



Old Oak and Park Royal
Development Corporation

Authority Monitoring Report

2024-2025 Monitoring Period

MAYOR OF LONDON

Old Oak and Park Royal Development Corporation Authority Monitoring Report 2024/25

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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 tenth that OPDC has prepared and relates to the period covering the 1st of April 2024 to the 31st of March 2025.
- 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 2024 to the 31st of March 2025 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

Homes completed within monitoring period	715
Homes completed since OPDC's inception	5,022
Homes started on-site	815
Permission granted (not started)	2,706
Resolution to grant permission	669
Submitted Apps, Pre-Apps or Developer Discussions	2,744
Total	6,934
Net gain of industrial floorspace within monitoring period	19,493
Net gain of industrial floorspace since OPDC's inception	209,742

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 7,000 homes identified for delivery in the future planning pipeline. 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, including the requirement for a 20% buffer in addition to the adopted housing requirement (993 homes per year), is contained in Appendix A.

- 2.4 OPDC received its second Housing Delivery Test (HDT) measurement in December 2024 covering the period from 2020/21 to 2022/23 (the 2023 measurement). Between 2020/21 and 2022/23, OPDC had a target of 2,646 new homes to be built. 1,892 new homes were delivered. Therefore, the HDT measurement for the period of 2020/21 to 2022/23 was 72%. This was a slight improvement of 9% from the 2022 measurement (covering 2019-20 to 2021/22). OPDC has published a revised HDT Action Plan in accordance with the requirements of the National Planning Policy Framework.

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. The majority of the family homes delivered to date have been in affordable housing and specifically in the social/London Affordable rent homes. Most of the affordable housing completed within the monitoring period was intermediate affordable housing. 33% of affordable housing completions were social/London Affordable Rent units. This limited the quantum of family housing overall. 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)
104 to 108 Scrubs Lane (Mitre Yard)	241	35%	14%
The Perfume Factory North (Part)	316	31%	10%
Land to the North of Central Middlesex Hospital	158	100%	23%
Total	715	51%	14%

- 2.6 The cumulative total of residential unit completions since OPDC's establishment now stands at 5,022 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 1st 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
2024/25	715
Total	5,022

Housing Starts

- 2.7 There were no housing starts in the monitoring period. 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.
- 2.8 OPDC is working proactively with developers to support the timely delivery of the planning pipeline.
- 2.9 At the end of the 2024/25 monitoring period there were 815 homes still under construction in the OPDC area. These are summarised in Table 2.9 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 as they include a Co-living housing scheme with no family housing units included. Further details of performance on housing starts can be found in section 3 under KPI IH-I.

Table 2.9: Homes previously permitted and still under construction on 31 March 2025

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
The Portal	350	35%	6%
North Kensington Gate South Scrubs Lane	208	30%	21%
The Castle Hotel	257 (462 co-living rooms)	In Lieu payment (35% affordable housing equivalent)	0%
Total	815	33%	8%

Housing Permissions

2.10 There was one housing planning application permitted during the 2024/25 monitoring period, 5 to 7 Park Royal Road. This is summarised in Table 2.10 below, including the percentage of affordable housing by habitable room and the percentage of family units. This application is a mixed-use scheme including 32 conventional homes which are all affordable (100% London Affordable Rent) and 888 student bedrooms of which 238 (26%) have been secured as affordable student accommodation. Together, the scheme achieves the minimum 35% affordable housing target by habitable room. 50% of the conventional homes have been secured as family housing. Further details of the permissions can be found in section 3 under KPI IH-I.

Table 2.10: Homes permitted during monitoring period.

Scheme	Total number of homes	% affordable housing by habitable room	% family housing (3 bed plus)
5 to 7 Park Royal Road	387 (32 homes and 888 student bedrooms equivalent)	35%	50% of homes 0% of student bedrooms
Total	387	35%	

2.11 OPDC's Planning Committee also resolved to approve 4 Portal Way within the monitoring period, subject to GLA stage 2 and the signing of a Section 106 agreement. This scheme provides 669 homes, including 203 affordable homes (35% by habitable room). If this scheme had received determination by the end of the monitoring period, then OPDC would have exceeded 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, 7,763 homes have been approved or have received a resolution to grant planning permission. 5,022 homes have been completed while another 815 homes have started on site and are yet to be completed.

Table 2.12: housing delivery through the planning system

Homes approved	7,094¹
Homes with Resolution to Grant Planning Permission	669²
Total Homes Approved and Resolved to Approve	7,763
Homes Completed	5,022
Homes Started	815

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, 40% affordable housing by habitable room has been secured by OPDC through 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.

¹ Since the 2023/24 AMR a non-residential planning application has been approved (23/0136/FUMOPDC), superseding a previous permission for 380 units at 2 Portal Way, North Acton (177810PDFUL), which expired in December 2024.

² This resolution (24/0051/FUMOPDC) supersedes a previous planning application (191854OPDFUL) approved for 702 units.

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 %
Total Homes	7,076		815		3,556	
Private Market Homes	3,647	60%	382	67%	1,832	58%
Affordable Homes	2,155	40%	176	33%	1,284	44%
Intermediate	1,693	74%	124	70%	964	71%
Shared Ownership	616	37%	18	15%	494	52%
Discount Market Rent	698	37%	49	36%	288	28%
London Living Rent	379	26%	57	49%	182	20%
Affordable Rent Products	462	26%	52	30%	320	26%
Affordable Rent	123	23%	0	0%	123	33%
London Affordable Rent	278	65%	52	100%	136	48%
Social Rent	61	12%	0	0%	61	18%

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 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
3,775	10,030	2,262	5,786	355	1,274	1,504	4,245
% conventional affordable housing as Social Rent/London Affordable Rent					30%		

Offsite Affordable Housing Contributions

2.15 In the 2024/25 monitoring period the offsite affordable housing section 106 contribution of £1,087,984.10 from Holbrook House (planning application reference 181354OPDC) has been spent in full on a London Borough of

Ealing led scheme at Southall Market Car Park. This will contribute towards the provision of 125 affordable homes (101 London Affordable Rent and 24 shared ownership).

Housing Mix

- 2.16 OPDC has a target to deliver 25% of homes as family housing (3 beds or more). As can be seen from Table 2.16 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 2.16: 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	567	2,199	2,409	705	11	795	470	7,076
%	8%	31%	34%	10%	0%	11%	7%	
Started	87	185	220	66	0	0	257	815
%	11%	23%	27%	8%	0%	0%	31%	
Completed	182	1,106	1,476	341	11	440	0	3,556
%	5%	31%	41%	11%	0%	12%	0%	

- 2.17 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 2:17 Social/Affordable Rent Family housing secured through S106 agreements since April 2015

Social/Affordable Rent units	Number of 3 bed + units	% family housing
323	177	50%

Net gain of Industrial Floorspace

- 2.18 Within the monitoring period, there was a net gain of 19,493 sqm of industrial floorspace through permitted schemes in the OPDC area. The net increase is because of planning permissions for industrial dark kitchens at 2 Portal Way

in North Acton and additional flexible industrial floorspace in 17 Western Road in Park Royal. During the monitoring period there were two other significant net gain industrial applications: a Section 73 application for the data centre at Western Avenue/Concord Road and a Reserved Matters application for a data centre at Chandos Road. The net gain industrial floorspace has already been accounted for in previous AMRs and minor adjustments to the preceding applications, where necessary, have been made to the lifetime figures set out in Table 2.20.

- 2.19 Full details of the net/gain of industrial floorspace within the monitoring period is set out in Table 2.19 below.

Table 2.19: Net gain through permitted schemes in 2024/25 monitoring period

	B1c (E)	B2	B8	Sui Generis	Flexible B1c/B2/B8	E.g.iii	Total
Overall	0	-2709	0	0	6646	15556	19493
Park Royal SIL	0	-2709	0	0	6646	0	3937
Non-SIL	0	0	0	0	0	15556	0

- 2.20 Since OPDC's establishment in April 2015, there has been overall net gain of 209,742 sqm industrial floorspace through permitted schemes. This has included a net gain of 204,792 sqm within SIL and an overall net gain of 4945 sqm outside of SIL in North Acton and Old Oak. Full details of the net gain in industrial floorspace are set out in Table 2.20 below.

Table 2.20: Net gain through permitted schemes since April 2015

	B1c (E)	B2	B8	Sui Generis	Flexible B1c/B2/B8	E.g.iii	Total
Overall	2028	-35450.1	132946	4472.6	90189.73	15556	209742.2
Park Royal SIL	6426	-27924.1	133083	4472.6	88739.73	0	204797.2
Non-SIL	-4398	-7526	-137	0	1450	15556	4945

Schedule 17 Applications

- 2.21 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.
- 2.22 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 2.22 below sets out the Schedule 17 applications OPDC has consented in the monitoring period.

Table 2.22: Schedule 17 applications in 2024/25 monitoring period.

Reference	Address	Description of Proposal	Status
24/0018/HS2OPDC	Old Oak Common Rail Depot, Old Oak Common Lane, London, NW10 6DZ	Application under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 for a non-material change to planning consent reference 20/0012/HS2OPDC primarily relating to amendments to the station roof and facade.	Approved 04 April 2024
24/0063/HS2OPDC	Old Oak Common Rail Depot, Old Oak Common Lane, London, NW10 6DZ	Application under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 for the construction of a Distribution Network Operator (DNO) substation building, road vehicle parking area, fencing and gates and lighting equipment.	Approved 21 June 2024
24/0159/HS2OPDC	Victoria Road Crossover Box site, Land Bound by Victoria Road, School Road and Chase Road, London, W3 6UL	Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 for works associated with the Victoria Road Crossover Box and Ancillary Shaft, comprising the construction of a Headhouse building and Plantroom building.	Approved 16 December 2024
24/0192/HS2OPDC	Old Oak Common station, Old Oak Common Lane,	Application for approval of details subject to condition 7 (Sample Material Panels and	Approved 27 December 2024

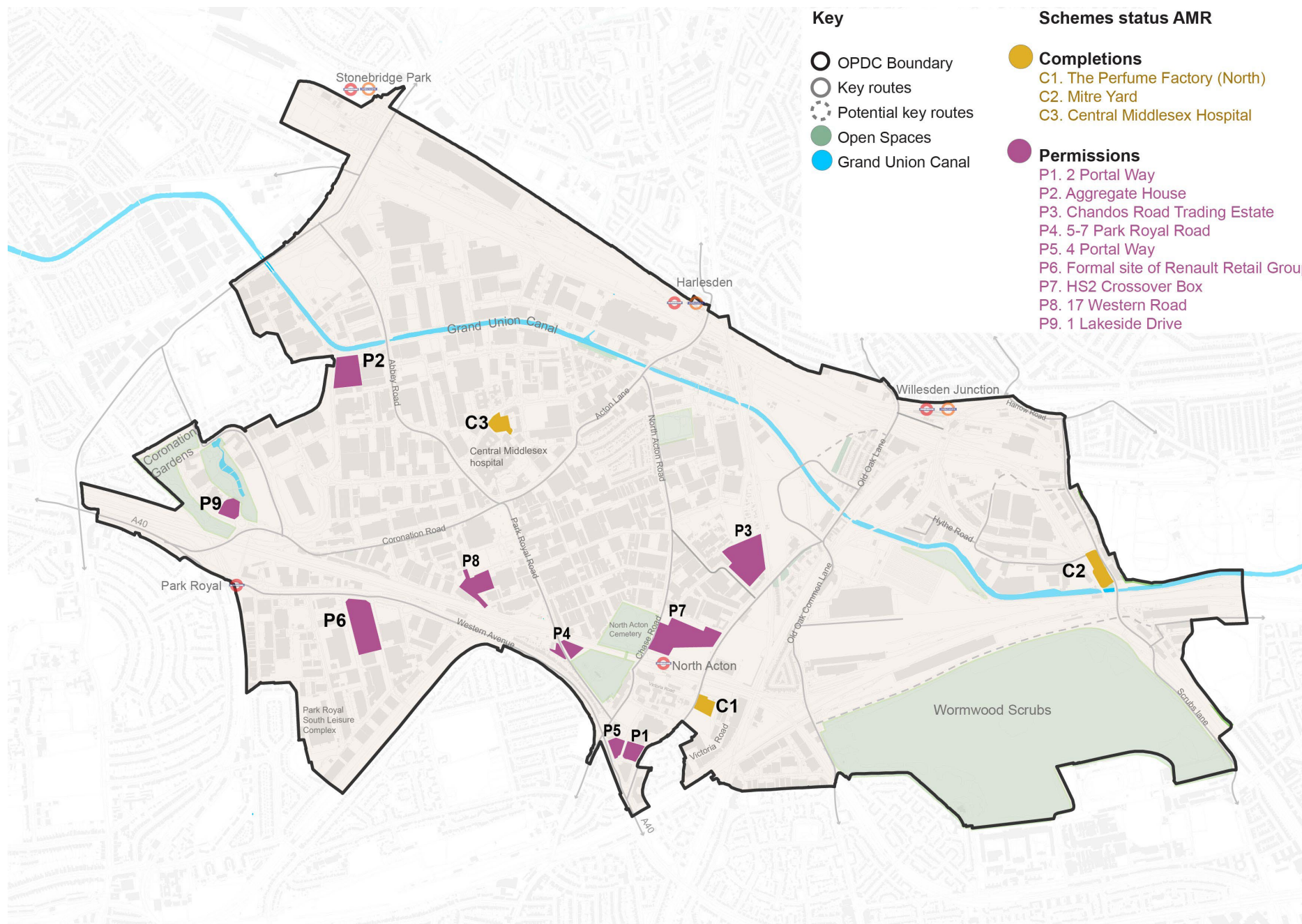
Reference	Address	Description of Proposal	Status
	London, NW10 6DZ	Detailed Drawings) pursuant to planning reference 20/0012/HS2OPDC for application under Schedule 17 of the High-Speed Rail (London-West Midlands) Act 2017 relating to above ground works associated with the new Old Oak Common station comprising main concourse, overbridges, stairs, escalators, lifts to conventional rail, conventional rail platforms and canopies, ventilation structures and associated works.	
24/0221/HS2OPDC	Old Oak Common station, Old Oak Common Lane, London, NW10 6DZ	Application under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 for a non-material change to planning consent reference 20/0057/HS2OPDC relating to highway routes to be used by large goods vehicles.	Approved 14 February 2025
24/0160/HS2OPDC	Old Oak Common station, Old Oak Common Lane, London, NW10 6DZ	Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 relating to the external lighting for the Old Oak Common Station building and the conventional rail platforms.	Approved 18 February 2025

Carbon savings

- 2.23 The London Plan 2021 requires new development proposals to be Zero Carbon and deliver CO₂ reduction targets on site. Table 2.22 demonstrates average CO₂ reductions achieved on residential and commercial schemes since inception.

Table 2.23: carbon savings since inception

Residential schemes	Commercial schemes
47.32% average CO ₂ reduction	60.91% average CO ₂ reduction



3. Key Performance Indicators

- 3.1 This section provides details of performance against the adopted Local Plan Key Performance Indicators (KPIs) during the 2024/25 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
2024/25 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 Ministry of Housing, Communities and Local Government 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
2024/25 outturn	Public Realm and Green Infrastructure Supplementary Planning Document (SPD) has been nominated for the following awards: <ul style="list-style-type: none"> • Pineapple Awards- strategy category • Planning Awards -plan-making (other) category • RTPI London Awards for Planning Excellence-best plan category Industrial SPD won the Planning Awards 2024 (plan making category), the RTPI London Planning award and was commended by the RTPI (Excellence in Plan Making Practice) in the national awards.
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
2024/25 outturn	<ul style="list-style-type: none"> • 2 Portal Way = 64.8% • 5-7 Park Royal Road <ul style="list-style-type: none"> ○ Building A = 43.8% ○ Building B = 35.3% • 4 Portal Way = 52% • 1 Lakeside Drive = 52%
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:</p> <ul style="list-style-type: none"> • 2 Portal Way (23/0136/FUMOPDC) is considered to be appropriate reflecting the level changes on the site and access requirements. • 5 to 7 Park Royal Road (23/0014/FUMOPDC) is considered to be appropriate reflecting the serving requirements, level changes and neighbouring uses to both buildings. • 4 Portal Way 24/0051/FUMOPDC (Resolution to Grant) is considered to be appropriate reflecting it's location adjacent to the A40 and level changes. • 1 Lakeside Drive 24/0176/FULOPDC (Resolution to Grant) is considered to be appropriate reflecting the Change of Use permission and limited ability to amend façade design alongside level changes.

Table ID-4

KPI number	ID-4
KPI description	Positive frontages through permitted industrial schemes expressed as a percentage of overall scheme frontage
2024/25 outturn	<ul style="list-style-type: none"> • Aggregate House = 25.2% • Chandos Road Trading Estate = 9.1% • Former site of Renault Retail Group = 6.5% • HS2 Schedule 17 Application for Works Relating to the Victoria Road Crossover Box = 0% • 17 Western Road = 24.7%

KPI number	ID-4
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:</p> <ul style="list-style-type: none"> • Aggregate House (23/0178/FUMOPDC) is considered to be appropriate reflecting the servicing requirements of the site and the focusing of windows overlooking the street in the retained heritage façade. • Chandos Road Trading Estate (23/0270/REMOPDC) is considered to be appropriate reflecting the operational and security requirements which prevent the delivery of windows for data hall and generator floorspace. The proposal will sit directly next to Phase 1 of the wider site development prohibiting the delivery of positive frontages along the northern edge. The building sits back from Chandos Road and is not directly accessible from the street. • Former site of Renault Retail Group (24/0141/VAROPDC) is a data centre development and is a modified proposal to that featured in the 2023/24 AMR. 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 ancillary office use which faces a publicly accessible pocket park. The office ground floor office windows and entrances activate the immediate spaces. 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. The modified proposal has resulted in a decrease from 10% to 6.5% due to the incorporation of the former office building within the main data centre building. In light of these considerations, the percentage of positive frontages is considered to be appropriate. • HS2 Schedule 17 Application for Works Relating to the Victoria Road Crossover Box (24/0159/HS2OPDC) is 0% due to the lack of ground floor windows and entrances. This is due to the nature of the infrastructure use and security requirements. To mitigate this, the design of facades have been carefully developed to incorporate high quality materials, detailed design and lighting to provide a positive frontage to surrounding areas. In light of these considerations, the percentage of positive frontages is considered to be appropriate.

KPI number	ID-4
	<ul style="list-style-type: none"> • Western Road (24/0103/FUMOPDC) is considered to be appropriate reflecting the servicing requirements of the site and locating windows directly onto the footpath along Western Road.

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
2024/25 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"> • 5 to 7 Park Royal Road (23/0014/FUMOPDC) = 10% • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant) = 10%
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
2024/25 outturn	See commentary below.
Commentary	<p>Six 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"> • 2 Portal Way (23/0136/FUMOPDC) • Aggregate House (23/0178/FUMOPDC) (Resolution to Grant) • Chandos Road Trading Estate (secured through 21/0013/OUTOPDC) • Former site of Renault Retail Group (24/0141/VAROPDC) • 17 Western Road (24/0103/FUMOPDC) • 1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant)

Table ID-7

KPI number	ID-7
KPI description	Tall buildings permitted: - within areas identified as appropriate for tall buildings - outside areas identified as appropriate for tall buildings
2024/25 outturn	Tall buildings permitted within areas identified as appropriate for tall buildings = 3 Tall buildings permitted outside areas identified as appropriate for tall buildings = 0
Commentary	The permitted tall buildings accord with Local Plan policy SP9(b). They are: <ul style="list-style-type: none"> • 2 Portal Way (23/0136/FUMOPDC) • 5-7 Park Royal Road (23/0014/FUMOPDC) • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant)

Table ID-8

KPI number	ID-8
KPI description	Number of designated and/or non-designated heritage assets within the monitoring period: <ul style="list-style-type: none"> • Designated: • Lost; • Subject to harm; • Reused or enhanced through new development.
2024/25 outturn	The following information is based on schemes that have been permitted during the monitoring period: <ul style="list-style-type: none"> • Designated heritage assets = 0 • Lost heritage assets = 0 • Subject to harm = 8 (all less than substantial) • Reused or enhanced through new development = 2
Commentary	No OPDC designated Local Heritage Listings were lost. However, the Perfume Factory was previously designated by the London Borough of Ealing. This had been demolished for the 181062OPDFUL Perfume Factory North scheme prior to OPDC adopting its Local Heritage Listings and was therefore not included. 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. <ul style="list-style-type: none"> • Aggregate House (23/0136/FUMOPDC) (Resolution to Grant) – less than substantial harm to the significance of the locally listed Lengthman's Cottage (L6); less than

KPI number	ID-8
	<p>substantial harm to the significance of the locally listed Former Print Works (L18).</p> <ul style="list-style-type: none"> • Chandos Roads Trading Estate (23/0178/FUMOPDC) – less than substantial harm to the significance of the locally listed Torpedo Factory (L22) and Former Rotax Works (L23). • 5-7 Park Royal Road (23/0015/FUMOPDC) - less than substantial harm to the significance of the locally listed Anglican and Non-Conformist Chapels (L29) and the Cross of Sacrifice War Memorial (L30) in Acton Cemetery. • Mitre Yard (21/0130/VAROPDC) – less than substantial harm to the significance of the St Mary's Conservation Area and part of the Kensal Green Cemetery Registered Park and Garden <p>Assets reused or enhanced through new development by the below permissions are set out below.</p> <ul style="list-style-type: none"> • Central Middlesex Hospital (20/0031/FUMOPDC) – The Old Refectory (L26): reuse for employment or community spaces; provision of adjacent new public square; returned to the building's original built form, through the removal of the ground floor extensions on the north and west elevation; retention of the facades of the original building alongside with the original windows and materials. • Aggregate House (23/0178/FUMOPDC) (Resolution to Grant)– Former Print Works (L18): retention of the primary façade of the building.

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"> • Child play space (0 to 5 years); • Child play space (5 to 11 years); • Child play space (11 to 18 years); and • Adult play space.
2024/25 outturn	<p>No target (qualitative assessment) ensuring that adequate on-site space for young children to play is provided on site in connection with the proposed residential accommodation.</p> <p>The following information is based on schemes that were completed during the monitoring period:</p> <p>The Perfume Factory (North), 140 Wales Farm Road Acton (Blocks A and B) (181062OPDFUL):</p> <ul style="list-style-type: none"> ○ 0 – 4 years: 489sqm

KPI number	ID-9
	<ul style="list-style-type: none"> ○ 5 – 11, 12+ years: 544sqm ○ Informal play space (part of public realm): 150sqm <p>Mitre Yard, 104-106 Scrubs Lane (21/0130/VAROPDC):</p> <ul style="list-style-type: none"> ○ Age 0-11: 70 sqm (North block) ○ Age 12+: 28 sqm (North block) ○ Age 0-11: 70 sqm (South block) ○ Age 12+ : 28 sqm (South block) <p>Central Middlesex Hospital (20/0031/FUMOPDC):</p> <ul style="list-style-type: none"> ○ 0 – 4 years: 350sqm ○ 5 – 11 years: 350sqm ○ Age 12+: 250sqm
Commentary	<p>The Perfume Factory (North), 140 Wales Farm Road Acton (Blocks A and B) (181062OPDFUL):</p> <ul style="list-style-type: none"> • Falls within Local Plan Place: P7 North Acton and Acton Wells • The requirement was set out in accordance with policies 3.5, 3.6, 5.3 and 7.2 of the previously adopted London Plan 2016 and the Mayor's Supplementary Planning Guidance on Play and Informal Recreation. • The scheme has split play space into dedicated 0-4years, 5-11/12+ years and external amenity provision which is considered to be appropriate given the required play space based on occupancy and GLA Yield Calculator required 0 – 4 years: 473sqm, 5 - 11 years: 333sqm, 12 - 17 years: 171sqm, Total: 977sqm). <p>Mitre Yard, 104-106 Scrubs Lane (21/0130/VAROPDC):</p> <ul style="list-style-type: none"> • Falls within Local Plan Place: P10 Scrubs Lane • The requirement was set out in accordance with London Plan (2021) and OPDC Local Plan 2018-2028. • The terraces on of the north and south blocks both have play areas for children aged 0-11 years and 12+. The play equipment in these areas comprise of large Timber play climbing structures, table tennis tables and exercise area. The provision is considered appropriate for the intended ages and location. <p>Central Middlesex Hospital (20/0031/FUMOPDC):</p> <ul style="list-style-type: none"> • Falls within Local Plan Place: P6 Park Royal Centre • The requirement was set out in accordance with London Plan (2021) and OPDC Local Plan 2018-2028. • The development integrates new playable space within the 1,100sqm central courtyard along with improving existing play area of 600 sqm. The provision is considered to be appropriate given the required play space based on

KPI number	ID-9
	occupancy and GLA Yield calculator is 1587.3 sqm (852.7 sqm for the new proposed housing and 734.6 sqm for the existing housing).

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 IEU-1

KPI number	IEU-1
KPI description	<p>Total amount of publicly accessible open space from permitted schemes, categorised by:</p> <ul style="list-style-type: none"> - Local Park (or contributing towards delivery of a Local Park); - Smaller Public Open Space or Pocket Park; - Green Street.
2024/25 outturn	<p>Policy EU1 Open Space of the Local Plan requires development to deliver a minimum of 30% of the developable area outside of Strategic Industrial Locations as publicly accessible open space. The following information is based on schemes that have been permitted during the monitoring period:</p> <ul style="list-style-type: none"> • 2 Portal Way (23/0136/FUMOPDC): 45% publicly accessible open space. • 5 – 7 Park Royal Road (23/0014/FUMOPDC): 18% publicly accessible open space. • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): 36% publicly accessible open space. <p>Too early in the plan period to assess delivery of 3 local parks.</p>
Commentary	<p>Policy EU1 Open Space of the Local Plan requires development to deliver a minimum of 30% of the developable area outside of Strategic Industrial Locations as publicly accessible open space.</p> <p>The following sites permitted within the monitoring period fall within Strategic Industrial Location (SIL), where Policy EU1 requirement of provision of publicly accessible open space does not apply:</p> <ul style="list-style-type: none"> • Aggregate House (23/0178/FUMOPDC) (Resolution to Grant) • Chandos Roads Trading Estate (23/0270/REMOPDC) • Former site of Renault Retail Group (24/0141/VAROPDC) • 17 Western Road (24/0103/FUMOPDC)

KPI number	IEU-1
	<p>The following sites permitted within the monitoring is a change of use, where Policy EU1 requirement of provision of publicly accessible open space does not apply:</p> <p>1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant)</p> <p>5 – 7 Park Royal Road (23/0014/FUMOPDC): The scheme provides a linear public realm and pocket park. Overall, there would be the provision of 614 sqm publicly accessible open space at ground level across both sites, equating to almost 18% of the developable area. The shortfall has been addressed through off-site financial contributions secured to fully mitigate the impact of the development.</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
2024/25 outturn	<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> <p>2 Portal Way (23/0136/FUMOPDC): 664.39% net gain (0.66 biodiversity units)</p> <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant): 218.72% net gain</p> <p>5 – 7 Park Royal Road (23/0014/FUMOPDC): 625% net gain (0.84 biodiversity units)</p> <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): A net increase of 84.94%</p> <p>Former site of Renault Retail Group (24/0141/VAROPDC): 626.72% net gain (2.03 habitat units) and 100% net gain hedgerow units (0.19 hedgerow units).</p> <p>17 Western Road (24/0103/FUMOPDC): 17.88% net gain (0.05 units)</p> <p>1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant): 343.39% net gain</p>
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> <p>Chandos Roads Trading Estate (23/0270/REMOPDC):</p>

KPI number	IEU- 2
	The approval of reserved matters for outline planning permissions are not within the scope of biodiversity net gain (as they are not a grant of planning permission). The scheme has submitted a Biodiversity Enhancement Strategy and aims for biodiversity net gain with a focus on native planting species within planting beds, biodiverse roof, shrubs, gravel, insect hotels and log piles.

Table IEU-3

KPI number	IEU-3
KPI description	Urban Greening Factor (UGF) of permitted schemes
2024/25 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> <p>The following information is based on schemes that have been permitted during the monitoring period:</p> <p>2 Portal Way (23/0136/FUMOPDC): 0.46 UGF score Aggregate House (23/0178/FUMOPDC) (Resolution to Grant): 0.1 UGF score Chandos Roads Trading Estate (230270REMOPDC): 0.27 UGF score 5 – 7 Park Royal Road (23/0014/FUMOPDC): 0.403 UGF score 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): 0.3 UGF score Former site of Renault Retail Group (24/0141/VAROPDC): 0.3 UGF score 17 Western Road (24/0103/FUMOPDC): 0.42 UGF score 1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant): 0.25 UGF score</p>
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> <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant): The proposed development achieves an UGF score of 0.1 which falls short of the 0.3 target set out in London Plan Policy G5. This is mainly due to the size of the service yard which needs to be large enough to cater for HGV movements and limits the amount of</p>

KPI number	IEU-3
	<p>urban greening that can be provided on site. It is considered that the proposed urban greening has been optimised.</p> <p>Chandos Roads Trading Estate (230270REMOPDC): The proposal achieves UGF score of 0.27. While this falls just short of the target, it is considered that the proposed urban greening has been optimised.</p> <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): The proposal achieves UGF score of 0.3 which falls short of the 0.4 target for predominately residential development. However, taking into account the constraints of the site, the proposed mix of uses, plant/energy requirements, pedestrian/cycle route, it is considered that urban greening opportunities have been maximised.</p> <p>1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant): The proposal achieves UGF score of 0.25 which falls short of the requirement. Given that the proposal seeks to retain and repurpose the existing building, there are limited opportunities to improve the score and it is considered that urban greening opportunities have been maximised.</p>

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).
2024/25 outturn	<p>Policy target:</p> <ol style="list-style-type: none"> include grey water and/or rain water harvesting; London Plan policies SI 5 'Water Infrastructure', SI 12 'Flood Risk Management' and SI 13 'Sustainable Drainage' contain specific flood risk and water management requirements for new developments. Policy EU3 of the Local Plan requires developments to maximise the efficient use of water by seeking to achieve the maximum score for water use in the BREEAM ratings. London Plan Policy SI 5 requires developments to achieve at least BREEAM excellent standard for the 'Wat 01' water category (commercial) and achieving mains water consumption of 105 litres or less per head per day as per Building Regulations (residential development). <p>The following information is based on schemes that have been permitted during the monitoring period:</p> <ul style="list-style-type: none"> 2 Portal Way (23/0136/FUMOPDC)

KPI number	IEU-4
	<ul style="list-style-type: none"> • SuDS features: Ground floor external surfaces will be finished in permeable paving and • soft landscaped areas. Approximately 75% of the roof area would be blue/green roofs • The development targets BREEAM excellent overall, and 3 credits of an available 5 for Wat 01 is targeted which is an 'outstanding'. • Aggregate House (23/0178/FUMOPDC) (Resolution to Grant) <ul style="list-style-type: none"> • Attenuation tank proposed to reduce run-off rates. • Achieves BREEAM excellent standard for the 'Wat 01' water category • Chandos Roads Trading Estate (230270REMOPDC) <ul style="list-style-type: none"> • Attenuation tank proposed to reduce run-off rates. • Details to be secured at later stage (condition secured) • 5 – 7 Park Royal Road (23/0014/FUMOPDC) <ul style="list-style-type: none"> • Attenuation through a combination of blue roofs, soft landscaping, permeable paving and a storage tank located below ground level. • achieving mains water consumption of 105 litres or less per head per day. • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant) <ul style="list-style-type: none"> • Attenuation through blue roofs, raingardens within the public realm areas and tree pits within ground and first floor. • achieving mains water consumption of 105 litres or less per head per day. • Former site of Renault Retail Group (24/0141/VAROPDC) <ul style="list-style-type: none"> • Attenuation in the form of a rainwater harvesting system and underground tanks. • Achieves BREEAM rating of Excellent for the 'Wat 01' water category. • 17 Western Road (24/0176/FULOPDC) <ul style="list-style-type: none"> • Attenuation in the form of porous asphalt/paving and a green roof. • Achieves BREEAM rating of Excellent • 1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant): <ul style="list-style-type: none"> • A SuDS and Drainage Strategy is secured via condition • Achieves BREEAM rating of Excellent
Commentary	Target:

KPI number	IEU-4
	<ul style="list-style-type: none"> London Plan Policy SI5 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). London Plan Policy SI13 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. <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant):</p> <ul style="list-style-type: none"> The applicant considered infiltration to the ground as part of the proposals, however the underlying geology and high ground water in this area made infiltration proposals unviable. <p>Chandos Roads Trading Estate (230270REMOPDC):</p> <ul style="list-style-type: none"> Further information will be attached to any approval granted with attenuation storage proposed in phase 2. <p>17 Western Road (24/0176/FULOPDC):</p> <ul style="list-style-type: none"> The applicant considered infiltration to the ground as part of the proposals, however the underlying geology in this area made infiltration proposals unviable.

Table IEU-5

KPI number	IEU-5
KPI description	Number of occasions Air Quality results exceeded the maximum acceptable level.
2023/24 outturn	<p>There is only one air quality monitoring station in the OPDC area. It is located on Western Avenue (A40) North Acton. Data for this monitoring station is available on the GLA datastore, accessed from this weblink:</p> <p>https://www.londonair.org.uk/london/asp/publicstats.asp?mapview=NO2b&statyear=2023&MapType=Google&region=0&site=E11&postcode=&lat_id=&objective=All&zoom=16&lat=51.522220956474854&lon=-0.2656288820495334&VenueCode=</p> <p>Both the 2023 and 2024 pollution levels recorded at this monitoring site met the Government's Air Quality Strategy Objectives. The 2024 data shows a slight reduction (compared with 2023) in the annual mean Nitrogen Dioxide and PM10 particulate values recorded and both years met the</p>

KPI number	IEU-5
	Government's daily and annual air quality objectives for Nitrogen Dioxide and PM10.
Commentary	<p>The map below shows the locations of the monitoring stations. OPDC has committed through its Local Plan to meeting national targets for air quality. The data recorded at the air quality monitoring site on Western Road (A40) indicates that these targets are currently being met. However, it is also noted that there is currently only one monitoring site across the whole of the OPDC area. This, therefore, is not representative of the area as a whole and the establishment of more air quality monitoring sites across the OPDC area would enable more comprehensive monitoring of this KPI</p>

Figure: air quality monitoring stations

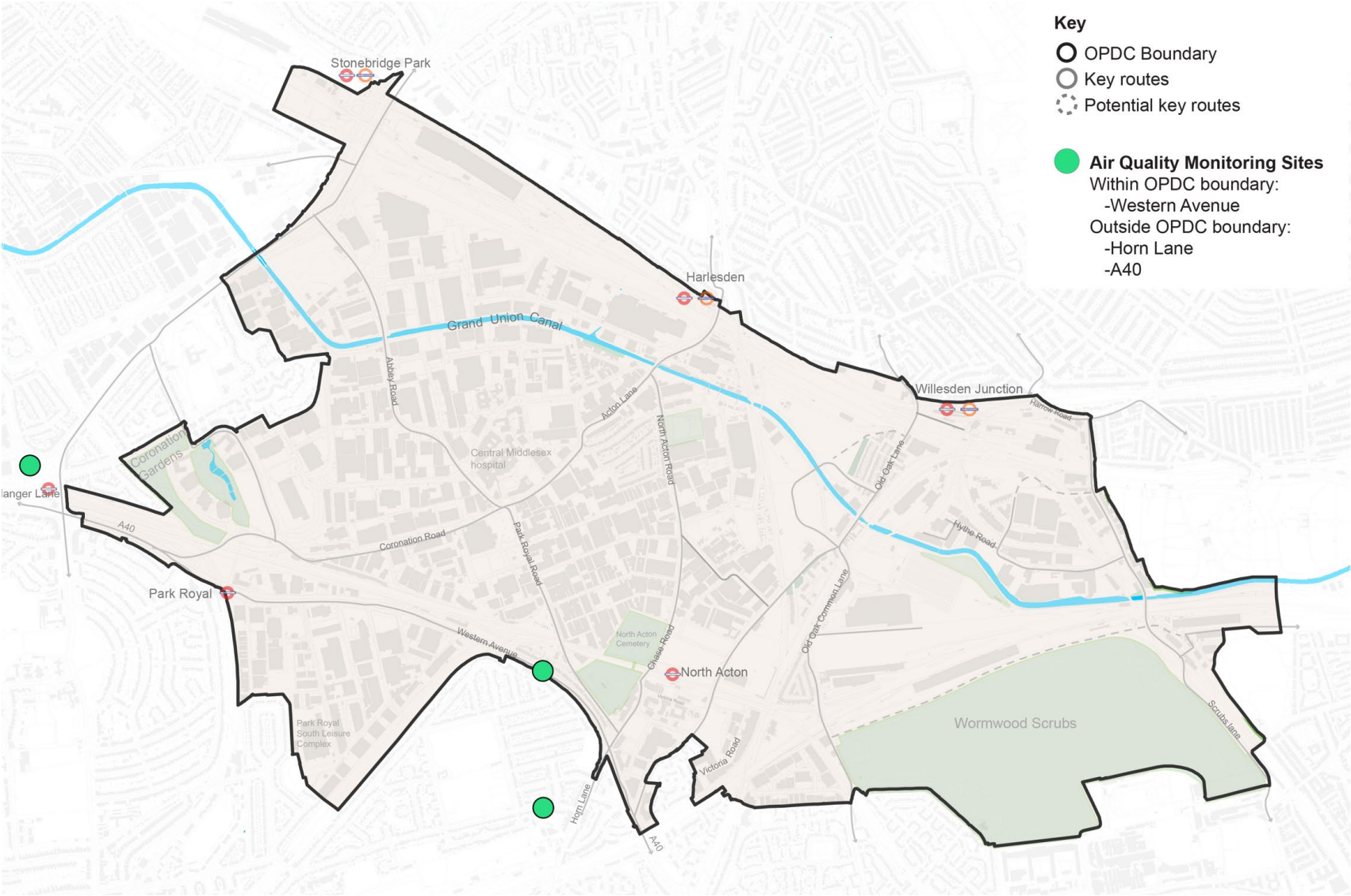


Table IEU-6

KPI number	IEU-6
KPI description	Number of noise related complaints to Borough environmental departments regarding construction activities within the OPDC area.
2024/25 outturn	OPDC: 10 noise complaints registered from 2 sites. Ealing Council: noise complaints registered from 10 sites. 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.
2024/25 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 2023/24 and based on figure for the 2023/24 financial year https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results</p> <p>London Borough of Brent: 2023-24 Household waste sent for recycling/composting/reuse 28.2% 2023-24 Local authority collected waste sent for recycling/composting/reuse 24.6%</p> <p>London Borough of Hammersmith & Fulham: 2023-24 Household waste sent for recycling/composting/reuse 27.6% 2023-24 Local authority collected waste sent for recycling/composting/reuse 18.3%</p> <p>London Borough of Ealing: 2023-24 Household waste sent for recycling/composting/reuse 49.5% 2023-24 Local authority collected waste sent for recycling/composting/reuse 34.4%</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.
2024/25 outturn	<p>Target: London Plan policy SI 7 target of $\geq 95\%$ of demolition waste to be reused and/or recycled.</p> <p>The following information is based on schemes that have been permitted during the monitoring period:</p> <ul style="list-style-type: none"> • 2 Portal Way 23/0136/FUMOPDC: A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled. • Aggregate House (23/0178FUMOPDC) (Resolution to Grant): A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled. • Chandos Roads Trading Estate (230270REMOPDC): A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled. • 5 – 7 Park Royal Road (23/0014/FUMOPDC): A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled. • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled. • Former site of Renault Retail Group (24/0141/VAROPDC): A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled. • 17 Western Road (24/0103/FUMOPDC): A target of at least $\geq 95\%$ of demolition waste to be reused and/or recycled.
Commentary	<p>Chandos Roads Trading Estate (23027REMOPDC): The scheme confirms that for construction materials, 15.4% will be reused, 84.4% will be recycled and 0.2% will go to landfill. For excavation waste, 95% will be reused offsite and 5% will go to landfill. This exceeds the requirements of Policy SI7.</p> <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): The scheme confirms at least 20% recycled materials in the construction process and ensures that 95% of construction and excavation waste is reused, recycled, or diverted from landfills.</p> <p>17 Western Road (24/0103/FUMOPDC): The scheme confirms 95% diversion from landfill for non-hazardous construction waste, 100% diversion from landfill for non-hazardous excavation waste, 100% diversion from landfill for non-hazardous demolition waste and aim to achieve a recycled content by value of at least 20%. The audit determined that there is minimal potential for reuse of existing materials however the existing materials will be recycled, with existing concrete being crushed for re-use on site.</p>

KPI number	IEU-8
	1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant): As the proposal is for change of use for an existing building, the policy requirement does not apply. However, the retention and retrofit of the existing building involves significantly lower embodied and total whole life-cycle carbon emissions than redevelopment of the site in line with the site allocation.

Table IEU-9

KPI number	IEU-9
KPI description	Number of permitted schemes achieving London Plan CO2 reduction targets.
2024/25 outturn	<p>Target: London Plan policy SI 2 'Minimising greenhouse gas emissions', requires all major developments to be net-zero carbon or contribute towards a Carbon Offset Fund.</p> <p>The following information is based on schemes that have been permitted during the monitoring period:</p> <ul style="list-style-type: none"> • 2 Portal Way (23/0136/FUMOPDC): Overall sitewide reduction in regulated CO2 emissions of 40.8%. The shortfall in emissions reduction is secured via carbon offset contributions. • Aggregate House (23/0178/FUMOPDC) (Resolution to Grant): Net zero-carbon development with 180% reduction. • Chandos Roads Trading Estate (2302070REMOPDC): Overall sitewide reduction in regulated CO2 emissions of 48%. The shortfall in emissions reduction is secured via carbon offset contributions. • 5 – 7 Park Royal Road (23/0014/FUMOPDC): Overall sitewide reduction in regulated CO2 emissions of 35.4% for Building A and 86.7% for Building B. • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): Overall sitewide reduction in regulated CO2 emissions of 45%. The shortfall in emissions reduction is secured via carbon offset contributions. • Former site of Renault Retail Group (24/0141/VAROPDC): Overall sitewide reduction in regulated CO2 emissions of 85%. The shortfall in emissions reduction is secured via carbon offset contributions. • 17 Western Road (24/0103/FUM OPDC): Net zero-carbon development with 108% reduction. • 1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant): Overall sitewide reduction in regulated CO2 emissions of 62%. The shortfall in emissions reduction is secured via carbon offset contributions.

KPI number	IEU-9
Commentary	<p>The schemes have addressed reducing greenhouse gas emissions in accordance with the following energy hierarchy:</p> <ul style="list-style-type: none"> • Be lean (use less energy) - minimum on-site reduction of at least 35% beyond Building Regulations for major development, with non-residential development expected to achieve 15% through energy efficiency measures. • Be clean (supply energy efficiently) • Be green (use renewable energy) • Be seen (monitor, verify and report on energy performance). <p>2 Portal Way (23/0136/FUMOPDC):</p> <ul style="list-style-type: none"> • Overall sitewide reduction in regulated CO2 emissions of 40.8% (Building Regulations Part L 2013) considered appropriate based on the requirement at that time. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows: <ul style="list-style-type: none"> ○ <u>Lean</u>: Measures to include fabric first approach, incorporating passive design measures achieving 9.5% saving. This falls short of the London Plan's 15% target. Justification provided for this shortfall is that the building itself is not a standard type of commercial building and as such an 'accurate' category could not be selected from the software in coming to the savings figure. Given the overall performance of the building, this was considered acceptable. ○ <u>Clean</u>: Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green</u>: Renewable energy equipment including the incorporation of Solar PV arrays and Air Source Heat Pump. ○ <u>Seen</u>: The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. ○ <u>Carbon offset contribution</u>: As the proposal does not achieve zero-carbon on-site, a payment in lieu is secured via S106. <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant):</p> <ul style="list-style-type: none"> • The scheme achieves a 180% reduction beyond Part L of the Building Regulations (2021), which satisfies the minimum on-site carbon saving target of 35% or more and would be considered a zero-carbon development. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows:

KPI number	IEU-9
	<ul style="list-style-type: none"> ○ <u>Lean</u>: Measures include enhancements to external walls, low air tightness, balanced G-values and efficient lighting across the site. These measures are predicted to achieve a 16% CO2 saving against the baseline, which exceeds the minimum 15% saving requirement. ○ <u>Clean</u>: Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green</u>: Renewable energy equipment including the incorporation of Solar PV arrays and Air Source Heat Pump achieving CO2 emission reductions of 164%. ○ <u>Seen</u>: The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. <p>Chandos Roads Trading Estate (230270REMOPDC):</p> <ul style="list-style-type: none"> • The scheme achieves a 48% reduction beyond Part L of the Building Regulations (2021), which satisfies the minimum on-site carbon saving target of 35% or more. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows: <ul style="list-style-type: none"> ○ <u>Lean</u>: predicted to achieve a 47% CO2 saving against the baseline, which exceeds the minimum 15% saving requirement. ○ <u>Clean</u>: Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green</u>: Measures include Water and Air Source Heat Pump. ○ <u>Seen</u>: The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. ○ <u>Carbon offset contribution</u>: As the proposal does not achieve zero-carbon on-site, a payment in lieu is secured via S106. <p>5 – 7 Park Royal Road (23/0014/FUMOPDC):</p> <ul style="list-style-type: none"> • The scheme achieves 35.4% for Building A and 86.7% for Building B reduction beyond Part L of the Building Regulations (2021) which satisfies the minimum on-site carbon saving target of 35%. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows: <ul style="list-style-type: none"> ○ <u>Lean</u>: predicted to achieve a 11% (Building A) and 28% (Building B) CO2 saving against the baseline. Building A therefore falls short of meeting the 15% target. The justification provided is the non-domestic/PBSA use

KPI number	IEU-9
	<p>demand for hot water consumption. This was considered acceptable due to the overall measures to maximise the proposal's Be Lean savings have been explored and given the overall performance of the building as 36% carbon reduction.</p> <ul style="list-style-type: none"> ○ <u>Clean:</u> Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green:</u> Renewable energy equipment including the incorporation of Solar PV arrays and Air Source Heat Pump with Building A achieving 36% and Building B achieving 88% below the Part L 2021 baseline. ○ <u>Seen:</u> The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. ○ <u>Carbon offset contribution:</u> As the proposal does not achieve zero-carbon on-site, a payment in lieu is secured via S106. <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant):</p> <ul style="list-style-type: none"> • The scheme achieves 45% reduction beyond Part L of the Building Regulations (2021) which satisfies the minimum on-site carbon saving target of 35%. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows: <ul style="list-style-type: none"> ○ <u>Lean:</u> predicted to achieve a 10% (residential) and 3% for non-residential CO2 saving against the baseline. Be Lean target for non-residential developments falls short of meeting the 15% target. The justification provided is the hot water consumption and space heating requirement for the hotel use along with curtain-walling regarding the façade to support the lighter structure given the height and scale of the buildings. This was considered acceptable due to the overall measures to maximise the proposal's Be Lean savings have been explored. ○ <u>Clean:</u> Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green:</u> Renewable energy equipment includes the incorporation Air Source Heat Pump. ○ <u>Seen:</u> The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. ○ <u>Carbon offset contribution:</u> As the proposal does not achieve zero-carbon on-site, a payment in lieu is secured via S106.

KPI number	IEU-9
	<p>Former site of Renault Retail Group (24/0141/VAROPDC):</p> <ul style="list-style-type: none"> • The scheme achieves 85% reduction beyond Part L of the Building Regulations (2021) which satisfies the minimum on-site carbon saving target of 35%. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows: <ul style="list-style-type: none"> ○ <u>Lean</u>: achieving a 88% saving against the baseline, exceeding the 15% target. ○ <u>Clean</u>: Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green</u>: Renewable energy equipment includes the incorporation of Solar PV arrays achieving a 2% carbon reduction. ○ <u>Seen</u>: The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. ○ <u>Carbon offset contribution</u>: As the proposal does not achieve zero-carbon on-site, a payment in lieu is secured via S106. <p>17 Western Road (24/0103/FUMOPDC):</p> <ul style="list-style-type: none"> • The scheme achieves 108% reduction beyond Part L of the Building Regulations (2021) which satisfies the minimum on-site carbon saving target of 35% or more and would be considered a zero-carbon development. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows: <ul style="list-style-type: none"> ○ <u>Lean</u>: achieving 18% saving against the baseline, exceeding the 15% target . ○ <u>Clean</u>: Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green</u>: Renewable energy equipment includes the incorporation of Air Source Heat Pumps and Solar PV arrays. ○ <u>Seen</u>: The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. <p>1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant):</p> <ul style="list-style-type: none"> • The scheme achieves a 62% reduction beyond Part L of the Building Regulations (2021), which satisfies the minimum on-site carbon saving target of 35%. The breakdown of measures and energy hierarchy in line with London Plan policy SI 2 are as follows:

KPI number	IEU-9
	<ul style="list-style-type: none"> ○ <u>Lean</u>: achieving 11% saving against the baseline, falling short of the 15% target. Overall, officers are satisfied that the evidence and justifications provided in respect of the Be Lean shortfall are reasonable. The Be Lean target are common for hotel schemes which typically have higher hot water and space heating requirements than other non-domestic uses. ○ <u>Clean</u>: Provision for a connection to a potential zero/low carbon district energy network. ○ <u>Green</u>: Renewable energy equipment includes the incorporation of Air Source Heat Pumps and Solar PV arrays provide a further 51% CO2 saving. ○ <u>Seen</u>: The applicant is committed to monitoring and reporting on its energy performance post construction, and the submission of this data to the GLA's online Energy Portal as required, secured in the S106 agreement. ○ <u>Carbon offset contribution</u>: As the proposal does not achieve zero-carbon on-site, a payment in lieu is secured via S106.

Table IEU-10

KPI number	IEU-10
KPI description	Number of schemes achieving zero-carbon post completion.
2024/25 outturn	<p>The Perfume Factory (North), 140 Wales Farm Road Acton (Blocks A and B) (181062OPDFUL):</p> <ul style="list-style-type: none"> • Completion 30 April 2024 • Overall sitewide reduction in regulated CO2 emissions of 46.06% <p>Mitre Yard, 104-106 Scrubs Lane (21/0130/VAROPDC):</p> <ul style="list-style-type: none"> • Completion 31 August 2024 • Commercial reduction in regulated CO2 emissions of 35.3%. The shortfall in emissions reduction for the residential part is secured via carbon offset contributions. <p>Central Middlesex Hospital (20/0031/FULOPDC):</p> <ul style="list-style-type: none"> • Completion 31 October 2024 • Overall sitewide reduction in regulated CO2 emissions of 41%. The shortfall in emissions is secured via carbon offset contributions.
Commentary	For the Perfume Factory scheme and Mitre Yard scheme, the requirement was set out in accordance with policies, 5.1, 5.2 (Si2), 5.3 (SI 3), 5.6, 5.7 and 5.9 of the previously adopted London Plan 2016 and guidance note 11 of the GLA Energy Assessment Guidance 2018. Policy 5.2 required new major development

(residential and non-residential) to meet zero-carbon standards with at least a 35% CO2 onsite (beyond Building Regulations Part L 2013) with remaining regulated emissions to 100%, offset through cash in lieu contribution. Policy 5.2 was replaced by Policy SI2 in the new London Plan (2019 draft) which was in draft form when approving the scheme. In addition, previously adopted London Plan required proposals to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation wherever feasible.

The Perfume Factory (North), 140 Wales Farm Road Acton (Blocks A and B) (181062OPDFUL):

- Overall sitewide reduction in regulated CO2 emissions of 46.06% (Building Regulations Part L 2013) considered appropriate based on the requirement at that time. The breakdown of measures and heating hierarchy are as follows:
 - Lean: passive design measures to achieve a reduction of 10.79% over BR Part L 2013 for the residential development and 18.12% over Part L 2013 for the non-residential space.
 - Green: renewable energy equipment including the incorporation of Solar PV arrays and air-to-water Air Source Heat Pump to achieve a reduction of 34.54%, in regulated carbon dioxide (CO2) emissions over Part L 2013.
 - Seen: heat and electric meters installed to monitor the performance of the PV and the carbon efficiency of the heat pumps.

Mitre Yard, 104-106 Scrubs Lane (21/0130/VAROPDC):

- Overall sitewide reduction in regulated CO2 emissions of 35.2% (Building Regulations Part L 2013) was considered appropriate, based on the requirement at that time with remaining requirement to be offset through financial contribution.

The breakdown of measures and heating hierarchy is as follows:

- Lean: Energy demand achieving a total of 19.3% (residential – 15.6%, non-residential – 30.7%) in regulated carbon emissions over Part L 2013 through passive design and energy efficiency measures.
- Green: Renewable energy equipment including the incorporation of solar PV panels and solar thermal heating system to achieve reduction of 15.9% (residential – 23.1%, non-residential 6.2%) over Part L 2013.
- Clean: The development is future proofed to allow connection to a heat network

	<ul style="list-style-type: none"> • <u>Carbon offset contribution:</u> To meet the remaining requirement, a payment in lieu was secured via S106. This included regulated carbon dioxide emissions for the residential (to meet 100 per cent) and non-residential elements of the scheme (4713 Tonnes). <p>Central Middlesex Hospital (20/0031/FUMOPDC):</p> <ul style="list-style-type: none"> • The requirement was set in accordance with London Plan (2021) policies SI 2 'Minimising greenhouse gas emissions', SI 3 'Energy infrastructure' and SI 4 'Managing heat risk' and OPDC Draft Local Plan (2021) policy EU9 'Minimising Carbon Emissions and Overheating. • Overall reduction in regulated CO2 emissions of 41% (Building Regulations Part L 2013) was considered appropriate. • The retained refectory building's regulated carbon emissions savings achieve 34% (4% through energy efficient lighting and 34% via connection to the air source heat pump) <p>The breakdown of measures and heating hierarchy is as follows:</p> <ul style="list-style-type: none"> • <u>Lean:</u> Energy demand achieving a total of 16% in regulated carbon emissions over Part L 2013 through passive design and energy efficiency measures. • <u>Green:</u> Renewable energy equipment including the incorporation of solar PV panels and air source heat pump to achieve a reduction of 26%. • <u>Clean:</u> The development is future proofed to allow connection to a future heat network with space within the plant room for a future heat substation. • <u>Carbon offset contribution:</u> To meet the remaining requirement of 100%, a payment in lieu was secured via S106 for the remaining 2,972 tonnes CO2/year.
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Table IEU-11

KPI number	IEU-11
KPI description	Number of applications for the extraction of minerals permitted within the monitoring period.
2024/25 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.
2024/25 outturn	See table IE-12b below.
Commentary	<p>Data is sourced from the 2023 waste data interrogator 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 the site and waste sent on from the 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.</p> <p>Of these safeguarded sites, most appear to still be operational with exception of Chase Road, Quattro and 100 Twyford Abbey Road (also known as Aggregate House) where there are no figures recorded on WDI. On 27th June 2024, OPDC Planning Committee resolved to grant planning permission, subject to a S106 being agreed, for development on the Aggregate House site. This permits 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 flexible industrial use with ancillary offices (Class E(g)(iii), Class B2 and B8); provision of parking and landscaping and associated works'. A S106 was signed (dated 14th May 2025) on the basis that the development cannot be implemented until planning permission has been secured for a compensatory waste facility (under LBE planning ref 24/0602FUL or replacement application).</p>

Table IEU-12b

Operator name	WDI Site name (2015 WLWP facility name - if different)	Borough	Total throughput (waste received in 2023 – rounded)	Notes on compensatory provision
European Metal Recycling Limited	Willesden Depot	Hammersmith and Fulham	134,473	N/A
Space Rubbish Limited	Waste Transfer Station (Atlas Wharf)	Ealing	45,943	N/A
West London Waste Authority	Twyford Waste Transfer Station	Brent	30,003	N/A
SRCL Limited	Park Royal Site	Ealing	6,690	N/A
Skansa Construction UK Limited	Willesden EuroTerminal (Willesden Freight Terminal)	Ealing	950,049	N/A
Cappagh Public Works Limited	Willesden F Sidings Rail Freight Terminal	Brent	9,044	N/A
First Mile Limited	First Mile Recycling Facility	Ealing	47,884	N/A

Operator name	WDI Site name (2015 WLWP facility name - if different)	Borough	Total throughput (waste received in 2023 – rounded)	Notes on compensatory provision
Powerday PLC	Powerday Waste Recycling & Recovery Centre EPR/PP3093EE	Hammersmith and Fulham	259,768	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.		
2024/25 outturn		None. However, the 2023 Waste Data Interrogator includes a new site in Brent that was approved in 2020 (under planning reference 20/3252), after the adoption of the West London Waste Plan. The planning permission approved the erection of a rail served concrete batching plant with associated ancillary structures and facilities including mess room/welfare building, cycle, car, and HGV parking. Details are provided in the table below.		
Commentary		None		
Operator name	Facility/site name	Borough	Total throughput (waste received in 2023 – rounded)	Notes on compensatory provision
Cappagh Public Works Limited	Willesden F Sidings Rail Freight Terminal	Brent	9,044	N/A

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 transport 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.
2024/25 outturn	<p>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.</p> <p>Travel in London 2024 - Annual overview (tfl.gov.uk) 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.</p>
Commentary	<p>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.</p>

Table IT-2

KPI number	IT-2
KPI description	Average scoring of new streets permitted/delivered against the Healthy Street Indicator Toolbox.
2024/25 outturn	None
Commentary	There were no new streets permitted or delivered during the monitoring period. However, significant improvements to existing streets adjacent to consented planning applications are being developed by the OPDC and these will be partially funded through S106 contributions – including contributions secured from the consented planning applications reviewed in this monitoring report. These OPDC-led improvements to streets include public realm improvements on Portal Way, walking cycling, and public realm improvements in Park Royal and walking, cycling, road safety and public improvements to the North Acton Gyratory. All these improvements are subject to public consultation and decision-making processes carried out by the respective Highway Authorities for these streets.

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.
2024/25 outturn	<p>2 Portal Way (23/0136/FUMOPDC): - <u>Cycle Parking Total Number:</u> 166 (94 Long-Stay and 72 Short-Stay) - <u>Cycle Hire:</u> None - <u>Local Plan:</u> Level of cycle parking provision complies with the policy requirements of the Local Plan and London Plan.</p> <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant): - <u>Cycle Parking Total Number:</u> 55 (43 Long-Stay and 12 Short-Stay) - <u>Cycle Hire:</u> None - <u>Local Plan:</u> The proposal meets the London Plan requirements for quantum of cycle parking spaces.</p> <p>Chandos Roads Trading Estate (23/0270/REMOPDC): - <u>Cycle Parking Total Number:</u> 26 (19 Long-Stay and 7 Short-Stay) - <u>Cycle Hire:</u> None - <u>Local Plan:</u> Level of cycle parking provision complies with the policy requirements of the Local Plan and London Plan.</p>

KPI number	IT-3
	<p>5 – 7 Park Royal Road (23/0014/FUMOPDC): - <u>Cycle Parking Total Number:</u> 780 (744 Long-Stay and 36 Short-Stay) - <u>Cycle Hire:</u> None - <u>Local Plan:</u> Overall, the proposal includes policy compliant levels of cycle parking.</p> <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant): - <u>Cycle Parking Total Number:</u> 1156 (1134 Long-Stay and 22 Short-Stay) - <u>Cycle Hire:</u> None - <u>Local Plan:</u> Level of cycle parking provision complies with the policy requirements of the Local Plan and London Plan.</p>
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 London Plan 2021 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.
2024/25 outturn	<p>2 Portal Way (23/0136/FUMOPDC): - <u>Type of Development:</u> Non- residential, therefore, this KPI is not applicable to this development.</p> <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant): - <u>Type of Development:</u> Non- residential, therefore, this KPI is not applicable to this development.</p> <p>Chandos Roads Trading Estate (23/0270/REMOPDC): - <u>Type of Development:</u> Non-residential, therefore, this KPI is not applicable to this development.</p> <p>5 – 7 Park Royal Road (23/0014/FUMOPDC): - <u>Type of Development:</u> 33-storey building at Block A (east site) for student accommodation (use class sui generis) comprising up to 888 bed spaces with ancillary facilities, and light industrial</p>

	<p>(Class E(g)(iii) use; construction of a 9-storey building at Block B (west site) comprising of 32 residential units (use class C3) with associated flexible commercial uses (Class E).</p> <p><u>- Ratio of Residential Car Parking Spaces to Residential Bicycle Parking Spaces:</u> For the residential component of this development (Block B), this is a car-free development, with 1 disabled car parking space being provided on site. 66 cycle parking spaces (64 long stay and 2 short stay) are proposed. This equates to a ratio of 1:66.</p> <p><u>- Blue Badge Parking Bays:</u> Block A: 1 on-street bay, with space for a future, additional bay (if required) identified within the curtilage of the commercial use. Block B: 1 bay provided within the site boundary.</p> <p><u>- Car Club Spaces:</u> The s106 agreement for this site has secured 3 years of car club membership for eligible occupiers of the residential part (Block B) of the development.</p> <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant):</p> <p><u>- Type of Development:</u> Demolition of all existing buildings and structures on site and the mixed-use redevelopment of the site to provide two buildings of ground-plus 43 and ground-plus 57 storeys respectively plus lower ground floor and basement levels, including 669 residential units (Use Class C3), 6,782 sqm GIA of hotel use (Use Class C1), and 733 sqm GIA of commercial, business and service use (Use Class E), podium level, car and cycle parking, refuse and service areas, access, hard and soft landscaping, public realm and highway works and other works associated with the development.</p> <p><u>- Ratio of Residential Car Parking Spaces to Residential Bicycle Parking Spaces:</u> The proposed residential development is car-free, with 22 disabled parking bays being provided. 1,132 cycle parking spaces are proposed for the residential elements of the site (1115 long-stay and 17 short-stay). This equates to a ratio of 22:1115.</p> <p><u>- Blue Badge Parking Bays:</u> 22 for residential, (3% of the total number of units); 1 each for retail, conference and restaurant, (3 in total); and 18 for hotel use. Making a total of 43 blue badge parking bays across the whole site.</p> <p><u>- Car Club Spaces:</u> The S106 agreement for this site is still being negotiated but it is anticipated this will include car club membership, for a fixed amount of time, for eligible occupiers.</p> <p>Former site of Renault Retail Group (24/0141/VAROPDC):</p> <p><u>- Ratio of Residential Car Parking Spaces to Residential Bicycle Parking Spaces:</u> Non- residential, therefore, this KPI is not applicable to this development.</p> <p>HS2 Schedule 17 Application for Works Relating to the Victoria Road Crossover Box (24/0159/HS2OPDC):</p>
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	<p>- <u>Type of Development</u>: Non- residential, therefore, this KPI is not applicable to this development.</p> <p>17 Western Road (24/0103/FUMOPDC):</p> <p>- <u>Type of Development</u>: Non- residential, therefore, this KPI is not applicable to this development.</p> <p>1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant):</p> <p>- <u>Type of Development</u>: Non- residential, therefore, this KPI is not applicable to this development.</p>
Commentary	<p>Policy T4 of the OPDC Local Plan limits car parking for residential development to a maximum of 0.2 spaces per residential unit and requires car-free development for residential developments located in existing or planned areas with PTAL between 4 and 6B.</p> <p>The Local Plan target for Blue badge parking is in accordance with Mayoral Policy (London Plan Policy T6) and is for blue bay equivalent to 3% of the total number of units provided from the outset and an additional 7% passive provision to meet future demand. The two applications that included residential components are both meeting the policy requirements for car-free development and meeting the requirements for disabled parking.</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.
2024/25 outturn	<p>2 Portal Way (23/0136/FUMOPDC):</p> <p>- <u>Type of Development</u>: Demolition of existing buildings on-site and redevelopment through construction of a mixed-use building comprising commercial kitchens and ancillary space (Use Class E (g(iii))); public space at upper ground floor including food hall (Use Class E); commercial/retail units at lower ground floor fronting Portal Way (Use Class E); and associated servicing, delivery, parking, public realm and landscaping.</p> <p>- <u>Non- Residential Car Parking</u>: A total of six accessible car parking spaces, 22 servicing and delivery bays (including eleven loading bays suitable to accommodate a 7.5T Panel Van (up to 7.2m in length) and eleven small van parking bays (up to 5m in length)) and twelve moped / bicycle delivery bays will be provided on-site as part of the development proposals.</p> <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant):</p>

KPI number	IT-5
	<p>- <u>Type of Development</u>: erection of a part 3 to 4 storey single warehouse unit for flexible industrial use with ancillary offices (Class E(g)(iii), Class B2 and B8)</p> <p>- <u>Non- Residential Car Parking</u>: 14 car parking spaces (including 2 accessible parking spaces) for staff, and 4 van parking spaces for operational use</p> <p>Chandos Roads Trading Estate (23/0270/REMOPDC):</p> <p>- <u>Type of Development</u>: Data centre (Use Class B8)</p> <p>- <u>Non- Residential Car Parking</u>: 11 car parking spaces (two spaces for blue badge parking bays).</p> <p>5 – 7 Park Royal Road (23/0014/FUMOPDC):</p> <p>- <u>Type of Development</u>: 33-storey building at Block A (east site) for student accommodation (use class sui generis) comprising up to 888 bed spaces with ancillary facilities, and light industrial (Class E(g)(iii) use; construction of a 9-storey building at Block B (west site) comprising of 32 residential units (use class C3) with associated flexible commercial uses (Class E).</p> <p>- <u>Non- Residential Car Parking</u>: 1 disabled bay is included on-street for the student accommodation use. A second disabled parking bay can be provided within the curtilage of the commercial use in future, if required for that land use. The student accommodation will be serviced via a delivery bay on Park Royal Road. There are nine on-street spaces currently at the site frontage on Park Royal Road, the proposal seeks to retain 5 of these spaces. Those that have been removed would accommodate a wider footway, new greening and potential EV charging in the future.</p> <p>4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant):</p> <p>- <u>Type of Development</u>: Demolition of all existing buildings and structures on site and the mixed-use redevelopment of the site to provide two buildings of ground-plus 43 and ground-plus 57 storeys respectively plus lower ground floor and basement levels, including 669 residential units (Use Class C3), 6,782 sqm GIA of hotel use (Use Class C1), and 733 sqm GIA of commercial, business and service use (Use Class E), podium level, car and cycle parking, refuse and service areas, access, hard and soft landscaping, public realm and highway works and other works associated with the development.</p> <p>- <u>Non- Residential Car Parking</u>: 1 disabled parking bay each for retail, conference and restaurant, (3 in total); and 18 disabled parking bays for hotel use. A lay-by is proposed along Portal Way that can accommodate a coach for set down and pick up purposes only and is located directly outside the hotel foyer. As well as being used by coaches, the lay-by will be used for deliveries to the hotel and residential units. Coaches will be limited to a 30-minute parking time and servicing vehicles to 20 minutes.</p>

KPI number	IT-5
	<p>Former site of Renault Retail Group (24/0141/VAROPDC):</p> <ul style="list-style-type: none"> - <u>Type of Development:</u> A planning application is submitted under Section 73 of the Town and Country Planning Act and seeks approval for a series of amendments to a planning permission granted under reference. 22/0059/FUMOPDC. The changes are: removal of the standalone office block and its integration with the data centre, increase in size and enhancement of the pocket park, alteration to the design of the substation building and reduced car parking provision. - <u>Non- Residential Car Parking:</u> Provision of 47 car parking spaces – including six disabled spaces and 10 EV chargers <p>HS2 Schedule 17 Application for Works Relating to the Victoria Road Crossover Box (24/0159/HS2OPDC):</p> <ul style="list-style-type: none"> - <u>Type of Development:</u> Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 for works associated with the Victoria Road Crossover Box and Ancillary Shaft, comprising the construction of a Headhouse building and Plantroom building. - <u>Non- Residential Car Parking:</u> None <p>17 Western Road (24/0103/FUMOPDC):</p> <ul style="list-style-type: none"> - <u>Type of Development:</u> Demolition of the existing building and structures and the redevelopment of the site for employment floor space comprising a single building for flexible B2 general industrial, B8 storage and distribution, and (E(g)(iii) light industrial use with ancillary offices, together with associated parking, external operational areas and landscape planting. - <u>Non- Residential Car Parking:</u> 22 car parking spaces, including 2 disabled bays and 4 car sharing spaces. <p>1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant):</p> <ul style="list-style-type: none"> - <u>Type of Development:</u> Change of use of the existing building from office (class E) to a hotel (Class C1) with ground floor ancillary uses (GIA 18,467sqm), change of use of the basement to a self-storage use (Class B8) (GIA 7,951sqm) with associated car parking, bicycle pavilion, landscaping, external alternations to the building, installation of a pergola at the southern entrance of the building and associated works. - <u>Non- Residential Car Parking:</u> 4 disabled bays associated with the hotel. The hotel would also provide allocated taxi / visitor drop-off / pick-up bays which will be kerbed to discourage any ad-hoc parking. There will be a total of two pick-up /drop-off bays. the proposed self-storage site would promote six normal sized parking bays and one disabled parking bay. All parking bays have 1.2m hatching surrounding the bay to ensure that it is safe to unload items from the side of cars.

KPI number	IT-5
Commentary	See above

Table IT-6

KPI number	IT-6
KPI description	Change in Public Transport Accessibility Levels (PTALs) in OPDC area.
2024/25 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.
2024/25 outturn	None
Commentary	TfL is developing a future bus network to support growth in the OPDC Area, including an increase in the number and frequency bus services operating in the area. These changes in the number of bus services have not yet been implemented, but contributions secured through approved developments enables the implementation of these future changes in the long-term.

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>
2024/25 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.

KPI number	IH-1
	<p>OPDC received its second Housing Delivery Test (HDT) measurement in December 2024 covering the period from 2020/21 to 2022/23. Between 2020/21 and 2022/23, OPDC had a target of 2,646 new homes to be built. 1,892 new homes were delivered. Therefore, the HDT measurement for the period of 2020/21 to 2022/23 was 72%. This was a slight improvement of 9% from the 2022 measurement. OPDC has published a revised HDT Action Plan in accordance with the requirements of the National Planning Policy Framework.</p> <p>The Action Plan outlines the challenges OPDC faces in meeting the housing delivery targets and what actions are being taken to ensure timely delivery. Many of OPDC's development sites are linked to the construction of the Old Oak Common HS2, Elizabeth Line and National Rail Station. These sites will only come forward for housing when they are no longer needed for station construction purposes.</p> <p>Despite the challenges there are 7,763 homes approved for with resolution to grant planning permission, including 1,056 within the monitoring period.</p> <p>715 homes were completed during the monitoring period and 5,022 homes in total have been completed since OPDC's inception.</p> <p>OPDC has made good progress in delivering a minimum of 35% housing overall as affordable housing. 51% of the homes completed during the monitoring period and 35% of the homes permitted were affordable housing.</p> <p>14% of the homes completed during the monitoring period. 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
17/0055/FUMOPDC 19/0104/VAROPDC 21/0131/VAROPDC	104-108 Scrubs Lane (Mitre Yard)	241	608	Completed
181062OPDFUL	The Perfume Factory (North), 140 Wales Farm Road, North Acton (Part)	316	716	Completed
20/0031/FUMOPDC	Central Middlesex Hospital	158	500	Completed
Total		715	1,824	

Table IH-1-A2-1: Started

There were no new starts within the monitoring period.

Table IH-1-A2-1: Under construction on 31 March 2024

Planning ref	Scheme	Total units	Total habitable rooms	Status
214465OPDFUL	The Castle Public House, North Acton	257-unit equivalent	462	Under construction
165514OPDFUL	The Portal Land At Wales Farm Road & Portal Way Acton W3 6EJ	350	817	Under construction
20/0088/FUMOPDC	North Kensington Gate (South), Scrubs Lane	208	564	Under construction
Total		815	1,843	

Table IH-1-A3: Permissions

Planning ref	Scheme	Total units	Total habitable rooms	Status
23/0051/FUMOPDC	5-7 Park Royal Road	387 equivalent (comprising 32 conventional homes and 888 student bedrooms)	1,000	Permitted
24/0051/FUMOPDC	4 Portal Way	669	1,632	Resolution
Total		1,056	2,632	

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
104-108 Scrubs Lane	241	608	165	397	65%	76	211	35%	0	0	0%	76	211	35%	100%	0%
The Perfume Factory (North), 140 Wales Farm Road, North Acton (Part)	316	716	238	492	69%	0	0	0%	78	224	31%	78	225	31%	0%	100%
Central Middlesex Hospital	158	500	0	0	0%	134	380	76%	24	120	24%	158	500	100%	76%	24%
Total	715	1824	403	889	49%	210	591	32%	102	344	19%	312	935	51%	63%	37%

104-108 Scrubs Lane is a Build to Rent scheme and as set out in Local Plan and London Plan policy is not required to provide Social/London Affordable Rent.

Table IH-1-B2: Starts

There were no starts in the monitoring period.

Table IH-1-B2-1: Permissions

	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
5 to 7 Park Royal Road	32	112	0	0	0%	0	0	0%	32	112	100%	32	112	100%	0%	100%
Total	32	112	0	0	0%	0	0	0%	32	112	100%	32	112	100%	0%	100%

Table IH-1-B2-2: Resolutions

	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
4 Portal Way	669	1632	466	1059	65%	203	573	35%	0	0	0%	203	573	35%	100%	0%
Total	669	1632	466	1059	65%	203	573	0%	0	0	0%	203	573	35%	100%	0%

4 Portal Way is a Build to Rent scheme and as set out in Local Plan and London Plan policy is 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
5 to 7 Park Royal Road	In addition to the 32 conventional homes, 888 student bedrooms were permitted, or 355 on the 2.5:1 basis	238 affordable student bedrooms were permitted

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
104-108 Scrubs Lane (Mitre Yard)	42 (17%)	75 (31%)	85 (35%)	34 (14%)	5 (2%)
The Perfume Factory (North), 140 Wales Farm Road, North Acton (Part)	76 (24%)	134 (42%)	74 (23%)	32 (10%)	0 (0%)
Central Middlesex Hospital	0 (0%)	48 (30%)	73 (46%)	37 (23%)	0 (0%)
Total	118 (17%)	257 (36%)	232 (32%)	103 (14%)	5 (1%)

Table IH-1C2: Starts

There were no new starts in the monitoring period.

Table IH-1C3: Permissions

Scheme	Studio	1 bed	2 bed	3 bed	4+ bed
5 to 7 Park Royal Road	0 (0%)	0 (0%)	16 (50%)	16 (50%)	0 (0%)
Total	0 (0%)	0 (0%)	16 (50%)	16 (50%)	0 (0%)

Table IH-1C3b: Resolutions

Scheme	Studio	1 bed	2 bed	3 bed	4+ bed
4 Portal Way	68 (10%)	314 (47%)	212 (32%)	75 (11%)	0 (0%)
Total	68 (10%)	314 (47%)	212 (32%)	75 (11%)	0 (0%)

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

Scheme	Bedrooms	Unit Equivalent
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5 to 7 Park Royal Road	888 student bedrooms	355
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IH-1D: Total number of Build-to-Rent units completed and permitted within the monitoring period.

Table IH-1D1: Build to Rent Completions

Planning ref	Scheme	Total units	Total habitable rooms	Status
17/0055/FUMOPDC 19/0104/VAROPDC 21/0131/VAROPDC	104-108 Scrubs Lane (Mitre Yard)	241	608	Completed
Total		241	608	

Table IH-1D2: Build to Rent Permissions

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

Table IH-1D3: Build to Rent Resolutions

Planning ref	Scheme	Total units	Total habitable rooms	Status
24/0051/FUMOPDC	4 Portal Way	669	1,632	Resolution
Total		669	1,632	

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

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.

Table IH-1E

Planning ref	Scheme	Total units	Total bedrooms	Status
23/0051/FUMOPDC	5 to 7 Park Royal Road, North Acton	355 equivalent	888 student bedrooms including 238	Permitted

Planning ref	Scheme	Total units	Total bedrooms	Status
			affordable student bedroom	

Table IH-2

KPI number	IH-2
KPI description	Capacity for additional housing from developable sites for years 0 to 5.
2024/25 outturn	See appendix A
Commentary	There are 6,934 homes in the 5 year housing supply.

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.
2024/25 outturn	16 family units were permitted in the monitoring period and a further 75 have a resolution to grant permission subject to GLA stage 2 and signing of s106 agreement.
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.
2024/25 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.
2024/25 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.
2024/25 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 Ministry of Housing, Communities and Local Government 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 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.
2024/25 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.
2024/25 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 Ministry of Housing, Communities and Local Government 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
2024/25 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	E.g.iii	Total
Overall	0	-2709	0	0	6646	15556	19493
Park Royal SIL	0	-2709	0	0	6646	0	3937
Non-SIL	0	0	0	0	0	15556	0

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

	B1c (E)	B2	B8	Sui Generis	Flexible B1c/B2/B8	E.g.iii	Total
Overall	2028	-35450.1	132946	4472.6	90189.73	15556	209742.2
Park Royal SIL	6426	-27924.1	133083	4472.6	88739.73	0	204797.2
Non-SIL	-4398	-7526	-137	0	1450	15556	4945

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.
2024/25 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 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

KPI number	IE-4
	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 +
2024/25 outturn	<p><u>Outside of SIL</u> 500sqm or less</p> <p>2 Portal Way (23/0136/FUMOPDC) – 17,909 sqm of Use Class E (g)(iii) providing up to 281 commercial kitchens.</p> <p>5-7 Park Royal Road (23/0014/FUMOPDC) –2,082sqm for Use Class E (g)(iii). The space is to be delivered as three small business units ranging from 320 sqm to 520 sqm. There is flexibility for further subdivision into even smaller units.</p> <p>501-1000sqm - None</p> <p>1,001- 5000sqm</p> <p>5,001sqm + 1 Lakeside Drive (24/0176/FULOPDC) (Resolution to Grant) – One unit of 7,951sqm of self-storage use (Use Class B8).</p> <p><u>Within SIL</u> 500sqm or less - None</p> <p>501-1000sqm - None</p> <p>1,001- 5000sqm - None</p> <p>5,001sqm -10,000sqm</p> <p>17 Western Road (24/0103/FUMOPDC) One unit of 6,357sqm for flexible Use Class E(g)(iii), B2 and B8.</p> <p>10,000sqm +</p> <p>Aggregate House (23/0178/FUMOPDC) (Resolution to Grant) – One unit of 10,566sqm (Use Class E(g)(iii), Class B2 and B8)</p>

KPI number	IE-5
	Chandos Road (23/0270/REMOPDC) - One unit comprising 16,362 sqm data centre (Use Class B8), this is supported by 8,827sqm generator building.
Commentary	<p>In SIL, new larger units (ranging between 6,357 – 16,362 sqm) are replacing existing smaller units (ranging between 1,790 - 4,522sqm).</p> <p>Two out of the three applications outside of SIL would increase the provision of smaller business units. 1 Lakeside Drive includes the reuse of a basement carpark into a self-storage facility with a hotel use above.</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.																	
2024/25 outturn	<p>Amount and location of Affordable Workspace offered at below market rate: None.</p> <p>Financial contributions towards Affordable Workspace secured as part of consented schemes: £1,670,363.94.</p> <table><tr><th>Planning application reference</th><th>Site address</th><th>Amount secured</th></tr><tr><td>23/0136/FUMOPDC</td><td>2, Portal Way, LONDON, W3 6RT</td><td>£1,175,541.12</td></tr><tr><td>23/0014/FUMOPDC</td><td>Park Royal Road East and West Sites</td><td>£271,872</td></tr><tr><td>24/0103/FUMOPDC</td><td>17 Western Road</td><td>£222,950.82</td></tr><tr><td>Total</td><td></td><td>£1,670,363.94</td></tr></table> <p>Amount and location of shared workspace provision secured through planning permission: see above.</p>			Planning application reference	Site address	Amount secured	23/0136/FUMOPDC	2, Portal Way, LONDON, W3 6RT	£1,175,541.12	23/0014/FUMOPDC	Park Royal Road East and West Sites	£271,872	24/0103/FUMOPDC	17 Western Road	£222,950.82	Total		£1,670,363.94
Planning application reference	Site address	Amount secured																
23/0136/FUMOPDC	2, Portal Way, LONDON, W3 6RT	£1,175,541.12																
23/0014/FUMOPDC	Park Royal Road East and West Sites	£271,872																
24/0103/FUMOPDC	17 Western Road	£222,950.82																
Total		£1,670,363.94																
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"> Separated Work and Live units;

KPI number	IE-7
	<ul style="list-style-type: none"> Combined Work-Live units.
2024/25 outturn	None
Commentary	None

Table IE-8

KPI number	IE-8
KPI description	Rate of unemployment in the OPDC boroughs.
2024/25 outturn	<p>Source NOMIS January 2024 to December 2024</p> <p>Unemployment rate = model based unemployed as a percentage of the economically active population.</p> <p>Brent $9,200/159,800 = 6.8\%$</p> <p>Ealing $10,000/207,900 = 4.6\%$</p> <p>Hammersmith and Fulham $5,000/103,300 = 4.9\%$</p> <p>London = 5.1%</p> <p>Great Britain = 3.8%</p>
Commentary	Rate of unemployment will be tracked over time. Brent's rate is above the London rate and Ealing and Hammersmith and Fulham are slightly below. The rates in Ealing and Hammersmith and Fulham are similar to those reported in the last (2023/24) AMR, for Brent the rate has increased from 5.7% to 6.8%.

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.
2024/25 outturn	<p>Employment and training placements were secured as part of following consented schemes:</p> <ul style="list-style-type: none"> 23/0136/FUMOPDC – 2 Portal Way 23/0014/FUMOPDC – Park Royal Road, East and West Sites 24/0103/FUMOPDC – 17 Western Road <p>Across these three schemes, 50 apprenticeships and 49 work placements and no less than 6 job opportunities.</p> <p>Financial contributions towards Employment, Training and Skills and Supply Chain Initiatives secured as part of consented schemes: £574,375.</p>
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.
2024/25 outturn	North Acton- one vacant premises March 2025 Park Royal Central- three vacant premises - March 2025 Old Oak- town centre not yet fully built out. There are 5 new retail units at Oaklands yet to be occupied- March 2025
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
2024/25 outturn	Within town centres = 0 sqm Outside of town centres = 2,328 sqm GIA Class E that encompasses Class E (a), (b), (c). Comprising: <ul style="list-style-type: none"> • 2 Portal Way (23/0136/FUMOPDC) = 1,240 sqm GIA • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant) = 733 sqm GIA • 5-7 Park Royal Road (23/0041/FUMOPDC) = 355 sqm GIA
Commentary	No F2(a) floorspace was permitted during the monitoring period. The permitted Class E floorspace is comprised of: <ul style="list-style-type: none"> • 2 Portal Way (23/0136/FUMOPDC) = 1 food hall space and 3 commercial/retail units • 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant) = 6 commercial units • 5-7 Park Royal Road (23/0041/FUMOPDC) = 3 commercial units

KPI number	ITC-2
	Due to the broad nature of Class E, these indicators are also reported for indicator ITC-2B

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"> those within designated Town Centre Locations, and by Place. those outside of designated Town Centre Locations, and by Place.
2024/25 outturn	<p>Within town centres = 0 sqm</p> <p>Outside of town centres = 2,328 sqm GIA Class E that encompasses Class E (e) and (f). Comprising:</p> <ul style="list-style-type: none"> 2 Portal Way (23/0136/FUMOPDC) = 1,240 sqm GIA. Located within the North Acton and Acton Wells Place 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant) = 733 sqm GIA. Located within the North Acton and Acton Wells Place 5-7 Park Royal Road (23/0041/FUMOPDC) = 355 sqm GIA. Located within the Park Royal West Place
Commentary	<p>No F1 or F2(b) floorspace was permitted during the monitoring period. The permitted Class E floorspace is comprised of:</p> <ul style="list-style-type: none"> 2 Portal Way (23/0136/FUMOPDC) = 1 food hall space and 3 commercial/retail units 4 Portal Way (24/0051/FUMOPDC) (Resolution to Grant) = 6 commercial units 5-7 Park Royal Road (23/0041/FUMOPDC) = 3 commercial units <p>Due to the broad nature of Class E, these indicators are also reported for indicator ITC-2.</p>

Table ITC-3

KPI number	ITC-4
KPI description	Number of on-site social infrastructure facilities, and sports/leisure facilities with public concession access secured through Section 106 agreements.
2024/25 outturn	None
Commentary	None

Table ITC-4

KPI number	ITC-4
KPI description	Net gain/loss of public houses permitted within OPDC, categorised by place.
2024/25 outturn	The Castle Public House, North Acton was demolished following consent of a mixed-use residential-led scheme: 214465OPDFUL.
Commentary	The public house floorspace is being reprovided on the same site in accordance with Local Plan policy TCC6

Table ITC-5

KPI number	ITC-5
KPI description	Net gain/loss of: Hot food takeaways Betting shops, pawnbrokers and payday loan stores and games arcade
2024/25 outturn	None
Commentary	None

Table ITC-6

KPI number	ITC-6
KPI description	Number of permitted schemes which included a meanwhile strategy, and number of meanwhile use schemes operating within the OPDC area.
2024/25 outturn	None
Commentary	None

Table ITC-7

KPI number	ITC-7
KPI description	Number of new hotel rooms granted planning permission and completed within the monitoring period and place.
2024/25 outturn	1 Lakeside Drive (24/0176/FULOPDC) (resolution to grant) - change of use of the existing building from office (Class E) to a hotel (Class C1) with 429 hotel rooms.

Commentary	None
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Table ITC-8

KPI number	ITC-8
KPI description	IMD ranking for Health and Disability for LSOAs covering the OPDC region
2024/25 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.
Commentary	OPDC will use the 2019 IMD as a baseline and reproduce the map when it is updated by the Ministry of Housing, Communities and Local Government 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 several 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.
2024/25 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 Ministry of Housing, Communities and Local Government 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.
2024/25 outturn	Within the OPDC area there are two designated Neighbourhood Areas and Forums. These are: <ul style="list-style-type: none">• 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.• Old Oak Neighbourhood Forum with a Neighbourhood Area solely within the OPDC area.
Commentary	Within the monitoring period, OPDC has liaised with both Forums to inform and support their activities. OPDC designated an updated Harlesden Neighbourhood Area boundary on 26 September 2024. Officers met with forum members in late 2024 and early 2025 to discuss future amendments to the Harlesden Neighbourhood Plan. 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.
2024/25 outturn	There were no specific planning related public engagement sessions within the monitoring period. However, the Harlesden Neighbourhood Area amendment consultation ran from 6 June to 16 July 2024, hosted jointly by OPDC and Brent Council. There were 113 visitors to OPDC's online engagement platform where consultation materials were available. 19 respondents submitted comments about the proposed amendment.
Commentary	The consultation demonstrates 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
<u>Waste Management in High Density Development SPD</u>	Supplementary planning guidance on how to manage waste in tall buildings to meet Mayoral municipal waste recycling targets	June 2022
<u>Passive Energy Performance, Daylight and Overheating in High Density Development SPD</u>	Supplementary planning guidance on how to meet energy, daylight, and overheating standards in tall buildings to conform with Mayoral requirements.	June 2022
<u>Industrial SPD</u>	Supplementary planning guidance on how deliver best practice industrial developments from a design, placemaking and sustainability perspective.	November 2023
<u>Old Oak West SPD</u>	Supplementary planning guidance to shape the future of Old Oak West reflecting Local Plan policies and community aspirations.	February 2024
<u>Revised Planning Obligations SPD</u>	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.	June 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	2025/26	2026/27	2027/28	2028/29	2029/30
5 to 7 Park Royal Road	Permitted	388	-	-	388	-	-
4 Portal Way	Resolution to Grant	669	-	-	669	-	-
North Kensington Gate	Started	208	208	-	-	-	-
The Portal, North Acton	Started	350	-	350	-	-	-
Atlas Wharf	Permitted	457	-	-	-	457	-
Castle Pub	Started	257	257	-	-	-	-
Mitre Wharf	Permitted	147	-	-	-	147	-
3 School Road	Permitted	176	-	176	-	-	-
1 Portal Way (assuming Co-living element in phase 1)	Permitted	1538	-	-	674	432	432
Submitted Apps, Pre-Apps or Developer Discussions	Not Yet Permitted	2744	200	624	930	690	300
	Total Supply of Homes	6,934	665	1150	2661	1726	732

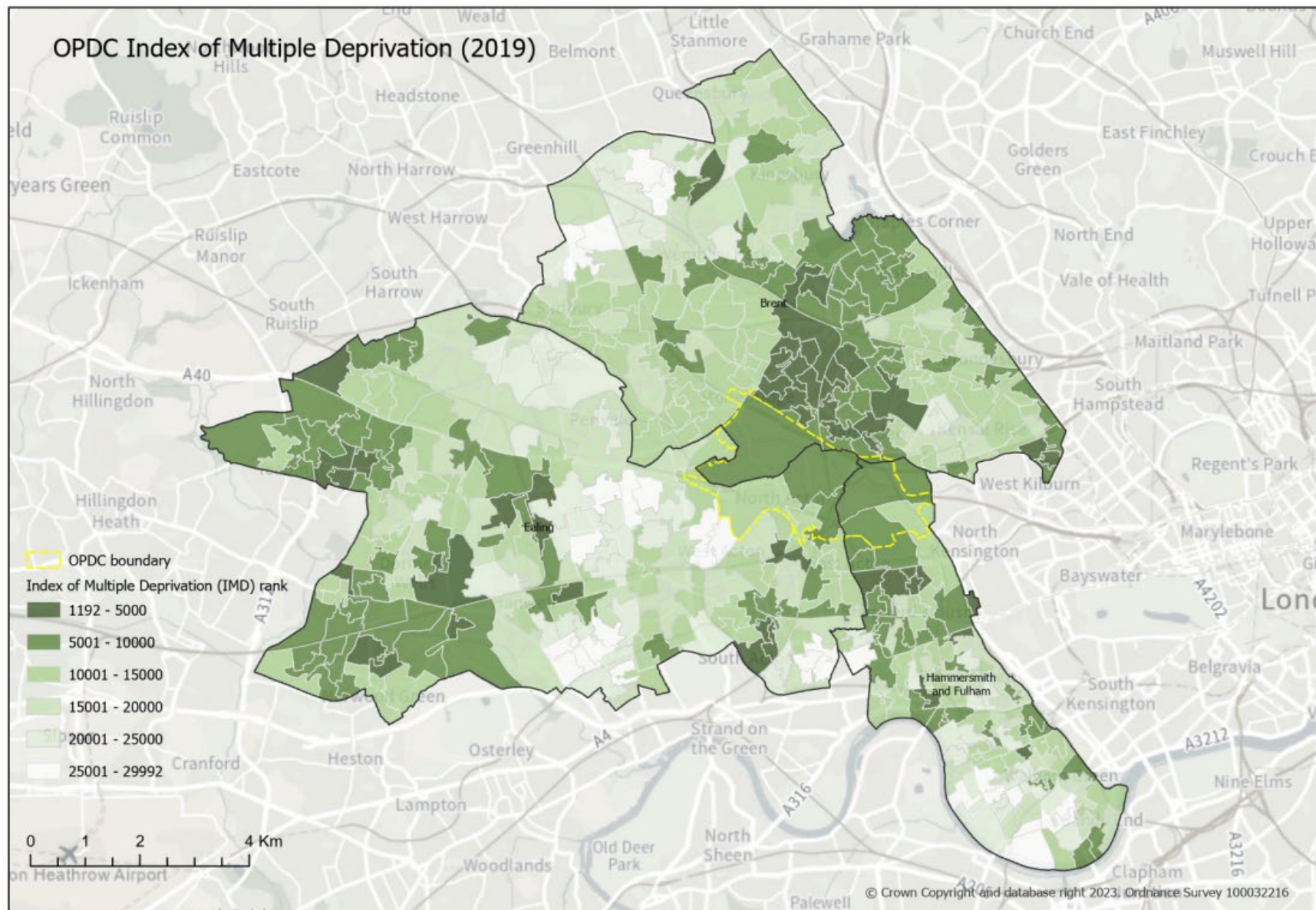
Local Plan

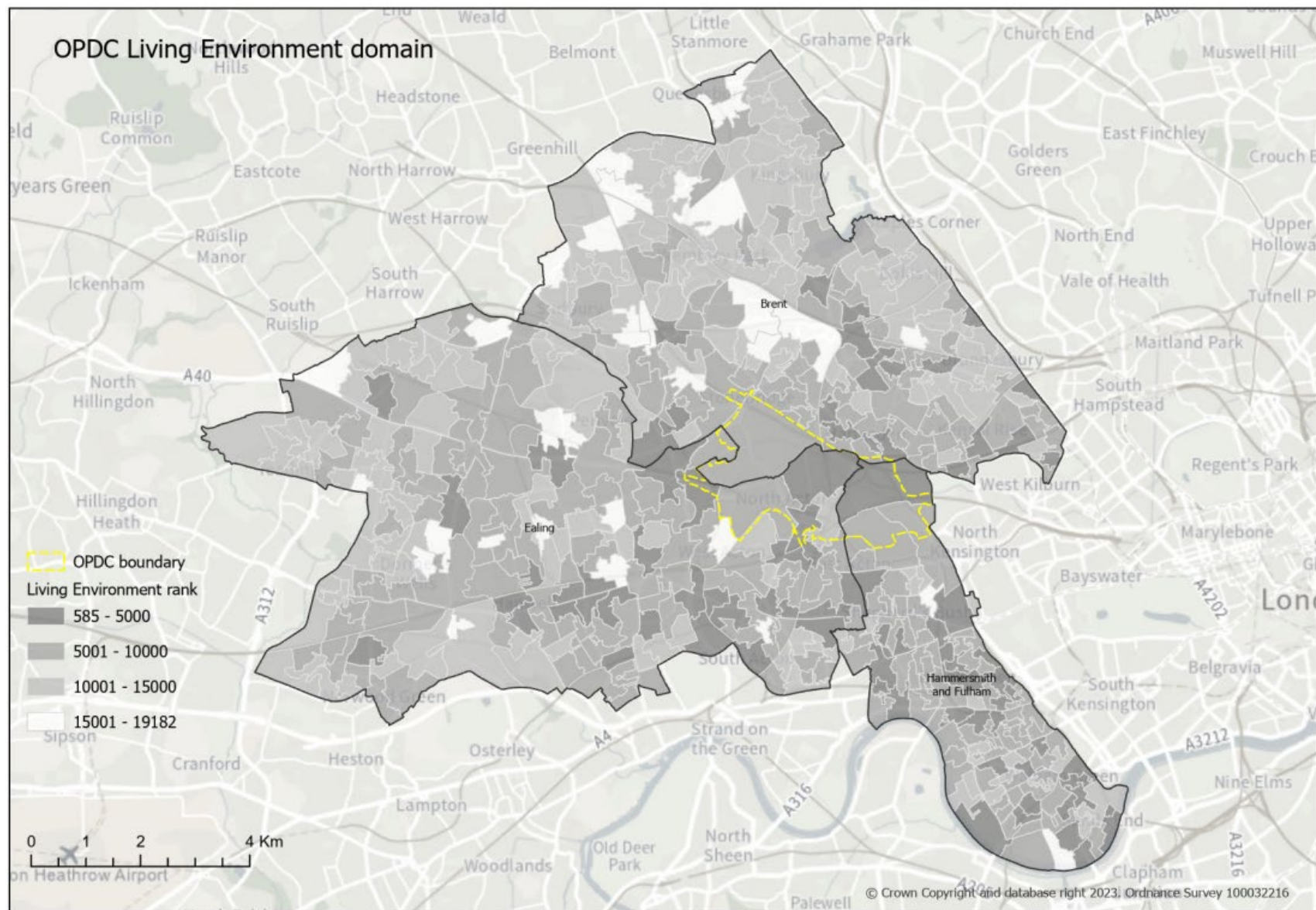
target * 993

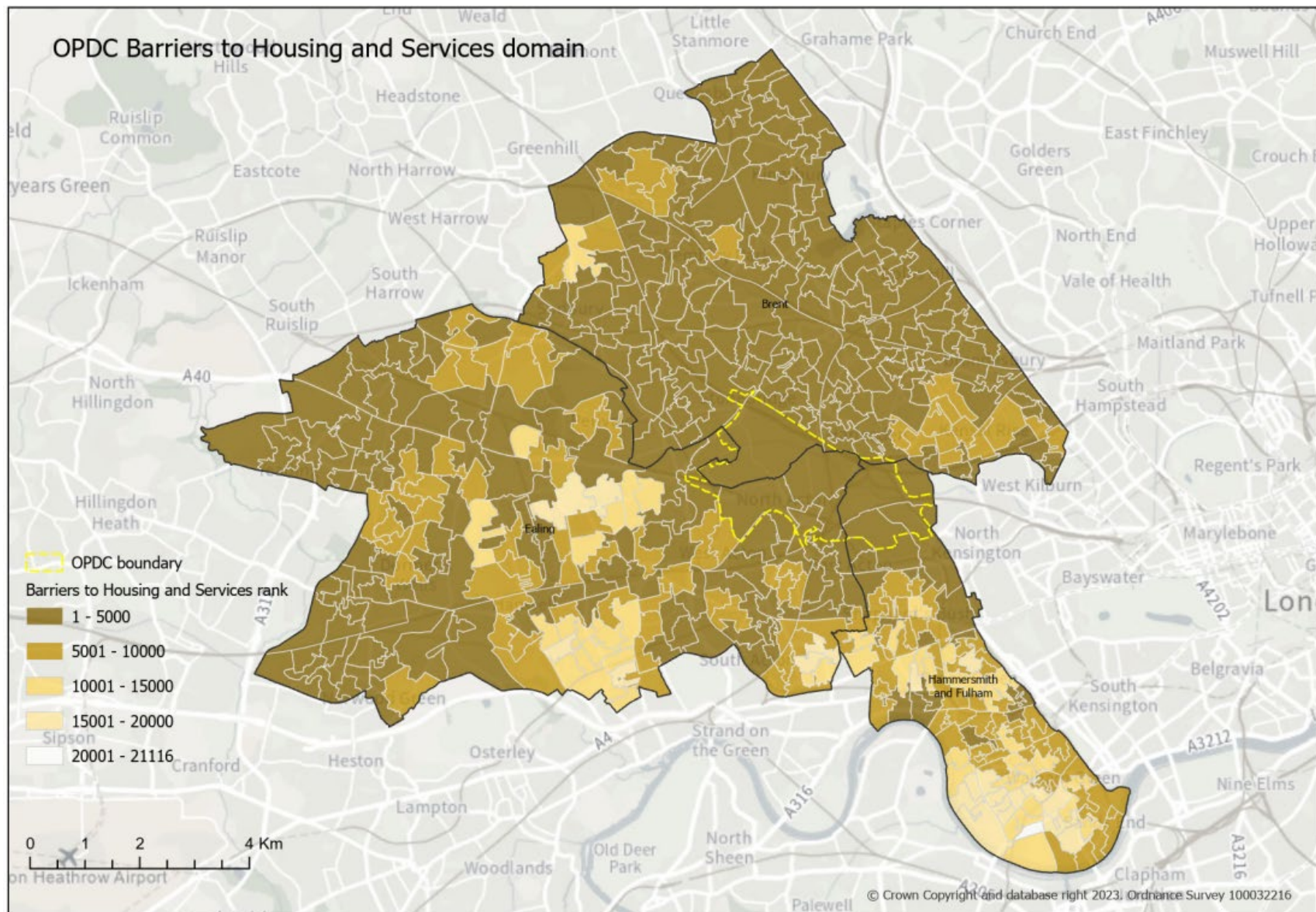
5 years supply 4965

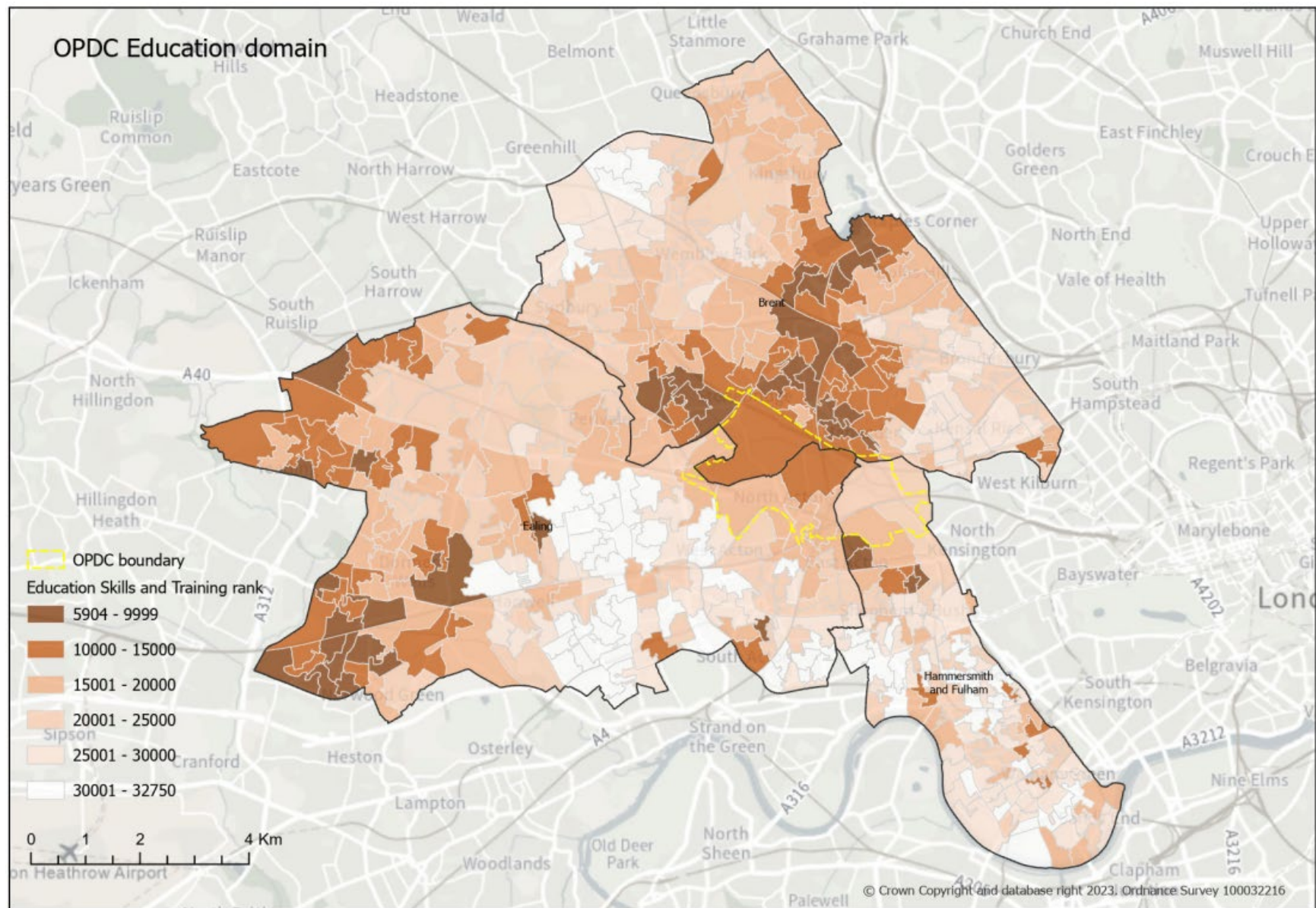
With 20% buffer 5958 116%

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 *.

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
ID-1*	IMD rank for Living Environment.	Improvement in IMD rank and/or top	SP9*	-	D1	MHCLG	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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
	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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
	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	Annually
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	Annually

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
	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		

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
	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		

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
	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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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*			MHCLG	5 years (or as otherwise updated by MHCLG)
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, P5P6, P7, P8, P9, P10, P11	E1/E2	OPDC planning register and application documents and on site monitoring.	Annually

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
	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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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*			MHCLG	5 years (or as otherwise updated by MHCLG)
IDI-1*	Index of Multiple Deprivation (IMD) ranking for LSOAs covering the OPDC region	Improvement in ranking across LSOAs in OPDC region	SP2*	All	-	MHCLG	5 years (or as otherwise updated by MHCLG)
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

Ref	Key Performance Indicator	Target / Direction	Strategic Policies	Place Policies	DM Policies	Source of Monitoring Information	Frequency of Monitoring
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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