-2811</b>	<b>38180</b>	<b>0</b>	<b>0</b>	<b>35369</b>
Park Royal SIL	0	-2811	38180	0	0	35369
Proposed Non-SIL	0	0	0	0	0	0
North Acton	0	0	0	0	0	0

Table IE-3-B: Net gain through permitted schemes since April 2015

	B1c (E)	B2	B8	Sui Generis	Flexible B1c/B2/B8	Total
<b>Overall</b>	<b>2028</b>	<b>-32741</b>	<b>135686</b>	<b>4472.6</b>	<b>76399</b>	<b>185844</b>
Proposed SIL	6426	-25215	135823	4472.6	74949	196455
Proposed Non-SIL	-4398	-2829	-937	0	1450	-6714
North Acton	0	-4697	800	0	0	-3897

Table IE-4

KPI number	IE-4
KPI description	Net change in the number of jobs, and job density, and registered businesses within the OPDC area.
2023/24 outturn	<p>This KPI is not reported annually. The following figures were calculated for the 2022/23 AMR:</p> <p>41,102 jobs (net change -1,998 when compared to OPDC Local Plan figure of 43,100 jobs)</p> <p>63 jobs per ha (net change -3 jobs per ha)</p> <p>1,977 businesses (net change +277 businesses when compared to OPDC Local Plan figure of 1,700 jobs).</p>
Commentary	The 2022/23 figures were based on information from the Inter Departmental Business Register (IDBR) – as of March 2023 - for the OPDC boundary. The Local Plan figures – 43,100 jobs and 1,700 businesses – were sourced from the IBDR data but they aligned to a defined “OPDC Development Area” boundary made up

KPI number	IE-4
	of a best fit of middle-super output areas (MSOAs). Therefore, the comparison is not like for like in this respect. The OPDC boundary figures will be used as the basis for future monitoring against this KPI. It will next be reviewed in the 2026/27 monitoring year.

Table IE-5

KPI number	IE-5
KPI description	Industrial (inclusive of B2, B8, Class E(g)(ii) and Class E(g)(iii) units granted planning permission within the following size categories: 500 sqm or less 501-1000sqm 1,001- 5000sqm 5,001sqm +
2023/24 outturn	<p><u>Outside of SIL</u></p> <p>500sqm or less Two planning applications - The Portal (165514OPDFUL) and Land at Atlas Wharf (21/0214/FUMOPDC) - proposing 8 units for flexible use class E (one included potential for sui generis and F1, F2 uses within this) and occupying a total of 503sqm and 682sqm of floorspace respectively have been granted planning permission with a completed s106 agreement. Given the total floorspace will be subdivided, these 8 units would fall within the 500sqm of less size band.</p> <p>501-1000sqm None</p> <p>1,001- 5000sqm One unit sized at 1,199sqm within use class E(g)ii/E(g)iii/B2 has secured planning permission with a completed s106 agreement (3 School Rd - 23/0026/FUMOPDC).</p> <p>5,001sqm + None</p> <p><u>Within SIL</u></p> <p>500sqm or less None</p> <p>501-1000sqm None</p> <p>1,001- 5000sqm None</p> <p>5,001sqm -10,000sqm</p>

KPI number	IE-5
	<p>Three new units have been permitted, two B8 units (26 Park Royal Rd under planning reference 23/0166/OUTOPDC and 12 Waxlow Rd under planning reference 23/0015/FUMOPDC) as well as a E(g)iii/B2/B8 unit (29–31 Abbey Road under planning reference 22/2310) that are between 5001-10000sqm in size.</p> <p>10,000sqm + One new B8 unit has been granted planning permission (Renault London West under planning reference 22/0059/FUMOPDC).</p>
Commentary	<p>As a result of redevelopment on the SIL sites, in terms of net change, 3 smaller B8 units within the 501-5000sqm range will be lost.</p> <p>The above results indicate that smaller, flexible use including industrial units are being delivered outside of SIL, whilst larger, mainly B8 industrial units are being delivered within SIL and at the expense of smaller units.</p>

Table IE-6

KPI number	IE-6
KPI description	Amount and location of affordable workspace offered at below market rate and/or contributions secured through planning permission and amount and location of shared workspace provision secured through planning permission.
2023/24 outturn	<p>Amount and location of Affordable Workspace offered at below market rate: 359sqm (GIA) of maker space and 637sqm (GIA) of co-working space.</p> <p>Financial contributions towards Affordable Workspace secured as part of consented schemes: £1,219,418.20.</p> <p>This does not include an undetermined financial contribution (for outline planning application reference 23/0166/OUTOPDC), secured using a formula that will be applied at first reserved matters approval stage to calculate the required financial contribution.</p> <p>Amount and location of shared workspace provision secured through planning permission: see above.</p>
Commentary	N/A

Table IE-7

KPI number	IE-7
KPI description	<p>Number of work-live units proposed as part of permitted schemes, categorised by:</p> <ul style="list-style-type: none"> <li>• Separated Work and Live units;</li> <li>• Combined Work-Live units.</li> </ul>

KPI number	IE-7
2023/24 outturn	None
Commentary	None

Table IE-8

KPI number	IE-8
KPI description	Rate of unemployment in the OPDC boroughs.
2023/24 outturn	Source NOMIS January 2023 to December 2023 Unemployment rate = model based unemployed as a percentage of the economically active population. Brent $9,200/159,800 = 5.7\%$ Ealing $10,000/207,900 = 4.9\%$ Hammersmith and Fulham $5,000/103,300 = 4.8\%$ London = 5% Great Britain = 3.7%
Commentary	Rate of unemployment will be tracked over time. Brent's rate is slightly above the London rate and Ealing and Hammersmith and Fulham are slightly below.

Table IE-9

KPI number	IE-9
KPI description	Number of employment and training placements and/or contributions and proportion of the workforce (who live in the local area) secured as part of consented schemes.
2023/24 outturn	Employment and training placements secured as part of consented schemes: Target for 233 apprenticeships, 108 paid work placements, 89 unpaid work placements  Financial contributions towards Employment, Training and Skills secured as part of consented schemes: £2,290,738.00.  Financial contributions towards Supply Chain Initiatives secured as part of consented schemes: £23,000
Commentary	None

## Town Centres and Community Uses

3.12 Town centre and community facilities provide the key services that people need. Providing convenient access to these facilities is vital to creating lifetime neighbourhoods. They can also support place making by creating on-street activity and can enhance the economic prosperity of the area.

3.13 OPDC's town centres and community uses policies will be monitored against the following KPIs.

Table ITC-1

KPI number	ITC-1
KPI description	Number of vacant premises in North Acton, Park Royal Centre and Old Oak town centres.
2023/24 outturn	North Acton- one vacant premises March 2024 Park Royal Central- three vacant premises - March 2024 Old Oak- town centre not yet fully built out. There are 5 new retail units at Oaklands yet to be occupied- March 2024
Commentary	None.

Table ITC-2

KPI number	ITC-2
KPI description	Use class E (a), (b), (c) and F2 (a) floorspace permitted: within town centres outside town centres
2023/24 outturn	Within town centres = 1,185 sqm <ul style="list-style-type: none"> <li>• The Portal = 503 sqm Class E</li> <li>• Atlas Wharf = 682 sqm Class E</li> </ul> <p>Outside of town centres = 935 sqm, up to 29,284 sqm Class E and up to 1,794 sqm Class E/F/Sui Generis (partial – see commentary)</p> <ul style="list-style-type: none"> <li>• 3 School Road = 95 sqm Class E(b)</li> <li>• 1 Portal Way = <ul style="list-style-type: none"> <li>○ Phase 1: 637 sqm Class E; E/F = 75 sqm Class E/F; 128 sqm Class E/F/Sui Generis</li> <li>○ Phase 2: Up to 29,284 sqm Class E and up to 1,794 sqm Class E/F/Sui Generis</li> </ul> </li> </ul>
Commentary	1 Portal Way lies partially within the North Acton Neighbourhood Town Centre; therefore, a portion of the Use Class E and F uses would fall within this town centre. 1 Portal Way's permission comprises a Full Planning Permission for Phase 1 and an Outline Planning Permission for Phase 2. For Phase 2, the floorspace ranges defined in the planning permission have been reported. The element of Use Class F forms part of flexible E/F and E/F/Sui

KPI number	ITC-2
	<p>Generis floorspace which results in an element of duplication with indicator ITC-2B's outturn.</p> <p>In addition to the above floorspace, 1 Portal Way Phase 2 also includes 2,372sqm of flexible commercial / community / town centre uses.</p>

Table ITC-2B

KPI number	ITC-2B
KPI description	<p>Net gain/loss in use class E(e), (f), F1, F2(b), dance halls and concert halls through permitted schemes in monitoring period, categorised by:</p> <ul style="list-style-type: none"> <li>those within designated Town Centre Locations, and by Place.</li> <li>those outside of designated Town Centre Locations, and by Place.</li> </ul>
2023/24 outturn	<p>Within town centres = 0</p> <p>Outside of town centres = 203 sqm</p> <ul style="list-style-type: none"> <li>1 Portal Way = E/F = 75 sqm Class E/F; 128 sqm Class E/F/Sui Generis</li> </ul>
Commentary	<p>1 Portal Way lies partially within the North Acton Neighbourhood Town Centre; therefore, a portion of the Use Class F use would fall within this town centre. The element of Use Class F forms part of flexible E/F and E/F/Sui Generis floorspace which results in an element of duplication with indicator ITC-2's outturn.</p>

Table ITC-3

KPI number	ITC-4
KPI description	<p>Number of on-site social infrastructure facilities, and sports/leisure facilities with public concession access secured through Section 106 agreements.</p>
2023/24 outturn	None
Commentary	None

Table ITC-4

KPI number	ITC-4
KPI description	<p>Net gain/loss of public houses permitted within OPDC, categorised by place.</p>
2023/24 outturn	<p>The Castle Public House, North Acton was demolished following consent of a mixed-use residential-led scheme: 214465OPDFUL.</p>

<b>KPI number</b>	<b>ITC-4</b>
Commentary	The public house floorspace is being reprovided on the same site in accordance with Local Plan policy TCC6

Table ITC-5

<b>KPI number</b>	<b>ITC-5</b>
KPI description	Net gain/loss of: Hot food takeaways Betting shops, pawnbrokers and payday loan stores and games arcade
2023/24 outturn	Outline planning permission (1 Portal Way under planning reference 21/0181/OUTOPDC) permits sui generis uses including hot food takeaway uses. This is limited by a planning condition that restricts the number of potential hot food takeaways within the site to a maximum of 2, separated by at least 2 other uses, and with a maximum floor area of hot food takeaway uses of 150sqm.
Commentary	None

Table ITC-6

<b>KPI number</b>	<b>ITC-6</b>
KPI description	Number of permitted schemes which included a meanwhile strategy, and number of meanwhile use schemes operating within the OPDC area.
2023/24 outturn	None
Commentary	None

Table ITC-7

<b>KPI number</b>	<b>ITC-7</b>
KPI description	Number of new hotel rooms granted planning permission and completed within the monitoring period and place.
2023/24 outturn	None
Commentary	None

Table ITC-8

<b>KPI number</b>	<b>ITC-8</b>
KPI description	IMD ranking for Health and Disability for LSOAs covering the OPDC region
2023/24 outturn	This KPI is not reported annually. The most recent Indices of Deprivation were published in 2019. A map is contained in Appendix B showing the ranking for Health and Disability.



<b>KPI number</b>	<b>ITC-8</b>
<b>Commentary</b>	OPDC will use the 2019 IMD as a baseline and reproduce the map when it is updated by the Department for Levelling Up, Housing and Communities to monitor improvements.

## Delivery and Implementation

3.14 The regeneration of the Old Oak and Park Royal area represents one of London's and the UK's largest and most complex regeneration projects. There are a number of strategies that OPDC can look to employ as statutory local planning authority, to help facilitate and coordinate the areas' successful regeneration, including engaging with a wide range of stakeholders and being a proactive planning authority.

3.15 The following KPIs are used to monitor OPDC's delivery and implementation policies.

Table IDI-1

KPI number	IDI-1
KPI description	Index of Multiple Deprivation (IMD) ranking for LSOAs covering the OPDC region.
2023/24 outturn	This KPI is not reported annually. The most recent Indices of Deprivation were published in 2019. A map is contained in Appendix B.
Commentary	OPDC will use the 2019 IMD as a baseline and reproduce the map when it is updated by the Department for Levelling Up, Housing and Communities to monitor improvements.

Table IDI-2

KPI number	IDI-2
KPI description	Details of the establishment of Neighbourhood Forums, and progress towards the development of Neighbourhood Plans within the OPDC area.
2023/24 outturn	<p>Within the OPDC area there are two designated Neighbourhood Areas and Forums. These are:</p> <ul style="list-style-type: none"> <li>• Harlesden Neighbourhood Forum with a Neighbourhood Area in both the OPDC area and the London Borough of Brent. Their Neighbourhood Plan was adopted by OPDC on 25 July 2019.</li> <li>• Old Oak Neighbourhood Forum with a Neighbourhood Area solely within the OPDC area.</li> </ul>
Commentary	Within the monitoring period, OPDC has liaised with both Forums to inform and support their activities. OPDC engaged with the Harlesden Neighbourhood Forum regarding potential boundary changes in late 2023/24. These activities demonstrate how OPDC is meeting Local Plan policy DI3(c).

Table IDI-3

KPI number	IDI-3
KPI description	List of OPDC planning related public engagement sessions held within the monitoring period, with details of purpose and attendance.
2023/24 outturn	<p>Old Oak West Supplementary Planning Document (SPD) and Revised Planning Observations SPD (joint consultation sessions)                      In-person drop-in session on 1 November 2023 at the Lab, Oaklands: approximately 30 people attended.                      Online session 14 November 2023: 12 people attended.</p> <p>Public Realm &amp; Green infrastructure SPD and Revised Statement of Community Engagement (SCI) (joint consultation sessions)                      In-person drop-in session on 2 February 2024 at the Lab, Oaklands: approximately 30 people attended.                      Online session 4 March 2024: 11 people attended.</p>
Commentary	The engagement sessions demonstrate that OPDC is meeting Local Plan policy DI3.

**Quantitative tracking**

- 3.16 In addition to monitoring the KPIs, future AMRs will also report on key quantitative data that OPDC is collecting to measure the impact of the regeneration.
- 3.17 A [Quantitative Baseline Study](#) was published in February 2024. This provides a high-level understanding of the demographic, socioeconomic and environmental characteristics of the area.

## 4. Progress of Planning Documents

- 4.1 This section provides a summary of the progress of OPDC’s key planning documents.
- 4.2 Since adopting the Local Plan in June 2022, OPDC has been progressing Supplementary Planning Documents (SPD). OPDC has now adopted six SPDs which are material considerations in determining planning applications. The adopted SPDs are summarised in the Table 5.2 below.

Table 5.2: Adopted Supplementary Planning Documents

SPD Title	Purpose	Adoption date
<a href="#">Waste Management in High Density Development SPD</a>	Supplementary planning guidance on how to manage waste in tall buildings to meet Mayoral municipal waste recycling targets	June 2022
<a href="#">Passive Energy Performance, Daylight and Overheating in High Density Development SPD</a>	Supplementary planning guidance on how to meet energy, daylight, and overheating standards in tall buildings to conform with Mayoral requirements.	June 2022
<a href="#">Industrial SPD</a>	Supplementary planning guidance on how deliver best practice industrial developments from a design, placemaking and sustainability perspective.	November 2023
<a href="#">Old Oak West SPD</a>	Supplementary planning guidance to shape the future of Old Oak West reflecting Local Plan policies and community aspirations.	February 2024
<a href="#">Revised Planning Obligations SPD</a>	Supplementary planning guidance for calculating and negotiating section 106 agreements relating to planning applications within the OPDC area.	February 2024

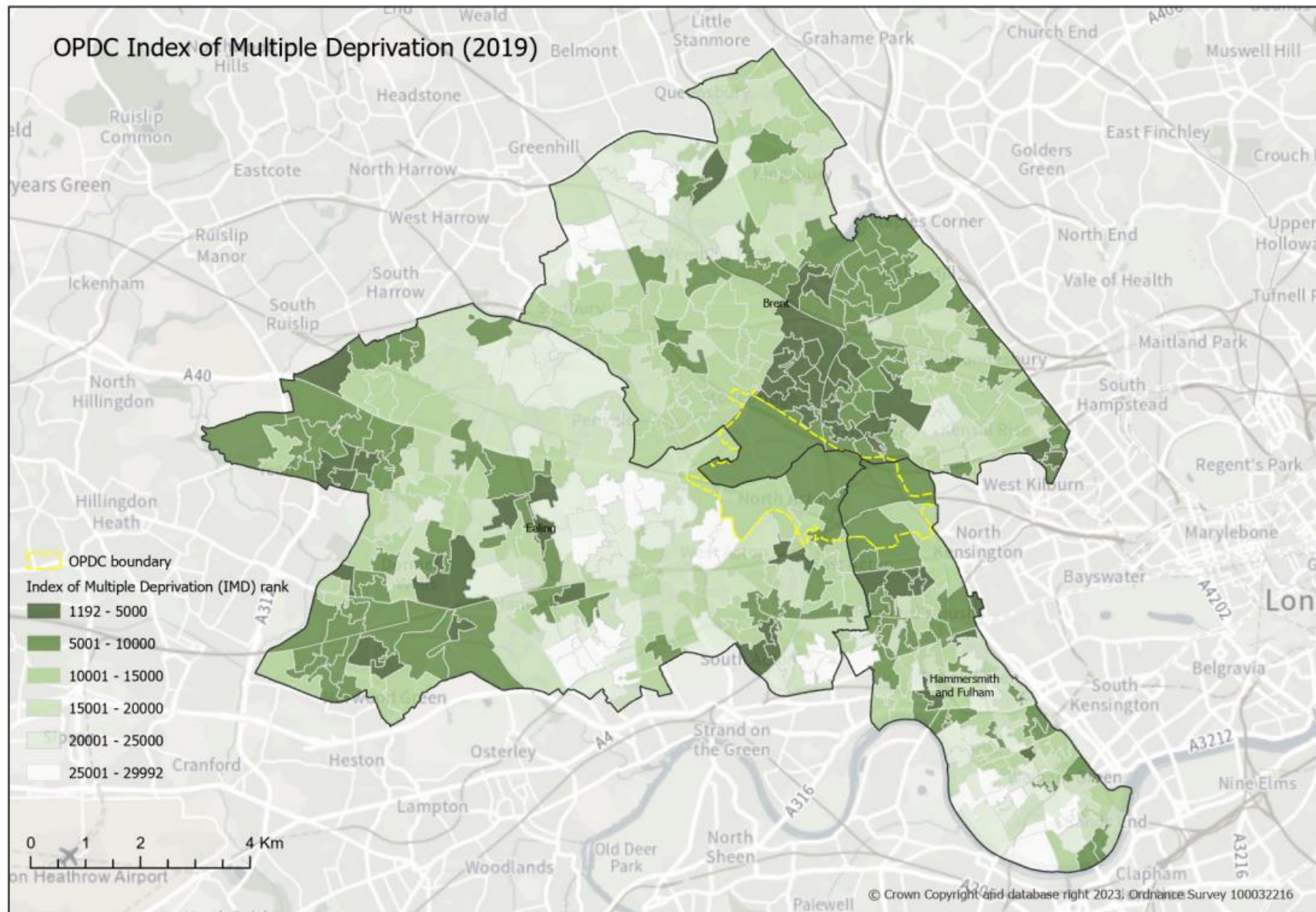
SPD Title	Purpose	Adoption date
	This replaces the SPD adopted in June 2023.	
Public Realm and Green Infrastructure SPD	Supplementary planning guidance on the public realm and delivery of green infrastructure within development and the public realm.	Not yet adopted. Underwent public consultation in January-March 2024.

- 4.3 OPDC adopted its [Community Infrastructure Levy \(CIL\) Charging Schedule](#) on 28 February 2024. CIL is a levy charged on new development to help fund essential infrastructure. This will now apply to all planning applications determined on or after 1 April 2024.

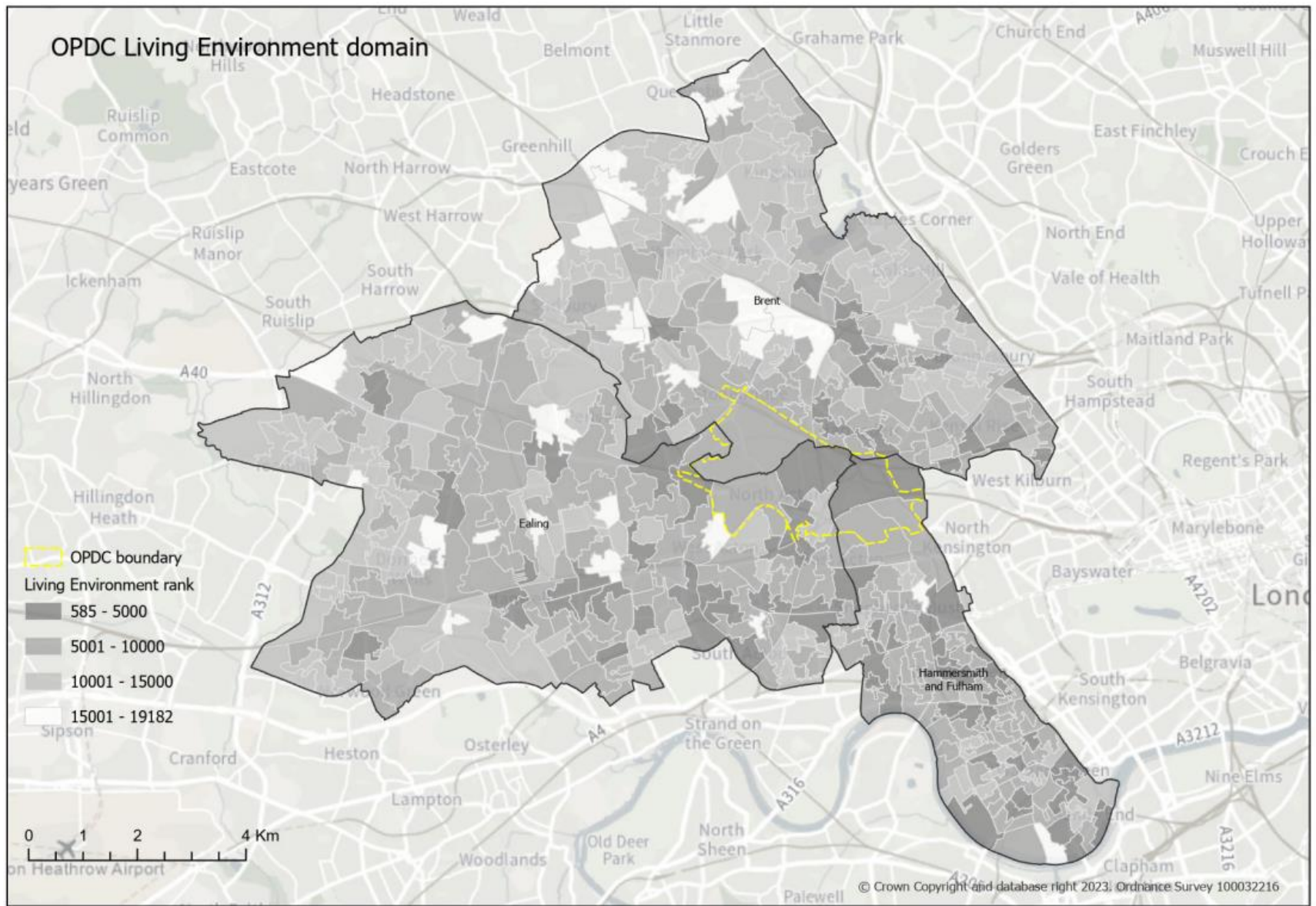
## Appendix A: 5 year housing supply

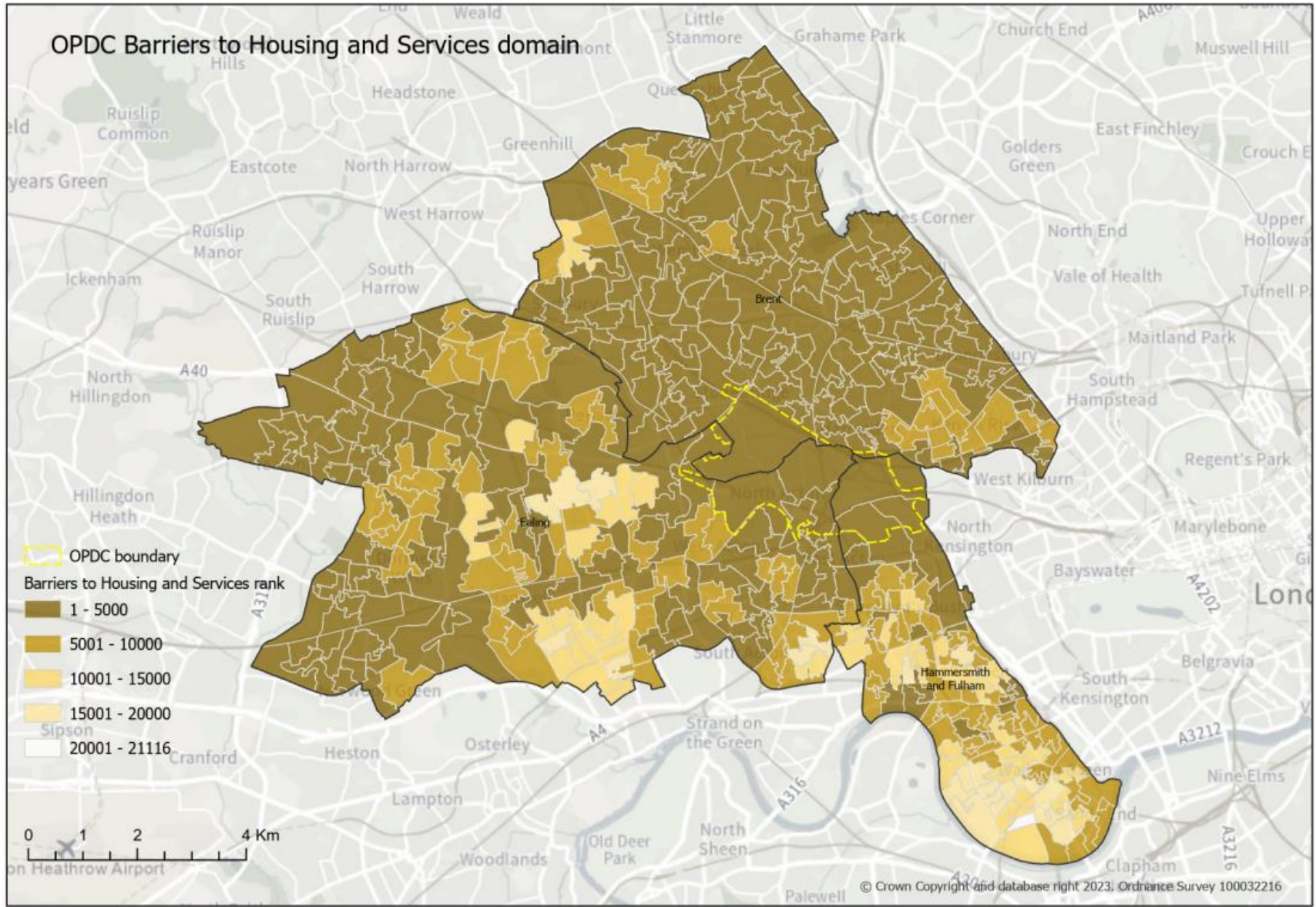
Site	Status	Homes	2024/25	2025/26	2026/27	2027/28	2028/29	
							+	
1	Mitre Yard (104-108 Scrubs Lane)	Started	241	241	-	-	-	
2	North Kensington Gate	Started	208	208	208	-	-	
3	140 Wales Farm Road (North)	Started	316	316	-	-	-	
4	Land at Central Middlesex Hospital	Started	158	158	-	-	-	
5	Small Sites (Various)	Permitted	18	18	-	-	-	
6	4 Portal Way (Holiday Inn)	Permitted	702	-	-	702	-	
7	The Portal, North Acton	Started	350	-	-	350	-	
8	Atlas Wharf	Permitted	457	-	-	-	457	
9	Castle Pub	Permitted	257	-	257	-	-	
10	Mitre Wharf	Permitted	147	-	-	-	147	
11	3 School Road	Permitted	176	-	176	-	-	
12	1 Portal Way	Permitted	1538	-	-	-	674	
13	2 Portal Way	Permitted	380	-	-	380	-	
14	Submitted Apps, Pre-Apps or Developer Discussions	Not Yet Permitted	2904	-	63	1955	886	
<b>Total Supply of Homes</b>			<b>7852</b>	<b>733</b>	<b>704</b>	<b>3387</b>	<b>1560</b>	<b>1468</b>

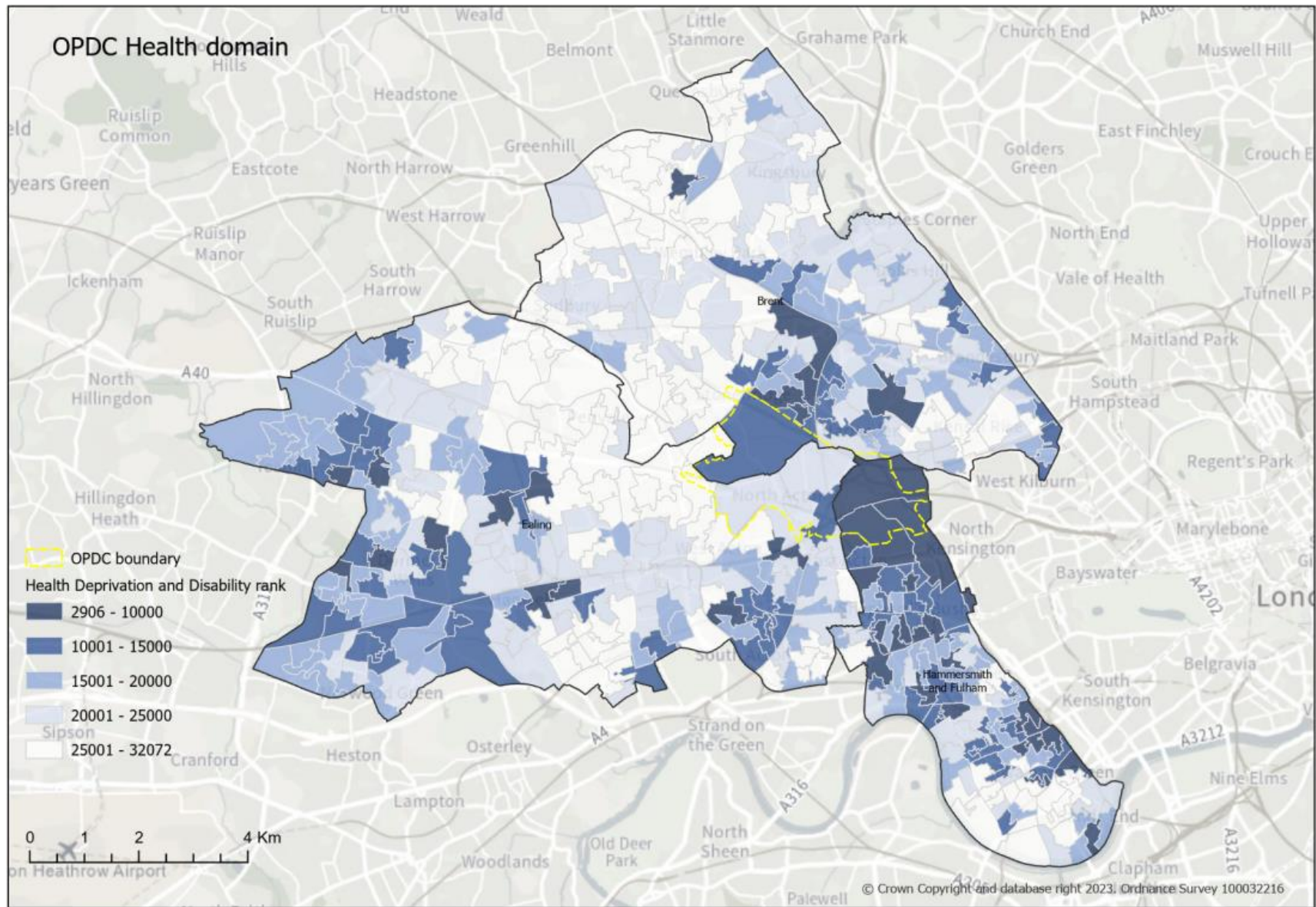
## **Appendix B: Indices of Deprivation 2019 maps**

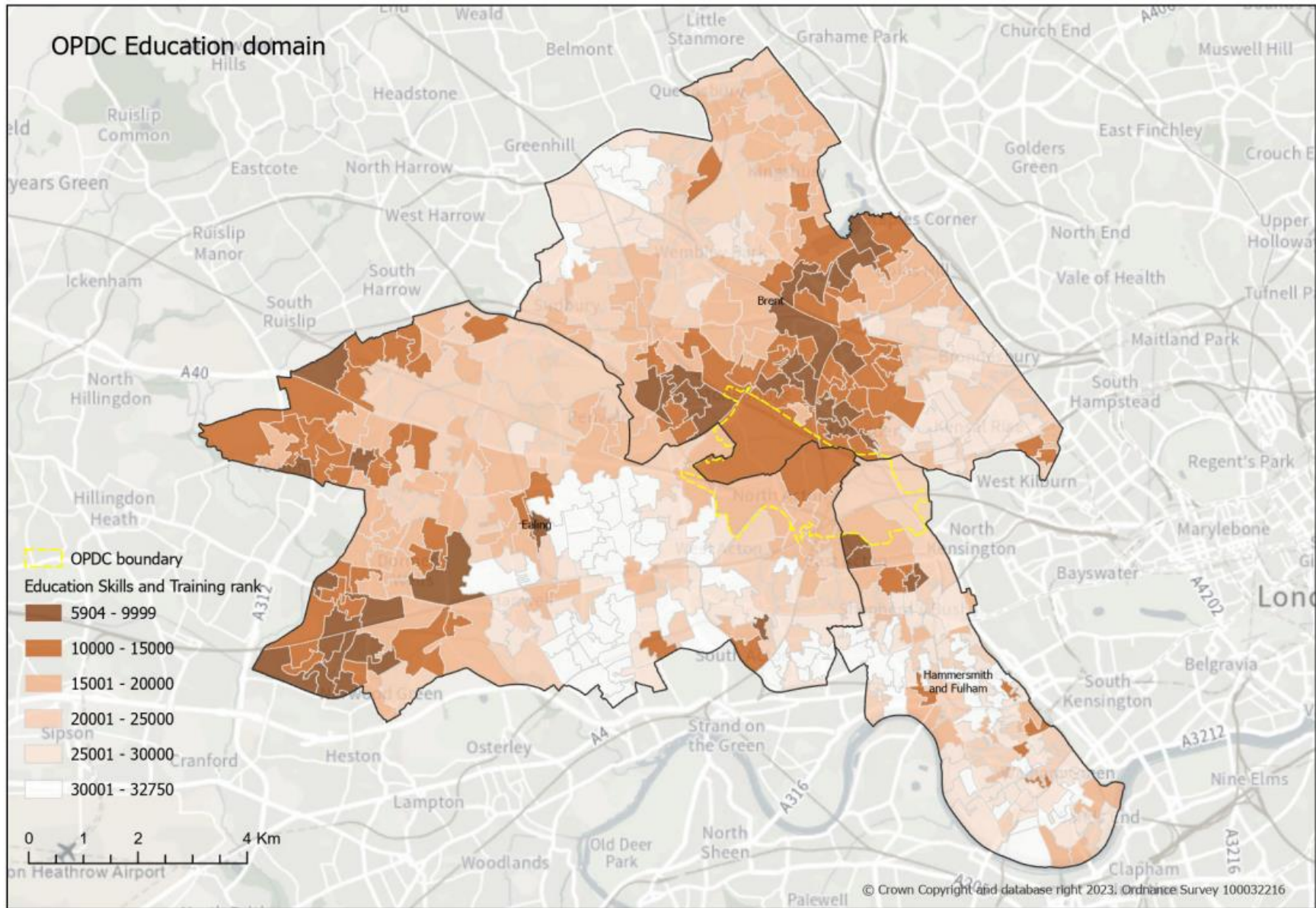












## Appendix C: KPI Directory

The role of the Local Plan Key Performance Indicators (KPIs) is to measure the success and effectiveness of the policies of OPDC's Local Plan and identify any potential need for a review of all or part of the Local Plan. OPDC will produce an Authority Monitoring Report on an annual basis to measure this, for which the KPIs will be used as the basis for assessment. During the review of all or part of the Local Plan KPIs may be amended reflecting updated policy content.

Some KPIs are also considered measures of success for proposed outcomes of the Local Plan's Strategic Policies. Where this is the case, the KPI and relevant Strategic Policy have been marked with an \*.

<b>Ref</b>	<b>Key Performance Indicator</b>	<b>Target / Direction</b>	<b>Strategic Policies</b>	<b>Place Policies</b>	<b>DM Policies</b>	<b>Source of Monitoring Information</b>	<b>Frequency of Monitoring</b>
ID-1*	IMD rank for Living Environment.	Improvement in IMD rank and/or top	SP9*	-	D1	DLUHC	5 years (or as otherwise updated by MHCLG)
ID-2	Number of schemes that are nominated for and/or win environmental, design, accessibility, technological, architecture and planning awards	No target (qualitative assessment)	SP2, SP9	All	D1, D4	Regional, national and international awards	Annually
ID-3*	Positive frontages through permitted mixed use schemes, as a % of overall scheme frontage.	No target (qualitative assessment)	SP9*	All	D2, D4	OPDC planning register and application documents, site surveys.	Annually

<b>Ref</b>	<b>Key Performance Indicator</b>	<b>Target / Direction</b>	<b>Strategic Policies</b>	<b>Place Policies</b>	<b>DM Policies</b>	<b>Source of Monitoring Information</b>	<b>Frequency of Monitoring</b>
ID-4*	Positive frontages through permitted industrial schemes, as a % of overall scheme frontage.	No target (qualitative assessment)	SP9*	All	D2, D4	OPDC planning register and application documents site surveys.	Annually
ID-5*	Percentage of permitted new residential schemes that deliver 10% of new housing as Building Regulation M4(3) 'wheelchair user dwellings' across all tenures.	100%	SP2, SP4, SP9*	-	D3	OPDC planning register and application documents.	Annually
ID-6*	Number of major non-residential completed schemes achieving BREEAM Excellent rating	All non-residential schemes achieving BREEAM excellent	SP2, SP9	-	D4, D6, EU10	OPDC planning register and application documents, on-site monitoring. Certificate on completion	Annually
ID-7	Tall buildings permitted: within areas identified as appropriate for tall buildings; outside areas identified as appropriate for tall buildings	No target (qualitative assessment)	SP9	All	D5	OPDC planning register and application documents, on-site monitoring.	Annually
ID-8*	Number of designated and/or non-designated heritage assets within the monitoring	No target (qualitative assessment)	SP9*	All	D8	OPDC planning register and application	Annually

<b>Ref</b>	<b>Key Performance Indicator</b>	<b>Target / Direction</b>	<b>Strategic Policies</b>	<b>Place Policies</b>	<b>DM Policies</b>	<b>Source of Monitoring Information</b>	<b>Frequency of Monitoring</b>
	period: Designated; Lots; Subject to harm; Reused or enhanced through development					documents, on-site monitoring.	
ID-9	Net change in number and sqm of play space within the OPDC area completed (by place), categorised by: Child Play Space 0 to 5 years; Child play space 5 to 11 years, Child play space 11 to 18 years; Adult Play space	No target (qualitative assessment)	SP3, SP4, SP8	All	D9, EU1	OPDC planning register and application documents, on-site monitoring.	Annually (Cumulatively)
IEU-1*	Total amount of publicly accessible open space from permitted schemes, categorised by: Local Park (or contributing towards delivery of Local Park); Smaller Public Open Space or Pocket Park; Green Street.	Delivery of 30% publicly accessible open space of non-SIL developable area. Progress towards delivery of 3 Local Parks.	SP3, SP8*, SP10	P1, P2, P3, P6, P7, P8, P10, P11	EU1, EU2	OPDC Planning Register and application documents.	Annually
IEU-2*	An overall net gain in biodiversity habitats and quantum and range of species and protection and/or enhancement of designated	Net gain in biodiversity	SP8*	P1, P2, P3, P6, P7, P8, P10, P11	EU1, EU2, EU3	OPDC Planning Register and application documents.	Annually

<b>Ref</b>	<b>Key Performance Indicator</b>	<b>Target / Direction</b>	<b>Strategic Policies</b>	<b>Place Policies</b>	<b>DM Policies</b>	<b>Source of Monitoring Information</b>	<b>Frequency of Monitoring</b>
	SINCs through permitted schemes						
IEU-3	Urban Greening Factor (UGF) of permitted schemes	Minimum UGF of 0.4 on average across permitted schemes	SP8	All	EU2	OPDC Planning Register and application documents.	Annually
IEU-4	Proportion of permitted schemes which: include grey water and/or rain water harvesting; exceed the Mayor's per capita water consumption target	All	SP9	-	EU3	OPDC Planning Register and application documents.	Annually
IEU-5*	Number of occasions Air Quality results exceeded the maximum acceptable level.	Reduction in occasions of exceedances	SP3*	All	EU4	Air Quality Monitoring stations within OPDC area	Annual
IEU-6	Number of noise related complaints to Borough environmental departments regarding construction activities within the OPDC area.	No target (qualitative assessment)	SP10	All	EU5, T8, TCC8	Borough Environmental Departments	Annually
IEU-7	Percentage of household waste recycled, composted or reused	65% (minimum)	SP2, SP10	All	EU6, EU7	Waste Authority Monitoring Records	Annual



<b>Ref</b>	<b>Key Performance Indicator</b>	<b>Target / Direction</b>	<b>Strategic Policies</b>	<b>Place Policies</b>	<b>DM Policies</b>	<b>Source of Monitoring Information</b>	<b>Frequency of Monitoring</b>
IEU-8	Proportion of construction, demolition waste from permitted schemes to be reused or recycled.	95% (minimum)	SP2, SP9	All	EU6, EU7	Application documents	Annually
IEU-9	Number of permitted schemes achieving London Plan CO2 reduction targets.	All	SP2, SP9	All	D1, D4, EU3, EU8, EU9, EU10	OPDC planning register and application documents and on-site monitoring.	Annually
IEU-11	Number of applications for the extraction of minerals permitted within the monitoring period.	No target (qualitative assessment)	SP9	All	EU13	OPDC planning register	Annually
IEU-12	Number and capacity of existing and/or allocated safeguarded waste sites and any compensatory land provided.	No target (qualitative assessment)	SP2, SP10	-	EU6		Annually
IEU-13	Number, type and capacity of waste facilities approved and completed on existing/allocated sites or and new identified sites.	No target (qualitative assessment)	SP2, SP10	-	EU6		Annually

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IT-1*	Percentage of journeys made by walking, cycling or public transport	80% (Minimum)	SP7*	-	T1, T2, T3, T4, T5, T6	TfL	Annually
IT-2	Average scoring of new streets permitted/delivered against the Healthy Street Indicator Toolbox.	No target (qualitative assessment)	SP7, SP9	All	T1, T2, T3, T6, D2, EU1, EU2, EU3, DI2	OPDC planning register and application documents and onsite monitoring.	Annually
IT-3	Number of cycle hire facilities and cycle parking facilities (including spaces) delivered within the OPDC area.	No target (qualitative assessment)	SP3, SP7	All	T4, DI1, EU7	Application documents	Annually (Cumulatively)
IT-4	Ratio of car parking spaces and bicycle parking spaces per unit from permitted residential schemes., and proportion of car parking spaces which are designated for: Blue badge holders; or Car club spaces.	Maximum of 0.2 car parking spaces per unit on average.	SP7	All	T4, T3, EU7	OPDC planning register and application documents.	Annually
IT-5	Number of non-residential car parking spaces proposed as	Achieving car-free	SP7	All	T4, T1, D3	OPDC planning register and	Annually

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	part of permitted schemes, categorised by place.					application documents.	
IT-6*	Change in Public Transport Accessibility Levels (PTALs) in OPDC area	Increase in PTAL scores across the area	SP7*	All	T4	TfL	Annually
IT-7	Change in the number of bus services operating within the OPDC area.	Delivery of bus network as identified in OPDC bus strategy	SP7	All	T6	TFL	Annually
IH-1*	Net and gross number of new homes (plus habitable rooms) completed, started and permitted within monitoring period, categorised by place.	993 new homes per annum, 1,367 annual London Plan target	SP1	All	H1, DI1	OPDC planning register and application documents and on site monitoring.	Annually
	Including: Total number and proportion (of overall) of homes/habitable rooms completed, started and permitted within the monitoring period classified as affordable, and proportion of which are considered: Social/London Affordable	50% affordable housing by unit and habitable room	SP4*	All	H2		

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	Rent; Intermediate (including London Living Rent and Shared Ownership); and Market;						
	Proportion of completed, started and permitted homes, categorised by place and tenure, considered: Studio; 1 Bedroom; 2 Bedroom; 3 Bedroom; 4+ Bedroom.	25% of units as 3+ beds	SP4	All	H3		
	Total number of Build-to-Rent units completed and permitted within the monitoring period.	No target (qualitative assessment)	SP4	All	H6		
	Number of schemes (including beds) completed and permitted as part of purpose-built co-living or other housing with shared facilities completed	No target (qualitative assessment)	SP4	All	H7		
	Number of units and beds provided as part of specialist housing schemes completed and permitted within the	10% of 1,000 home schemes	SP4	All	H9		

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	monitoring period, categorised by type and place.						
	Number of student beds completed and permitted within the monitoring period, categorised by place, and the proportion of which are considered affordable.	35% of beds classified as affordable.	SP4	All	H10		
IH-2	Capacity for additional housing from developable sites for years 0 to 5.	Demonstrate ability to deliver housing targets across plan period	SP1, SP4, SP10	All	H1, DI1	OPDC housing trajectory.	Annually
IH-3	Proportion of family units permitted providing private amenity space or direct access to communal amenity space.	100%	SP4 SP9	All	H4, D6	OPDC planning register and application documents.	Annually
IH-4	Total permissions granted for the conversion of existing dwellings to create 2 or more dwelling units, and proportion of converted units considered family housing.	No net loss of family housing through conversions.	SP4	All	H5	OPDC planning register and application documents.	Annually

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IH-5*	Net gain/loss of Gypsy and Traveller pitches, through permitted planning applications and bi-annual Caravan Count.	No net loss	SP4*	All	H8	OPDC planning register and application documents; Borough caravan count results.	Annually
IH-6	IMD ranking for Barriers to Housing and Services for LSOAs covering the OPDC region	Improvement in ranking	SP4*			DLUHC	5 years (or as otherwise updated by DLUHC)
IE-1*	Gross Value Added (GVA) figure for OPDC area.	Increase	SP5*	All	E1, E2, E3	ONS	5 years
IE-2*	IMD ranking for Income, Employment and Education, Skills and Training for LSOAs covering the OPDC region	Improvement in rankings	SP5*	-	E5	MHCLG	5 years (or as otherwise updated by MHCLG)
IE-3	Net gain/loss (sqm) of floor space for SIL compliant uses within SIL from 2017 baseline through consented planning applications. Net gain/loss in industrial floorspace (inclusive of use class B2, B8 and E(g)(ii) and E(g)(iii) (by place)	Net position OPDC area	SP5*	P1, P2, P4, P5, P6, P7, P8, P9, P10, P11	E1/E2	OPDC planning register and application documents and on site monitoring.	Annually

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	outside of SIL through consented planning applications compared the 2017 baseline.						
IE-4	Net change in the number of jobs, and job density, and registered businesses within the OPDC area.	Increase	SP5*	All	E2, E3	BRES jobs figures data and UK Business Count.	5 years
IE-5*	Industrial (inclusive of B2, B8, Class E(g)(ii) and Class E(g)(iii) units granted planning permission within the following size categories: 500 sqm or less; 501-1000 sqm; 1001-5000 sqm; 5001 sqm plus	No target (qualitative assessment)	SP5*	All	E1, E2, E3	OPDC planning register and application documents.	Annually
IE-6*	Amount and location of affordable workspace provision and/or contributions secured through planning permission and Amount and location of shared workspace provision secured through planning permission	No target (qualitative assessment)	SP5*	All	E3	OPDC planning register and application documents.	Annually

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IE-7*	Number of work-live units proposed as part of permitted schemes, categorised by: Separated Work and Live units; Combined Work-Live units	No target (qualitative assessment)	SP5*	All	E4	OPDC planning register and application documents.	Annually
IE-8*	Rate of unemployment in the OPDC boroughs	Reduction in unemployment rate below London average	SP5*	-	E5	ONS	Annually
IE-9*	Number of employment and training placements and/or contributions and proportion of the workforce (who live in the local area secured as part of consented schemes.	Increase	SP5*	-	E5	LLSESMPs from permitted schemes	Annually
ITC-1*	Number of vacant premises in North Acton, Park Royal Centre and Old Oak town centres.	Positive results	SP6*	P1, P2, P3, P6, P7, P8, P10 and P11	TCC1, TCC2, TCC3	LTCHC Analysis Report and supporting data sources	As required in coordination with GLA.
ITC-2	Use class E (a), (b), (c) and F2 (a) floorspace permitted: within town centres; outside town centres	No target (qualitative assessment)	SP6*	All	TCC1, TCC2	OPDC Planning Register and application documents, on-site monitoring.	Annually



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ITC-2B	Net gain/loss in use class E(e), (f), F1, F2(b), dance halls and concert halls through permitted schemes in monitoring period, categorised by: Those within designated Town Centre Locations and by place; Those outside of designated Town Centre Locations and by place	No target (qualitative assessment)	SP3, SP4, SP5	P1, P2, P3, P6, P7, P8, P10 and P11	TCC1, TCC2, TCC3	OPDC Planning Register and application documents.	Annually
ITC-3	Number of on-site social infrastructure facilities, and sports/leisure facilities with public concession access, secured through Section 106 agreements	No target (qualitative assessment)	SP3, SP5	All	TCC4; TCC6; DI1; DI2	OPDC Planning Register and application documents, on-site monitoring.	Annually
ITC-4	Net gain/loss of public houses permitted within OPDC, categorised by place.	No loss of existing public houses	SP3; SP4	All	TCC7	On-site monitoring.	Annually
ITC-5	Net gain/loss of: Hot food takeaways; Betting shops, pawnbrokers and payday loan stores and games arcades	No target (qualitative assessment)	SP3*	All	TCC2	OPDC Planning Register and application documents, on-site monitoring.	Annually

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ITC-6	Number of permitted schemes which included a meanwhile strategy, and number of meanwhile use schemes operating within the OPDC area.	No target (qualitative assessment)	SP3; SP5	All	TCC9	OPDC Planning Register and application documents, on-site monitoring.	Annually
ITC-7	Number of new hotel rooms granted planning permission and completed within the monitoring period and place.	No target (qualitative assessment)	SP4, SP5	All	TCC10	OPDC Planning Register and application documents, on-site monitoring.	Annually
ITC-8	IMD ranking for Health and Disability for LSOAs covering the OPDC region	Improvement in ranking	SP3*			DLUC	Every 5 years or when published
IDI-1*	Index of Multiple Deprivation (IMD) ranking for LSOAs covering the OPDC region	Improvement in ranking across LSOAs in OPDC region	SP2*	All	-	Department for Levelling up Housing and Communities (DLUHC)	5 years (or as otherwise updated by DLUHC)
IDI-2	Details of the establishment of Neighbourhood Forums, and progress towards the development of Neighbourhood Plans within the OPDC area.	No target (qualitative assessment)	SP4	All	DI3	Communication and engagement with Neighbourhood Forums	Annually

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IDI-3	List of OPDC planning related public engagement sessions held within the monitoring period, with details of purpose and attendance.	No target (qualitative assessment)	SP4; SP10; SP5	All	DI3	OPDC public engagement team.	Annually

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