

West London Alliance: Strategic Infrastructure Delivery Plan

Appendix A - Working Paper: Property Market Analysis & Opportunity Areas

West London Alliance

December 2020

COVID-19 Disclaimer

The outbreak of the Novel Coronavirus (COVID-19), declared by the World Health Organisation as a “Global Pandemic” on the 11th March 2020, has impacted global financial markets. Market activity is being impacted in many sectors.

As at the date of this report, we consider that we can attach less weight to previous market evidence for comparison purposes, to inform viability, pricing and related recommendations and advice. Indeed, the current response to COVID 19 means that we are faced with an unprecedented set of circumstances on which to base a judgement.

Given the unknown future impact that COVID-19 might have on the real estate market, we recommend that you keep under frequent review the advice contained in this report.

1 Introduction

This document has been prepared by Cushman & Wakefield (“C&W”). It is a technical report that will form an integrated part of the wider Strategic Infrastructure Delivery Plan report.

The purpose of this document is to set out progress in relation to C&W’s work:

- analysing the current residential and commercial property markets in the seven boroughs that form the West London Alliance (“WLA”) (the area formed by the seven boroughs is referred to throughout this report as the “Study Area”)
- identifying strategic development land within the Study Area based on the Opportunity Areas (“OAs”) identified within the London Plan.
- identifying the potential impacts of infrastructure delivery programmes upon the trajectories for development delivery on strategic sites.

2 Market Analysis

2.1 Introduction

Understanding the performance of property markets across West London is important to help inform future planning for strategic infrastructure in terms of:

- the potential improvement in market performance that infrastructure investment could have on a particular location
- the potential impact of infrastructure investment on the viability, feasibility, timing and scale of mix of development on a particular site

To enable consideration of these factors later in this study, for this section of the report, C&W has collected a variety of information to provide a proxy for local market performance and the relative performance of the market in different parts of the study area.

Information has been collected across the residential, retail and business space sectors of the property market. The data collected has come from a variety of different sources and is at a range of different levels of detail due to factors such as:

- the large extent of the study area which contains a number of individual submarkets, different data may be collected on differing geographical bases as an area may have – for example – notable market performance in residential but with minimal retail in that same location.
- the different levels of comprehensiveness of data across the various market sectors

The following market performance statistics have been collated:

Market sector	Market Data Collected	Location Basis of Data	Data Source
Residential	Residential units currently under construction or on the market for sale.	Postcode	Molior
	Average residential sales values (capital value) in last 12 months.	Postcode	Land Registry
	Land Value: Residential	Local Authority	MHCLG
Retail	Average rent in terms of Zone A.	Identified “Town Centres”	GLA Town Centre Health Check Analysis (2017)

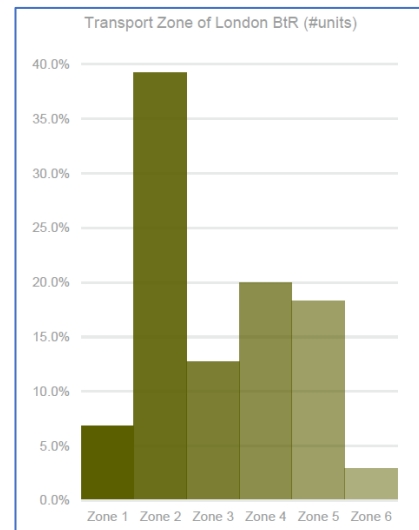
	Vacancy Rates (%)	Identified "Town Centres"	GLA Town Centre Health Check Analysis (2017)
Office	Average Rents (£psf)	Identified "Town Centres"	GLA Town Centre Health Check Analysis (2017)
	Market rental comparables (£psf) in the past 18 months	By "Evidence Cluster": close groupings of transactions, indicating an active market in that locality.	CoStar
	Average Market Rent	Local Authority	Colliers Office Rent Map (H1 2019)
Industrial	Average Market Rent	Identified "Town Centres"	Colliers Industrial Rents & Land Values (H1 2019)
	Average Land Value	Local Authority	Colliers Industrial Rents & Land Values (H1 2019)
	Total Floorspace	Local Authority	GLA Town Centre Health Check Analysis (2017)
	Vacancy Rates (%)	Local Authority	GLA Town Centre Health Check Analysis (2017)

2.2 Residential

2.2.1 (Outer) London Market Overview

The mainstream London housing market is currently entering its fourth year of stagnated prices, with current achieved values equivalent to those in the summer of 2016. Despite obvious concerns around Brexit, the activity of large-scale investors in UK residential investment shows little change in the early part of 2019, with capital flows and average unit costs remaining generally unchanged from recent years.

Professional Build to Rent activity in London continues to go from strength to strength, with 58,000 units either under construction or in the planning pipeline – dwarfing the 18,00 units that are out of the ground and operational. As highlighted in the figure right, zone 2 continues to dominate activity, but outer-lying parts of London – such as the Study Area – are increasingly contributing to total delivery in London.

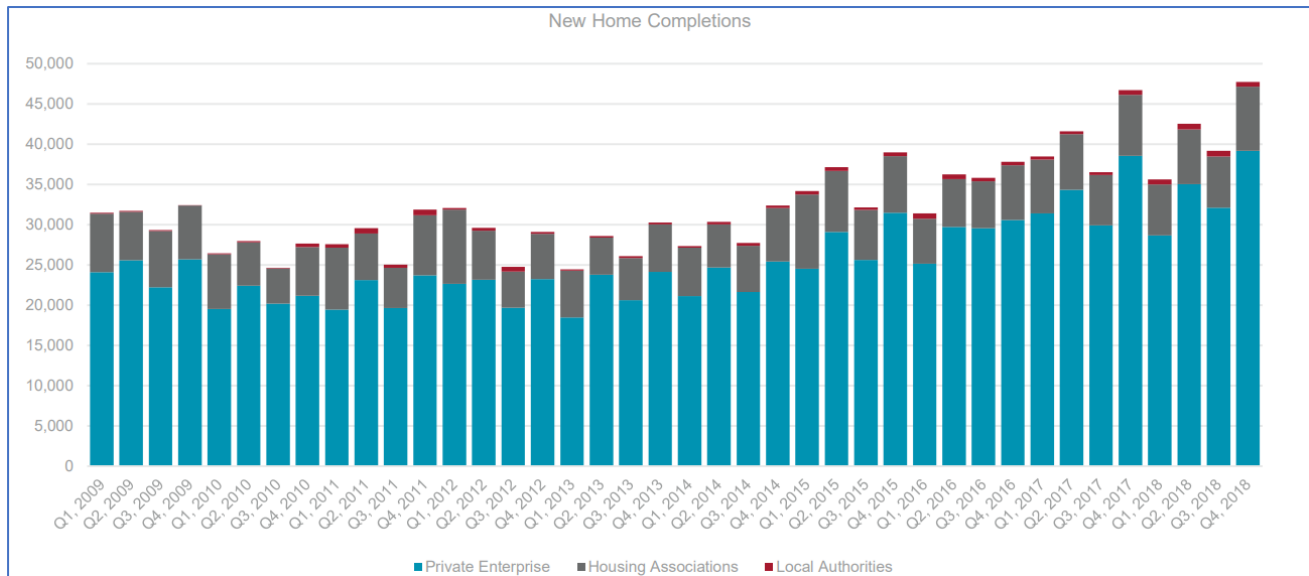


Source; Cushman & Wakefield Research

2.2.2 New Homes

New home construction finished 2018 on a high with Q4 2018 recording the highest number of quarterly completions for 11 years. However, with construction starts stalling somewhat, and uncertainty surrounding the near-term future of the English property market, it is yet to be seen if this momentum will be carried forward into 2019.

Figure 1 – UK Quarterly New Home Completions



Source: Land Registry Data/ Cushman & Wakefield Research

2.2.3 Prime Central London (PCL)

Significant green shoots are evident in the Prime Central London market, with prices increasing month-on-month, and the average discount-to-asking price spread contracting by 59 basis points in April 2019 (compared with March 2019). This is the first such shift for some time. However, Prime Central London's hyper-sensitivity to Brexit caused an expected drop in transactional activity, during the months either side of what was to be the date the UK left the EU. PCL rental markets continue to perform solidly, with a lack of stock placing upward pressure on prices, and reducing discounts significantly.

Indicator	M-on-M (Mar-Apr)	Y-on-Y (Apr-Apr)
Sales Transactions	-21%	-21%
Capital Values	+0.38%	-5.26%
Average sale discount %	-12bps (6.58%)	+2bps

Source; Cushman & Wakefield Research

2.2.4 Outer Prime London (OPL)¹

In an opposite trend to PCL, Outer Prime London transaction levels have shown signs of recovery of late, with April 2019 sales volumes up 14% on the same month in 2018. However, prices remain on a downward trajectory, albeit a slow decline. Average achieved £ per square foot values in OPL during April 2019 were down 4.7% on a year earlier, but with sold-to-asking discounts levelling out, we expect any further falls to be relatively minor.

Indicator	M-on-M (Mar-Apr)	Y-on-Y (Apr-Apr)
Sales Transactions	-3%	+14%
Capital Values	-0.46%	-4.69%
Average sale discount %	-2bps (5.12%)	-16bps

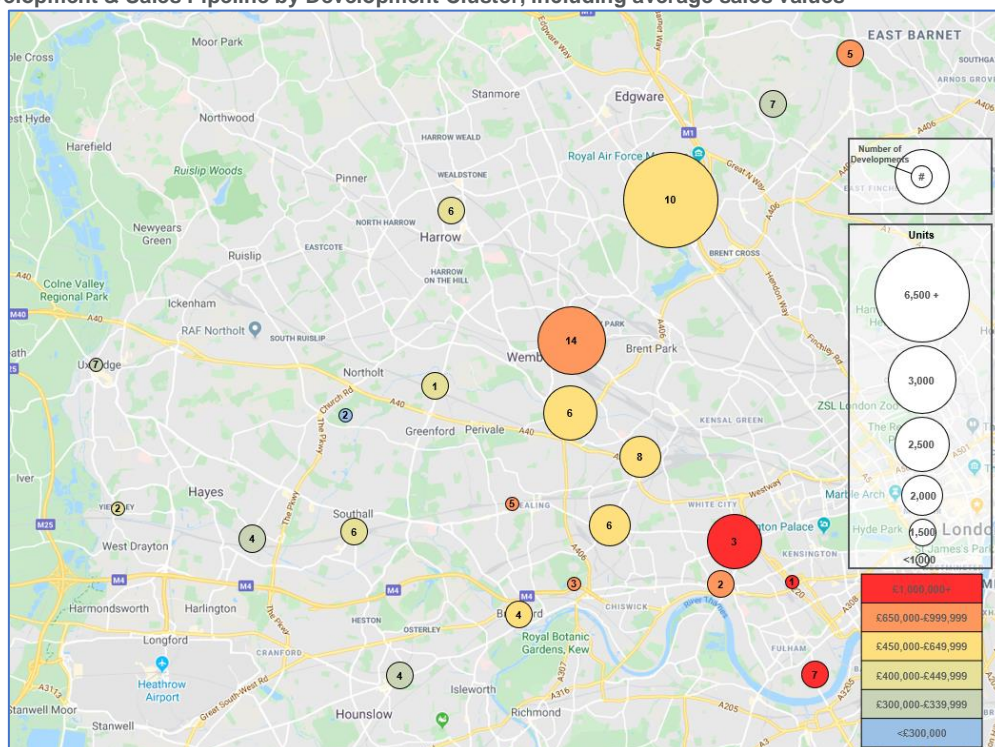
Source; Cushman & Wakefield Research

2.2.5 Units under construction

The number of units under construction in a particular area can be used as an indicator of market performance as – in general terms and excluding factors such as planning and environmental constraints – areas of stronger market demand are likely to demonstrate higher levels of housing delivery.

Molior has been used throughout this report to supplement Local Authority data, including in this section. It is a research database which provides information on residential and mixed-use developments in London, providing information on planning, delivery progress and sales values, for current, pipeline and historic developments (including developable land). In terms of this report, Molior is a reliable data source, which is regularly updated (quarterly) with the latest development progress information, obtained from a variety of sources, principally Local Authority planning data and through contact with relevant developers and site visits.

Figure 2 – Development & Sales Pipeline by Development Cluster, including average sales values



Sources: Land Registry Data & Molior

¹ Outer Prime London refers to NW3, NW8, W2, W9, W11, W14, SW6, SW10

Figure 2 depicts the locations at which the majority of development takes place within the Study Area; the larger the point on the map, the greater the number of units that are currently under construction or on the market but unsold. Alongside this, the average sales value (for all housing types, new and second hand) for each of these development locations is included using the colour scheme as highlighted in the map key.

This data has been included in Figure 3 below to allow for additional scrutiny. This figure shows the number of units identified in the Strategic Housing Land Availability Assessment (2017) (“SHLAA”), as well as the total number of units currently either under construction within each of the boroughs, or on the market but not sold. Please note that the latter of these two statistics only takes into consideration the larger development sites – predominantly those delivering over 50 units.

Figure 3 – Development & Sales Pipeline, SHLAA Land Capacity

Development Cluster	Total Units Under Construction/ OTM	Average Sales Value
Totteridge & Whetstone	1,047	£1,582,828
Inglis Barracks	1,713	£1,350,828
Brent Cross/ Colindale	7,257	£1,296,034
Wembley Park/ Wembley	4,672	£985,061
Harrow & Wealdstone	1,882	£834,689
Uxbridge	541	£740,000
South Fulham	1,960	£739,063
Earls Court	808	£687,978
Hammersmith	1,162	£571,988
Shepherd's Bush	4,134	£566,061
Acton	2,755	£520,938
North Acton/Park Royal	2,750	£492,345
Kew Bridge	874	£487,810
Brentford	1,514	£440,000
Hounslow Central	2,044	£430,762
Ealing Broadway/ West Ealing	892	£412,082
Southall	1,688	£404,683
Hayes	1,705	£349,619
West Drayton	395	£346,396
Rectory Park	381	£326,583
Greenford	2,118	£312,388
Alperton/Stonebridge/Hanger Ln	4,161	£205,950

	Barnet	Brent	Ealing	Hammersmith & Fulham	Harrow	Hillingdon	Hounslow
SHLAA Capacity	31,340	29,150	28,070	16,480	13,920	15,530	21,820
Approx. Units Under Construction/ OTM	9,500	11,000	10,500	9,000	2,500	3,000	5,500

Sources: Molior & SHLAA (2017)

2.2.6 Residential sales values

Alongside construction rates, residential sales values are a further indicator that can be used as a proxy for market performance. The combination of these two data sets demonstrates both the implicit 'desirability' of an area via the prices homes have been sold for (albeit without acknowledging the impact of the size of homes sold), whilst also acknowledging that there is a relationship between sales values and other factors (land availability, planning policy etc.) that leads to new homes being delivered.

Figure 4 – Average Sales Value for all homes, by Postcode

Barnet			Brent		
Postcode	Average Sales Value	New Build/All Housing Types	Postcode	Average Sales Value	New Build/All Housing Types
EN4	£595,393	All	HA0	£484,040	All
	No New Build	New Build Only		£121,875	New Build Only
EN5	£694,672	All	HA1	£825,283	All
	£528,484	New Build Only		No New Build	New Build Only
HA7	£1,035,000	All	HA3	£544,145	All
	No New Build	New Build Only		No New Build	New Build Only
HA8	£342,500	All	HA8	£438,941	All
	No New Build	New Build Only		No New Build	New Build Only
N10	£481,236	All	HA9	£514,999	All
	No New Build	New Build Only		£740,000	New Build Only
N11	£474,464	All	NW10	£745,376	All
	No New Build	New Build Only		£253,760	New Build Only
N12	£711,542	All	NW2	£633,888	All
	£456,800	New Build Only		£416,000	New Build Only
N14	£656,341	All	NW6	£833,572	All
	No New Build	New Build Only		£713,350	New Build Only
N2	£1,037,516	All	NW9	£526,510	All
	£715,000	New Build Only		£679,876	New Build Only
N20	£753,551	All	W10	£743,895	All
	£687,978	New Build Only		£889,595	New Build Only
N3	£636,279	All	W9	£550,000	All
	£398,284	New Build Only		No New Build	New Build Only
NW11	£1,003,609	All			
	No New Build	New Build Only			
NW2	£583,386	All			
	£493,594	New Build Only			
NW3	£623,030	All			
	No New Build	New Build Only			
NW4	£891,472	All			

	£565,000	New Build Only
NW7	£581,529	All
	£326,583	New Build Only
NW9	£488,836	All
	£487,810	New Build Only

Ealing		
Postcode	Average Sales Value	New Build/All Housing Types
HA0	£413,750	All
	No New Build	New Build Only
NW10	£1,151,010	All
	No New Build	New Build Only
TW8	£280,000	All
	No New Build	New Build Only
UB1	£389,715	All
	£511,875	New Build Only
UB2	£492,356	All
	£397,026	New Build Only
UB5	£360,525	All
	£205,950	New Build Only
UB6	£443,869	All
	£440,000	New Build Only
W12	£380,311	All
	No New Build	New Build Only
W13	£683,035	All
	No New Build	New Build Only
W3	£633,211	All
	£492,345	New Build Only
W4	£1,066,549	All
	£420,000	New Build Only
W5	£834,167	All
	£739,063	New Build Only
W7	£619,246	All
	£168,000	New Build Only

Hammersmith & Fulham		
Postcode	Average Sales Value	New Build/All Housing Types
NW10	£644,557	All
	No New Build	New Build Only
SW10	£2,028,585	All
	£2,510,825	New Build Only
SW6	£1,128,298	All
	£1,350,828	New Build Only
W11	£1,550,000	All
	No New Build	New Build Only
W12	£804,491	All
	£1,296,034	New Build Only
W14	£853,362	All
	No New Build	New Build Only
W4	£810,000	All
	No New Build	New Build Only
W6	£1,172,086	All
	£985,061	New Build Only

Harrow		
Postcode	Average Sales Value	New Build/All Housing Types
HA1	£485,743	All
	£425,385	New Build Only
HA2	£472,098	All
	£472,098	New Build Only
HA3	£474,494	All
	£611,407	New Build Only
HA4	£437,500	All
	£611,407	New Build Only
HA5	£624,951	All
	£476,733	New Build Only
HA7	£637,237	All
	£282,500	New Build Only
HA8	£538,430	All
	No New Build	New Build Only
NW9	£320,000	All
	No New Build	New Build Only
TW14	£436,000	All
	No New Build	New Build Only
UB5	£413,333	All
	No New Build	New Build Only
WD23	£775,000	All
	No New Build	New Build Only

Hillingdon		
Postcode	Average Sales Value	New Build/All Housing Types
HA4	£571,998	All
	£333,981	New Build Only
HA5	£568,370	All
	No New Build	New Build Only
HA6	£698,841	All
	£541,812	New Build Only
UB10	£520,038	All
	£471,246	New Build Only
UB3	£369,964	All
	£312,388	New Build Only
UB4	£492,323	All
	£321,000	New Build Only
UB5	£379,500	All
	No New Build	New Build Only
UB7	£387,409	All
	£412,082	New Build Only
UB8	£382,048	All
	£314,677	New Build Only
UB9	£410,976	All
	No New Build	New Build Only
WD3	£304,000	All
	No New Build	New Build Only

Hounslow		
Postcode	Average Sales Value	New Build/All Housing Types
TW1	£4,758,375	All
	No New Build	New Build Only
TW13	£336,093	All
	£307,243	New Build Only
TW14	£343,541	All
	£100,000	New Build Only
TW3	£377,721	All
	£346,396	New Build Only
TW4	£545,104	All
	No New Build	New Build Only
TW5	£417,890	All
	No New Build	New Build Only
TW7	£512,728	All
	£618,780	New Build Only
TW8	£716,525	All
	£571,988	New Build Only
UB2	£629,607	All
	No New Build	New Build Only
W3	£609,957	All
	No New Build	New Build Only
W4	£923,571	All
	£1,238,846	New Build Only
W5	£736,071	All
	No New Build	New Build Only
W6	£995,000	All
	No New Build	New Build Only

Source: Land Registry Data

2.2.7 Land values

Land values typically vary based on a large number of factors, the most significant of which is the achievable residential sales values in any particular area – as such, C&W would expect for the most part there to be a clear correlation between land values and the residential sales values achieved in Figure 4 above. However, on a site by site basis, there are further variables that can significantly affect the final value paid for a piece of development land – some of the principal variables are:

- whether or not the site has planning permission – planning permission reduces risk and therefore a site with permission will typically command a premium when compared with a site that doesn't have planning permission.
- if the site has planning permission – the density of the proposed residential/ commercial on a per unit or per square foot basis will influence the value of the site, as typically a denser scheme will result in greater income from that scheme.

Land value information is not presently available on a consistent or comprehensive basis. The most recently available data is from the Land Value Estimates for Property Appraisal (2017), and the information from this source is shown in the Figures 5 and 6 below.

Figure 5 – MHCLG Land Value Estimates by Local Authority

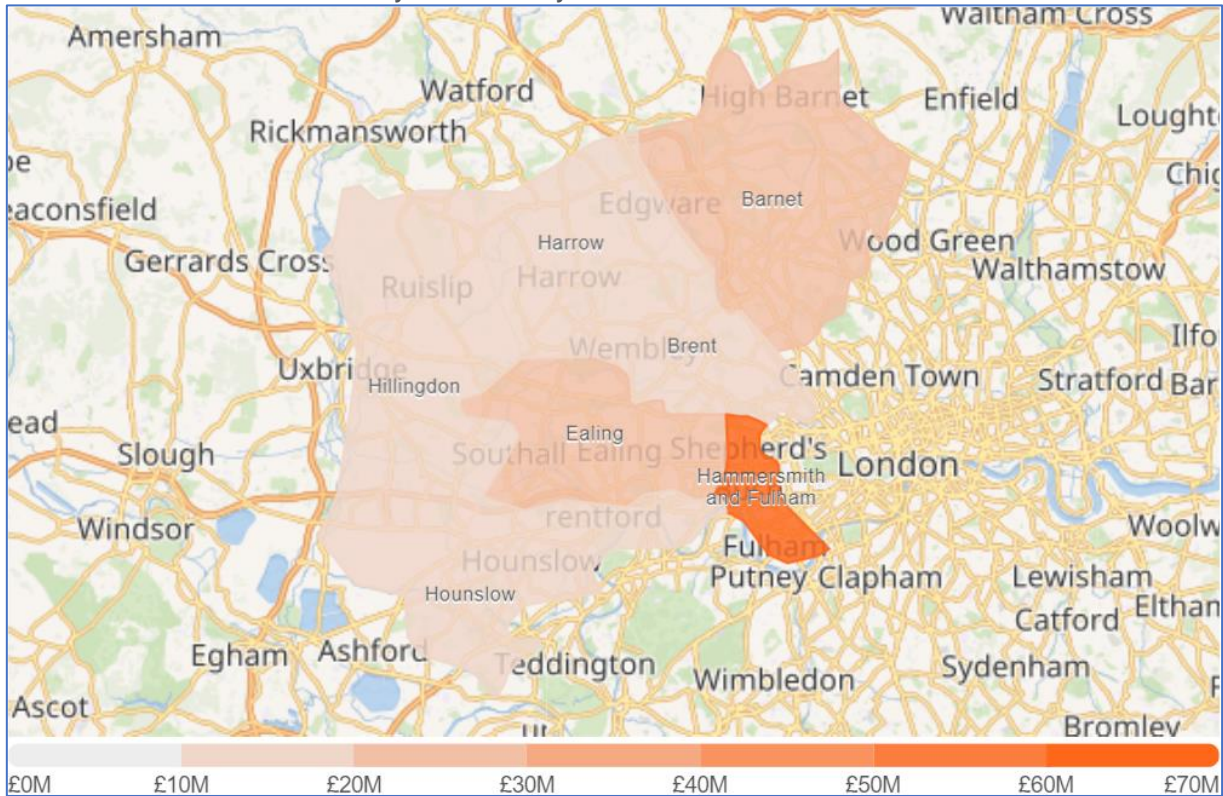


Figure 6 – MHCLG Land Value Estimates by Local Authority

Local Authority	Value (£/ha)
Barnet	£24,900,000
Brent	£16,800,000
Ealing	£27,200,000
Hammersmith and Fulham	£75,000,000
Harrow	£12,200,000
Hillingdon	£16,600,000
Hounslow	£11,800,000

The MHCLG method includes an estimate of a ‘typical’ residential site – as such removing the planning variations highlighted above – and performing a simple residual appraisal on this typical site.

The Land Value Estimate data shows that there is a correlation between land value in each Borough and the sales values achievable in these areas, which aligns with the narrative above explaining the reasons for fluctuations in land value. In this instance, the correlation shown is not a strong one due to the high level of the land value data in comparison with the residential sales values data shown in Figure 4; although a more nuanced land value estimate would likely show more local fluctuation, it would broadly align with Figure 5 inasmuch as the general trend in land values would correlate with residential sales values.

2.2.8 Conclusions

A number of conclusions can be drawn from the above sources of data regarding residential market performance across the Study Area as follows:

Sales values are generally higher the closer the location is to Central London, with values retained more readily when moving north. The lowest values are in the south west portion of the study area, predominantly in the boroughs of Hillingdon and Hounslow.

Figure 7 – Sales Values by Local Authority: Previous 12 months

Local Authority	Average Sales Value	Average Sales Value (New Build)
Barnet	£626,113	£476,785
Brent	£602,867	£508,883
Ealing	£607,024	£465,317
Hammersmith & Fulham	£957,341	£1,301,377
Harrow	£511,178	£437,032
Hillingdon	£475,752	£364,686
Hounslow	£507,820	£460,849

Source: Land Registry Data

The most significant delivery of new homes through the study area is in areas of long term concerted redevelopment of strategic brownfield sites, for example, the three areas with the current highest delivery rates are White City, Wembley and the Colindale/ Burnt Oak Opportunity Area. This point demonstrates the fact that delivery of new homes – particularly at scale and pace – is more nuanced than simply selecting the highest value areas and developing there. There are many other drivers of development, such as:

- Land availability – whilst this is self-evident it is important to note that, if there is no land to build on, there can be no redevelopment; this is particularly pertinent regarding large-scale development in London, where there is a shortage of appropriately sized land parcels for comprehensive construction of new homes.
- Land Price – even if there was land available in, for example, Westminster for the large-scale delivery of new homes, the price of land would be problematic as it inflates the final sales values of the scheme in order to ensure viability and developer’s profit. This point directly relates to the following:
- Target Market – the housing shortage and high sales values in London has caused people to look further from the centre of the City in the search for cheaper housing. It is in these areas where land price can permit lower sales values for developers whilst maintaining a profit that adequately incentivises delivery, thus providing access to a larger market of purchasers.

As such, whilst in theory delivery would be driven by highest achievable values, there are a number of additional variables that require developers to look to lower value locations, particularly when delivering comprehensive redevelopment, where a large pool of buyers is required and accelerated sales rates are desirable.

The data presented in this section also demonstrates that there is a clear correlation between levels of both delivery of new homes and the value of those homes, and proximity to public transport infrastructure hubs (namely in this instance London Underground stations). These are the most desirable locations for purchasers – particularly in areas further from Central London (as most of the locations within the Study Area can be considered) – as such indicating that investment in transport infrastructure can help to achieve higher delivery rates, or even unlock sites that were previously undeliverable.

2.3 Commercial: Office

For the Offices section of this market report, C&W has sought to identify the key office locations within the Study Area, and to establish the average currently achievable rents in these areas, which we consider to be an effective way of comparing relative market performance across the study area.

The principal issues associated with doing this study at a high level are the – relative to residential – lack of recent transactions associated with renting of office space, and the consequential risk of fluctuation in average rents caused by variations in office product being transacted upon. Therefore, in order to establish a reliable baseline for this portion of the report, we have mapped transactions in the last 18 months (shown in the C&W Comparable Evidence column in the table below), and used this data to establish “Evidence Clusters” – centres in which the majority of transactions occur – which effectively show the predominant office markets in the Study Area.

In order to sense check this information, we have added to the table below information from the GLA Town Centre Health Check Analysis (2017) and Colliers Office Rental Market analysis, which provides an estimate of rents achievable in established office locations across London. All this information has been included within the following section.

Figure 8 – Office Market Information

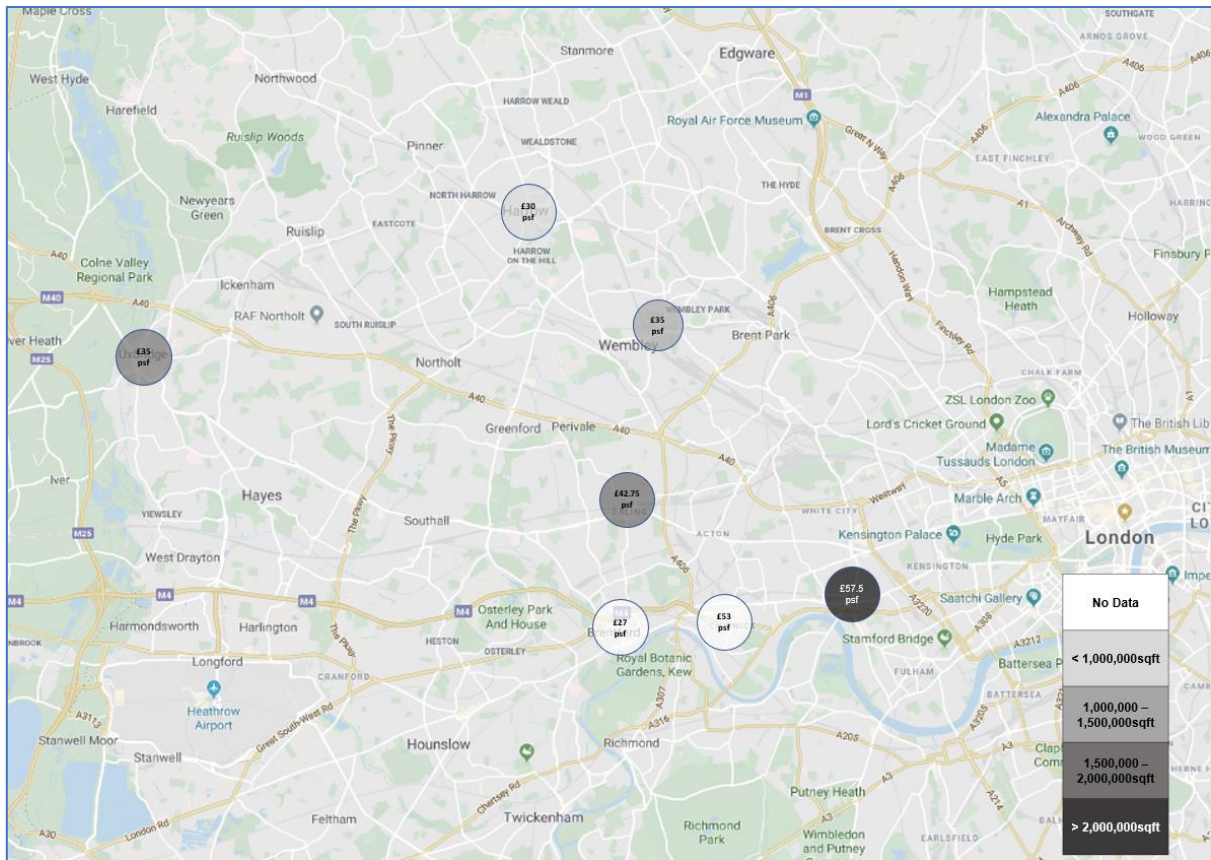
Town Centre	GLA Town Centre Classification	Office Rents (GLA, 2017)	Colliers Office Rents (H1 2019)	C&W Comparable Evidence	Total Office Floorspace (sqft) (GLA, 2017) ²
Wembley	Major	£19	£35	£13.00	1,238,323
Ealing	Major	£36	£42.75	£42.60	1,755,874
Shepherds Bush	Metropolitan	£55	No Data	No Data	428,565
Fulham	Major	£57	No Data	£33.80	360,376
Hammersmith	Major	£59	£57.5	£47.30	3,777,400
Harrow	Metropolitan	£25	£30	£25.70	982,045
Uxbridge	Metropolitan	£32	£35	£28.30	1,509,778
Hounslow	Metropolitan	£21	No Data	£22.00	719,621
Chiswick	Major	£52	£53	£44.60	No Data
Stockley Park	N/A	-	-	£37.85	1,800,000
Chiswick Park	N/A	-	-	£48	1,991,000

Figure 9 (overleaf) highlights C&W’s “Evidence Clusters”, showing locations within the Study Area where there is a grouping of multiple office rental transactions within the last 18 months. These clusters correspond with the

² Business Park information is from the respective parks themselves as GLA data does not include these locations.

GLA Town Centre Health Check information, although some of the centres have not been included in this report as there is a lack of information in the GLA dataset.

Figure 9 – Colliers Office Rental Market



Town Centre	Local Authority	Office Rents (£psf)	Total Floorspace (sqft)
Wembley	Brent	£19	1,238,323
Ealing	Ealing	£36	1,755,874
Shepherds Bush	Hammersmith & Fulham	£55	428,565
Fulham	Hammersmith & Fulham	£57	360,376
Hammersmith	Hammersmith & Fulham	£59	3,777,400
Harrow	Harrow	£25	982,045
Uxbridge	Hillingdon	£32	1,509,778
Hounslow	Hounslow	£21	719,621

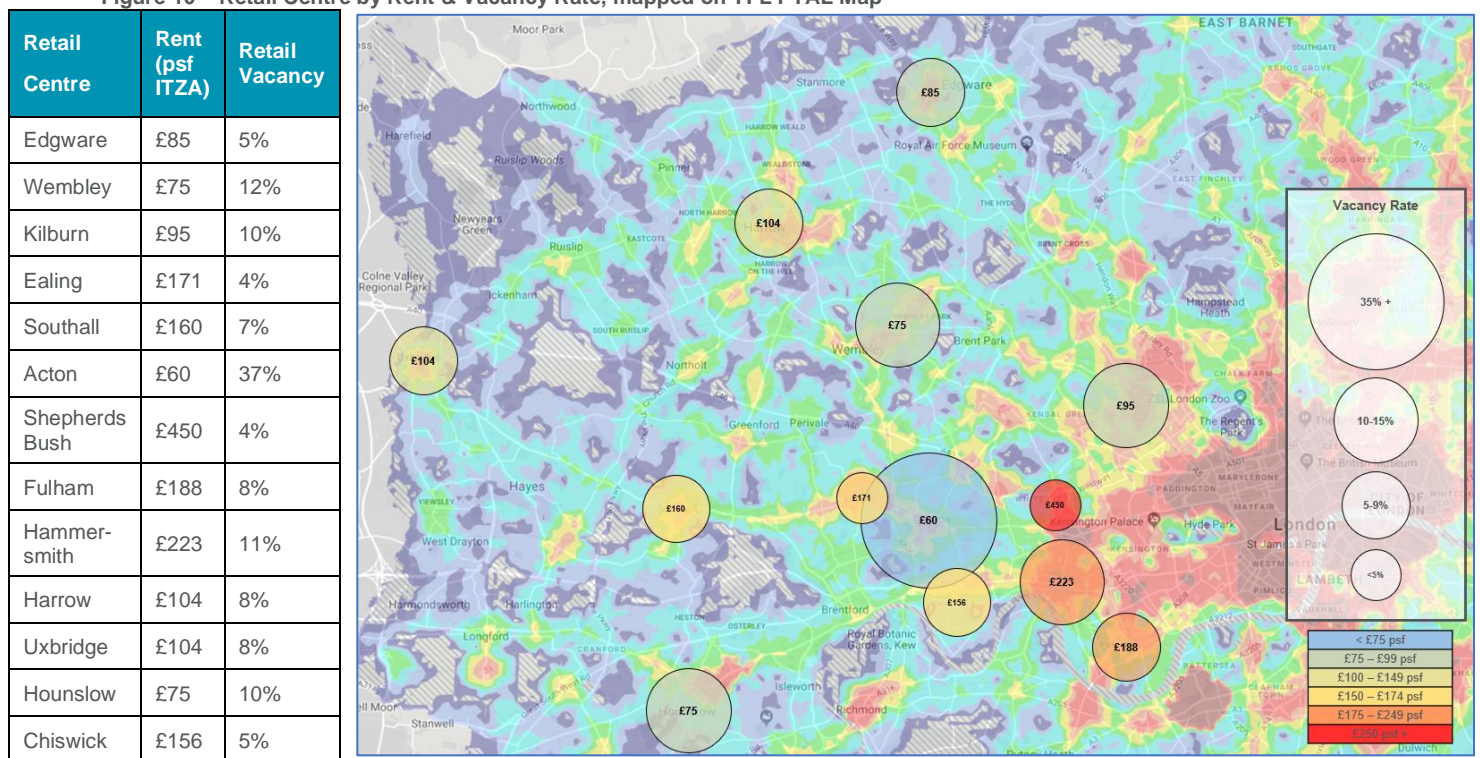
2.4 Commercial: Retail

As with the Offices section of this market report, C&W has sought to identify the key Retail locations within the Study Area, and to establish the average achievable rents in these areas – in this instance In Terms of Zone A³, as well as the vacancy rate of the high street/retail centre in question, which we consider to be the most effective way of establishing market performance within a retail centre at this level of research.

The principal issues associated with doing this study at a high level are the – relative to residential – lack of recent transactions associated with renting of retail space, and the consequential risk of fluctuation in average rents caused by variations in retail product being transacted upon. Unlike residential, there can be huge fluctuation in rent achievable on a unit by unit basis, for example as a result of the exact pitch location or the size of the shop front, meaning at this high level it is unwise to rely on comparable evidence, where there may be transactions skewing an area’s rent, with the reasons for this skew to rent being lost by the high level of analysis.

Therefore, in order to establish a reliable baseline for this portion of the report, we consider it prudent to rely on GLA Town Centre Health Check Analysis (2017), which we have mapped on a centre by centre basis in Figure 10 below, which shows both the rental value of each area ITZA, and the vacancy rate, which is depicted in the map by the size of the data point, with larger points showing a higher vacancy rate.

Figure 10 – Retail Centre by Rent & Vacancy Rate, mapped on TFL PTAL Map



This dataset demonstrates the level to which retail rents can fluctuate dependent on the town centre; where with residential there is a strong correlation between density of housing development and proximity to train stations, and with house prices and proximity to central London, Figure 10 shows that such clear correlations do not exist within the Retail market. However, it is evident that most of the established town centres have low vacancy rates of between 4% and 8%, and there is a weak correlation between rents and proximity to central London which does not exist with the vacancy rates. There are significant outliers, however, such as Wembley, Acton and Shepherds Bush, which this section will seek to address.

Whilst Wembley has a comparatively large vacancy rate, this is likely due to the intensive development that is taking place, rather than being as a result of it being an unpopular retail destination. This vacancy rate is also

³ In Terms of Zone A is a measuring/ valuation methodology that allows a value to compare shops with differing frontage sizes: The shop frontage [the “Zone A” area] is the principal basis for the overall value of the retail area, with the Zone A value “halved back” at set distances to reflect the decreasing value of areas away from the shop front.

likely part of the reason for the rent in £psf at this location being slightly suppressed in comparison with other more centrally located retail centres.

It is difficult to explain why Acton would have such a high level of vacancy, and such low rent in comparison with the other locations listed – it may be due to the predominantly industrial makeup of the area resulting in it having little draw from outside the local area, or its relatively close proximity to more established (and as demonstrated by the PTAL map overlay) better-connected retail locations such as Ealing and – significantly – Shepherds Bush, where the large Westfield shopping centre is located, likely disrupting Acton’s local retail market.

Vacancy rates in Shepherds Bush are very low, with high rents, most likely due its location in a London Metropolitan Centre, and the presence of the large-scale shopping development, Westfield, in that location.

2.5 Commercial: Industrial⁴

London & the South East have registered above average levels of industrial space uptake in the 12 months prior to Q3 2019, with greater availability of product likely to be contributing to the good performance. The largest regional deal in Q3 2019 was sealed by Ocado – signing for a 304,355sqft purpose-built facility at SEGRO Park in East London.

At the end of Q3 2019, there was c.6.6 million sqft of speculative industrial space under construction in the UK, of which 1.7m is scheduled for 2020. However, despite recently formed Joint Ventures targeting industrial development, speculative construction of industrial space looks set to slow going forward.

Despite several recently formed JVs targeting development, speculative construction looks set to slow going forward. At the end of Q3, there was circa 6.6 million sqft of speculative space under construction, of which 1.7 million sqft of space is scheduled for completion in 2020. By contrast, availability fell sharply in London, at -52% year on year.

In London, rental values grew by 3.2%, with a new headline rent achieved in Q3 in the Heathrow submarket at 134 Valor Park at £15.25psf per annum.

Economic and political uncertainty continued to hamper investment in UK property during Q3 2019, with Logistics investment following this pattern. Preliminary figures show £1.4bn transacted in Q3, which would leave volumes some 29% lower than the corresponding period in the previous year. Nonetheless, long term income and strong covenants remain highly sought after and continue to command strong yields. In London, Royal London AM is understood to have paid c.4% yield for Tower Thurrock Industrial Estate in West Thurrock, with a WAULT of 7.7 years.

Colliers data indicates industrial land values vary from between £3m - £5m per acre, and rental rates of between £13.50psf - £20psf. Ealing has the highest average rents, followed by Brent, with both having similar estimated land values. Hillingdon and Hounslow have lower estimated rents and land values, but there is no clear locational correlation between industrial land values and rents. The highest rents are in Park Royal; London’s biggest industrial estate, with 1,500 businesses and over 36,000 employees.

Figure 11 – Industrial Land and Rental Values

Brent			Ealing			Hillingdon			Hounslow		
Industrial Centre	Rent (£psf)	Land Value	Industrial Centre	Rent (£psf)	Land Value	Industrial Centre	Rent (£psf)	Land Value	Industrial Centre	Rent (£psf)	Land Value
Staples Corner	£16.0	£3.75m	Greenford	£18.5	£3.25m	Uxbridge	£13.5	£3m	Feltham	£14.5	£3m
Park Royal	£20.0	£5m	Acton	£17.0	£3.5m	Hayes	£15.5	£3.25m			
Wembley	£15.0	£3m	Park Royal	£20.0	£5m	West Drayton	£15.0	£3.5m			
						Heathrow	£16.5	£4m			

Source: Colliers Industrial Rent & Land Values

⁴ Source for this section unless otherwise specified: C&W UK Logistics & Industrial National Outlook (Q3 2019)

Colliers data covers the significant industrial locations in London; as such the exclusion of any locations in Barnet, Harrow, Hammersmith & Fulham from this study is likely due to a lack of Industrial clusters in these boroughs. The GLA Town Centre Health Check Analysis (Figure 12) predominantly aligns with this conclusion, however it also indicates that there is a significant amount of industrial floorspace located in Barnet, and a low amount in Hounslow.

Figure 12 – Total Industrial Floorspace & Vacancy Rates⁵

	Barnet	Brent	Ealing	Hammersmith & Fulham	Harrow	Hillingdon ⁶	Hounslow
Total Industrial (million sqft)	2.5	9.4	26.4	3.4	1.7	23.9	4.2
Vacancy %	0%	2.2%	2.26%	0.9%	0.9%	3%	1.5%

⁵ Source: CoStar

⁶ Including Heathrow Submarket (c.16.7m sqft)

3 Strategic development opportunities

3.1 Introduction

This section of the report identifies the strategic development sites within the Study Area, based on the Opportunity Areas in the London Plan. This approach has been agreed with the various Local Authorities and governing bodies that combine to form the Study Area as appropriate for a study at this scale.

This information has been collated to set out a baseline understanding of the scale, mix and phasing of proposed development and any issues relating to infrastructure requirements that can then be analysed at a later stage of the study to consider the potential effects of infrastructure investment on these variables.

As this document is forward-looking, in addition to the Opportunity Areas outlined in the existing London Plan, C&W has included an additional section outlining the proposed additional Opportunity Areas as identified within the Draft New London Plan.

3.1.1 Opportunity Areas Definition

Opportunity Areas are defined by the London Plan (2016) as significant locations of brownfield land with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Opportunity Areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two. This definition is retained for the Draft New London Plan.

3.1.2 London Plan Definition

This document collates data from two versions of the London Plan, firstly to assess and understand what has been formally adopted, and also to understand what is likely to be set as a new housing/ jobs target going forward – these are:

- The London Plan: The Spatial Development Strategy For London Consolidated with Alterations since 2011 (March 2016) – referred to throughout this document as either “**the London Plan**”, or “**the London Plan (2016)**”.
- The London Plan – Intend to Publish Version (December 2019) – referred to throughout this document as “**The New London Plan**”.

It is important to note that the New London Plan is yet to be adopted, and as such any changes between this and the London Plan have yet to be formally ratified and are subject to change.

3.1.3 Opportunity Areas: Delivering Growth

The London Plan states that the London Boroughs, through Development Plans and decisions, should:

- “1) clearly set out how they will encourage and deliver the growth potential of Opportunity Areas*
- 2) support development which creates employment opportunities and housing choice for Londoners*
- 3) plan for and provide the necessary social and other infrastructure to sustain growth and create mixed and inclusive communities, working with infrastructure providers where necessary*
- 3A) recognise the role of heritage in place-making*
- 4) establish the capacity for growth in Opportunity Areas, taking account of the indicative capacity for homes and jobs.*
- 5) support and sustain Strategic Industrial Locations (SIL) and other industrial capacity by considering opportunities to intensify and make more efficient use of land in SIL*

[...]

10) work with the Mayor, local communities and other stakeholders to review appropriate locations and identify new Opportunity Areas. These should be distinct and significant locations that have capacity for at least 5,000 new jobs and/or 2,500 new homes.”

Importantly for this study, the London Plan states that the capacity of many of these areas for new homes and jobs will increase significantly as a result of major public transport schemes and the improvements to capacity and connectivity they provide. Homes and jobs figures are to be reviewed as infrastructure schemes are confirmed and delivery timescales become clearer so that they maximise the opportunities for additional growth. Where development proposals are emerging and transport investment is not yet fully secured, delivery of the long-term capacity for homes and jobs will need to be phased in a way that maximises the benefits of major infrastructure and services investment whilst avoiding any unacceptable effects on existing infrastructure before schemes are delivered.

Figures 13 & 14 highlight the Opportunity Areas within the Study Area, as well as the indicative homes and jobs they will provide. They have been broken up in the below table based on the principal piece of transformational infrastructure that will improve transport access to the area.

Figure 13 – Location of Opportunity Areas within the Study Area (London Plan 2016)

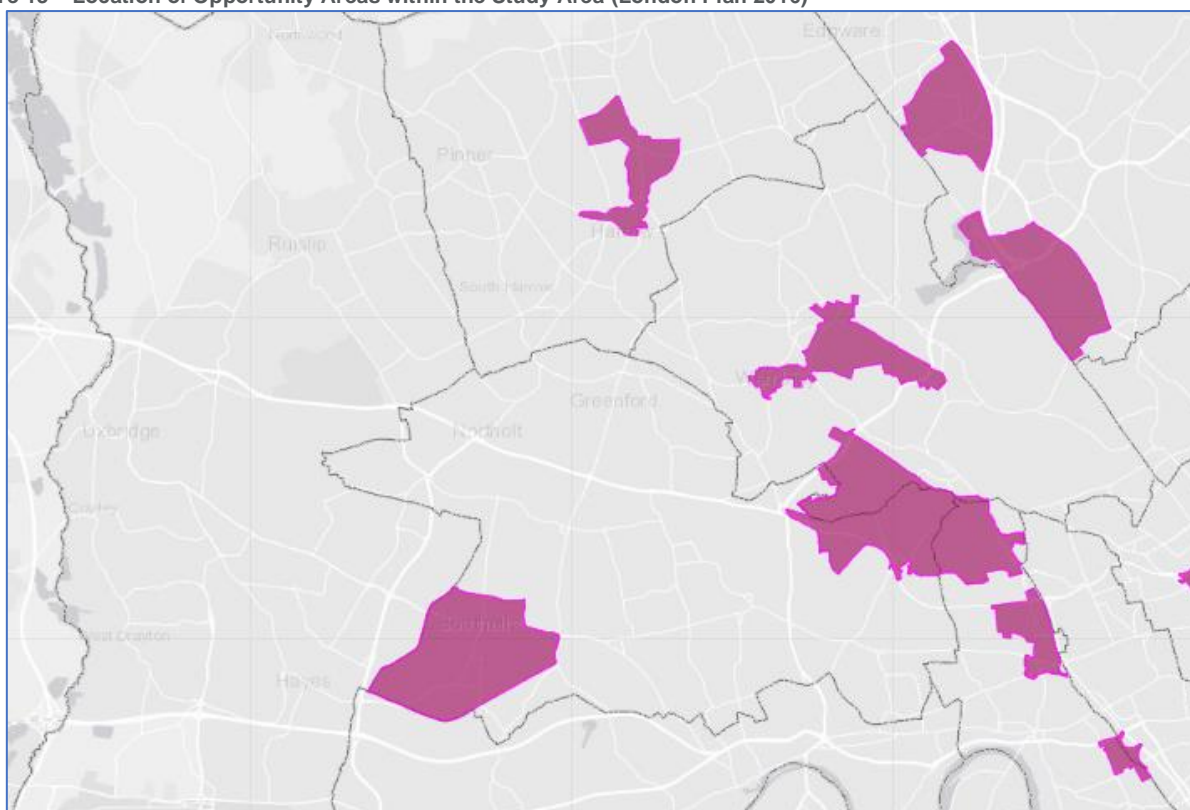


Figure 14 – Opportunity Areas Summary

Ref	Opportunity Area	Indicative Homes	Indicative Jobs	Indicative Homes/ Jobs Source
High Speed 2/ Thameslink				
1	Old Oak/ Park Royal	25,500	65,000	OAPF & LP (2016) Target
2	Colindale/ Burnt Oak	12,500	2,000	LP (2016) & AAP target
3	Wembley	11,500	11,000	LP (2016) & AAP target
4	Brent Cross/ Cricklewood	10,000	20,000	SPD & LP (2016) target
5	Harrow and Wealdstone	5,000	1,000	LP (2019) Target
Heathrow/ Elizabeth Line West				
6	Southall	6,000	3,000	LP (2016)Target

7	White City	6,000	10,000	OAPF & LP (2016) target
8	Earls Court & West Kensington	7,500	9,500	SPD & LP target
9	Heathrow	13,000	11,000	LP Target (2019)

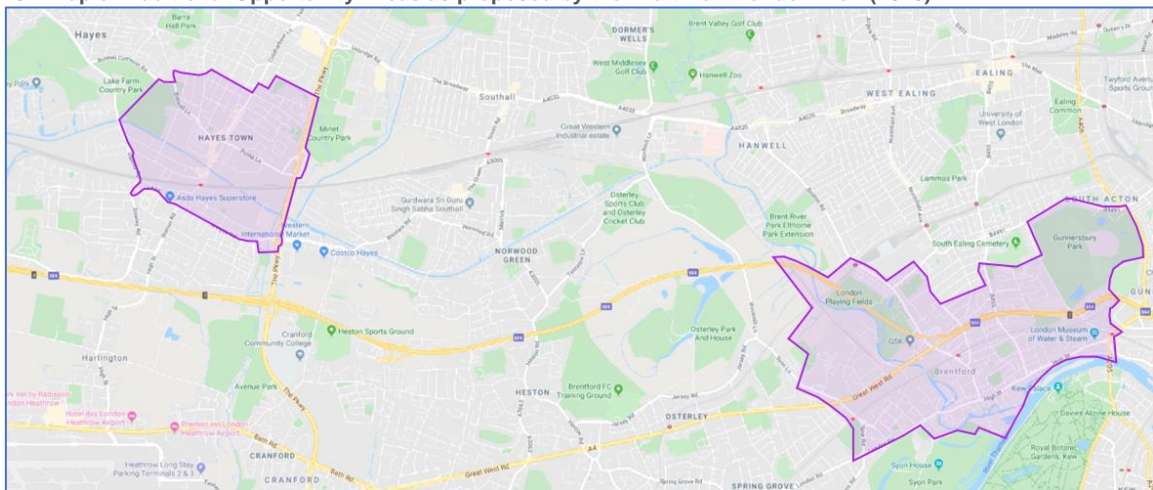
The initial definition for these Opportunity Areas, as well as the locations and housing/jobs targets themselves, were all provided by the London Plan (2016) and other Local Authority documents such as Area Action Plans – where these documents have not been produced, C&W has updated the delivery targets in line with the as yet adopted New London Plan (2019). In the years since, it has been principally the responsibility of the Local Authorities in which they sit to progress any planning frameworks, investment plans, or any other spatial interventions designed to initiate development.

This, alongside the significant variation in scope and scale of the various Opportunity Areas located within the Study Area, has resulted in differing approaches from individual Local Authorities to progressing development. As such the information collected to inform the following section, which seeks to highlight the principal sites, the progress already made, and any infrastructure that will be key to the housing/ jobs targets being met, is not consistent on an Opportunity Area by Opportunity Area basis. C&W has sought to make data sources and inconsistencies in terminology as transparent and consistent as possible, however it is important to note that these inconsistencies do exist.

Figure 15 – Additional Opportunity Areas as proposed by the Draft New London Plan (2019)

Ref	Opportunity Area	Indicative Homes	Indicative Jobs	Indicative Homes/ Jobs Source
Heathrow/ Elizabeth Line West				
10	Hayes	4,000	1,000	Draft New London Plan
11	Great West Corridor	7,500	14,000	Draft New London Plan

Figure 16 – Map of Additional Opportunity Areas as proposed by the Draft New London Plan (2019)



N.B. Heathrow Opportunity Area's exact location is yet to be formally confirmed by documentation, with the New London Plan only giving an outline location.

These additional Opportunity Areas are covered in the following section alongside the already identified and active Opportunity Areas in Figure 14. With these New London Plan Opportunity Areas, however, there is less complete documentation in some cases, or documentation produced prior to the area being designated an OA. C&W has sought to clarify as best as possible the sources of all documentation, and also to display these sources in the proper context regarding their relationship with their new OA status.

3.2 Old Oak Common & Park Royal (OPDC)

The London Plan (2016) envisioned an additional 25,500 homes and 65,000 jobs will be created in the OPDC area. The first step in creating the OPDC’s Local Plan was introduced in the form of the OPDC Opportunity Area Planning Framework (2015), which is a Supplementary Planning Guidance Note written to accompany the Local Plan. Since these documents were produced, an additional document – the Local Plan: Second Revised Draft for Regulation 19 (2) Consultation (2018) has been published.

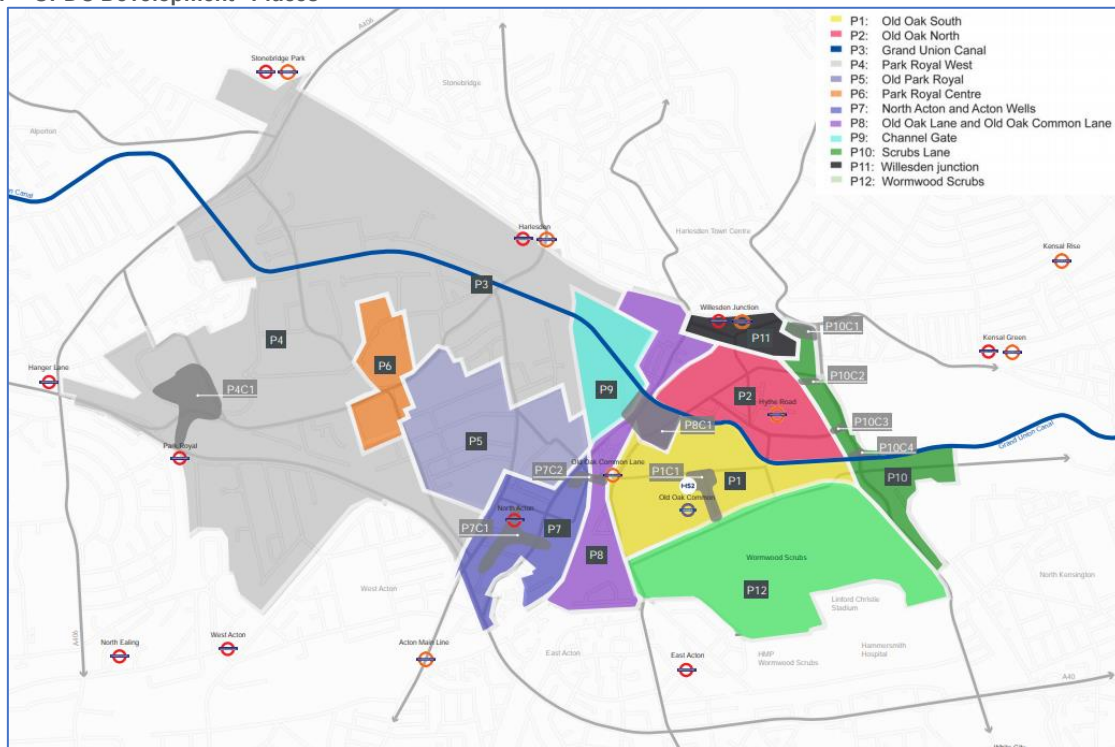
In the Old Oak Common Local Plan (2018), the vision of the principal strategic infrastructure is as follows:

OPDC will work proactively with High Speed 2 (“HS2”) and all other stakeholders to deliver Old Oak Common Station and all associated works, with the intention that this will unlock housing as well as densifying existing, and creating new, employment land uses – Planning Policy SP5 sets a strategic target of 40,400 new jobs in the OPDC area across the next 20 years of the Local Plan. In addition to the High Speed 2 infrastructure, the longer-term redevelopment of the Elizabeth Line Depot and sidings, as well as the Intercity Express Programme Depot will further contribute to the unlocking of housing and employment land.

- Deliver a state of the art rail station at Old Oak Common, providing interchange between HS2, Crossrail 1 and the Great Western Main Line at the Old Oak Common Station Cluster site.
- Provide a new London Overground station and supporting infrastructure at Old Oak North.
- Provide substantial capacity improvements to existing London Underground and Overground stations, particularly Willesden Junction and North Acton, and potentially stations in the wider area. Whilst current HS2 plans do not provide for new stations on the London Overground, or connections to them, they are seen in the Local Plan as essential to maximise the potential connectivity of the area.

The HS2/National Rail interchange will remain difficult to access unless improvements are made to the existing road network and new high quality links are provided for pedestrians and cyclists. There will be a need to provide new connections to both existing and proposed strategic cycling and walking routes and to key destinations such as Harlesden, White City, Park Royal, North Acton, Queens Park and Ladbrooke Grove. Figure 18 shows the strategic infrastructure required by individual sites, and how much land this unlocks for additional residential and employment.

Figure 17 – OPDC Development “Places”



Source: OPDC Local Plan (2018)

Figure 18 – Identified Development Sites: Local Plan Period Only (2018 – 2038)

Ref	Site Name	Residential (Units)	Jobs	Minimum Commercial/ Industrial Floorspace	Strategic Infrastructure
P1	Old Oak South	350	15,200	178,400	Old Oak Common Station, Elizabeth Line Depot, Intercity Express Programme Depot
P2	Old Oak North	6,500	3,600	26,780	Safeguarding land for and contributing to and/ or delivering the West London Line on a raised viaduct; Supporting and contributing to the delivery of a potential new Hythe Road London Overground Station and associated transport functions.
P3	Grand Union Canal			-	-
P4	Park Royal West	1,200	3,600	1,200	-
P5	Old Park Royal		1,600	42,400	-
P6	Park Royal Centre	650	1,400	23,000	-
P7	North Acton & Acton Wells	6,000	4,600	54,020	Facilitate HS2 construction activities using Acton Wells Supporting enhancements to North Acton Station to deliver the station as an integral part of the town centre
P8	Old Oak Lane & Old Oak Common Lane	2,800	1,600	12,500	-
P9	Channel Gate		7,600	124,000	HS2 facilitation
P10	Scrubs Lane	2,600	1,200	15,493	-
P11	Willesden Junction	-	-	-	Supporting local and regional connectivity by ensuring timely delivery of upgrades to Willesden Junction Station and to support & safeguard for potential delivery of new platforms on West Coast Mainline
P12	Wormwood Scrubs	-	-	-	-

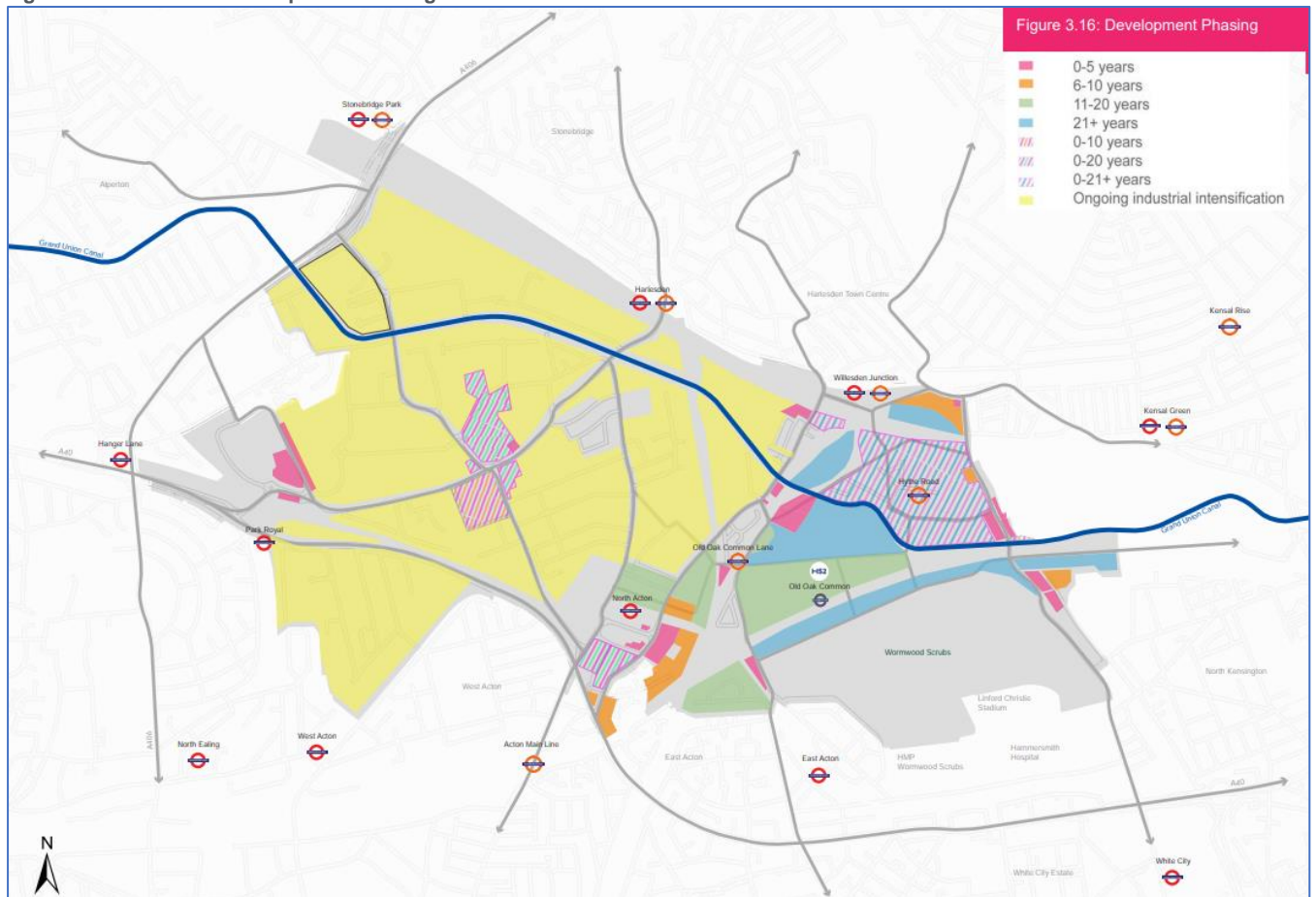
Source: OPDC Local Plan (2018)

The housing and commercial/ industrial floorspace targets in Figure 18 have been expressed as minimums, whilst job figures are indicative.

3.2.1 Phasing

In the OPDC Local Plan, the phasing of areas is set out as demonstrated within Figure 19 below.

Figure 19 – Indicative Development Phasing



Source: OPDC Local Plan (2018)

Figure 20 below summarises the phasing above, and using Molior, we have sought to obtain updates on the progress of individual sites in comparison with this phasing plan. Importantly, these are (Figure 18) Local Plan assumptions and (Figure 20) Market-based Planning/ Progress updates, so in some instances they will correspond but updates since the local plan will likely lead to discrepancies between the two.

Figure 20 – Phasing & Progress Updates

Site Name	Units	Assumed Phasing	Comments
First Central/ Royal Waterside	545	0-5 years	Completed Q4 2016.
North Kensington Gate South	164	0-5 years	It is reported – as of Jun 2019 – that City & Docklands has acquired the site with plans to commence construction during January 2020 and deliver a BTR scheme.
Carphone Warehouse	764	0-20 years	Imperial College intends to build student housing on the site – Dixons Carphone's lease currently runs until 2030.
The Perfume Factory - North	380	0-5 years	Planning granted November 2018.
One West Point	604	0-20 years	Sales total of 389 units, including 179 for BTR. The scheme will probably remain off the market until much closer to completion, which will be during Q1 2022. Meanwhile the scheme is being re-planned to fit more units in various places.
The Portal	355	0-5 years	Planning granted Jun 2017 – seemingly no progress since.
Oaklands South	605	0-5 years	Construction is progressing, completions to be phased across 2020-21 – 363 private units, all being delivered as BTR.
First Central – Park Royal 2	807	0-5 years	The first 16 units completed during Q4 2019 and the other 528 units will complete in tranches up to the end of 2022. 68 units had sold by the end of Q4 2019.
The Culinary Quarter	380	6-10 years	Resolution to grant in Feb 2018.
Mitre Yard	200	0-5 years	Application submitted to increase unit number of units to 241 in Aug 2019.
The Perfume Factory – South	85	0-5 years	Construction is progressing and will complete during Q3 2020. This is predominantly a student scheme but also contains 55 BTR units.
2 Scrubs Lane	85	6-10 years	Planning granted Jun 2018 – seemingly no progress since.
Land East of Victoria Centre	105	0-5 years	Construction commenced during Q4 2019. The project is 105 units and will complete in mid-2021.
Holiday Inn	702	6-10 years	Application submitted in April 2019.

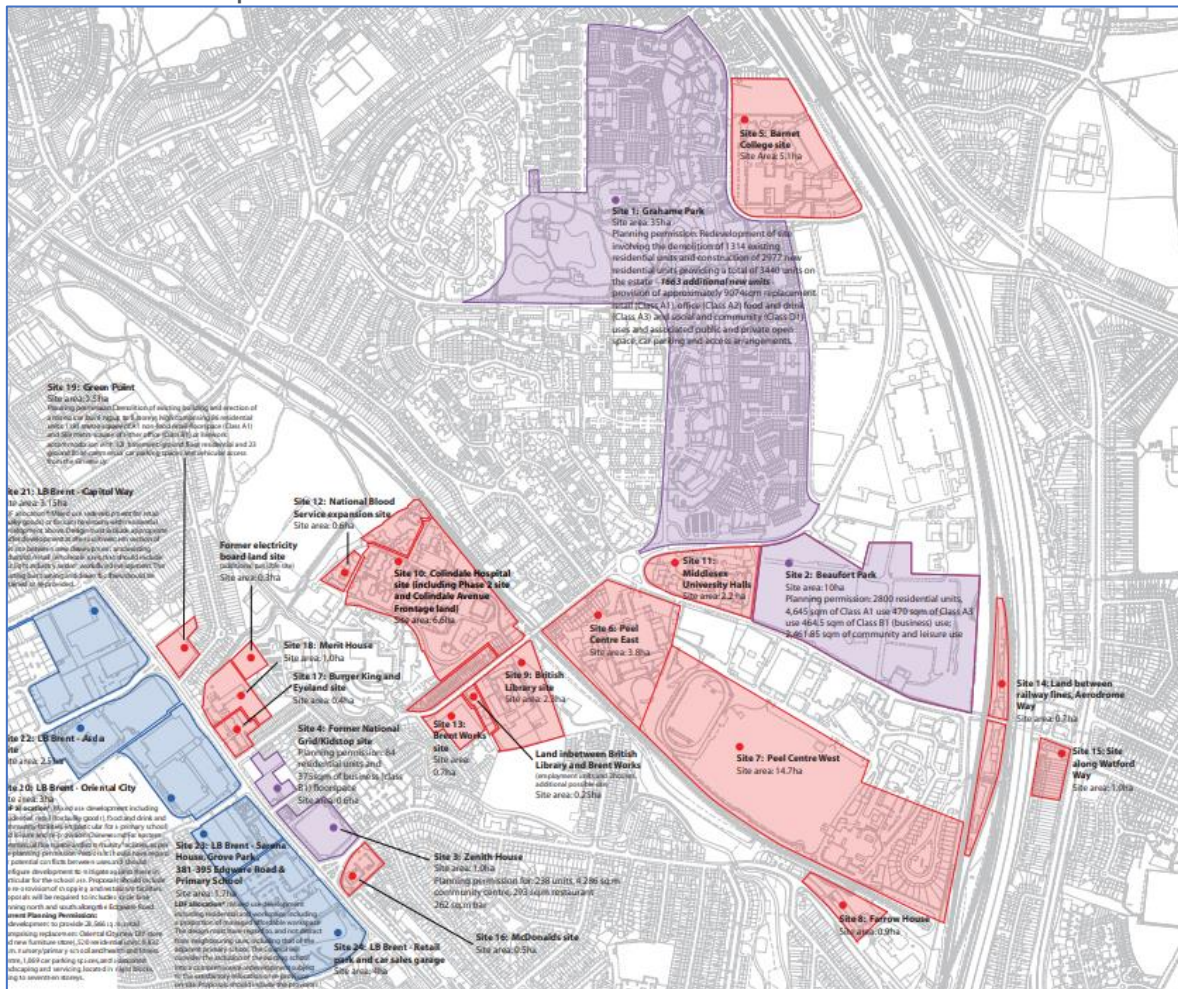
Source: OPDC Local Plan (2018) & Molior

Figure 20 demonstrates that, currently, the assumptions around the delivery timescales appear to be realistic based on development progress. If the timescales assumed within the table are accurate, the Opportunity Area would be capable of delivering c.3,250 units by 2020. The remaining land capacity would lead to a total of c.5,800 units. As can be seen, there is a large amount of movement in the Opportunity Area, with 3 sites currently selling units or completed, and 10 either on site or with a recently obtained planning permission.

3.3 Burnt Oak & Colindale Opportunity Area

In the London Plan (2016), the Burnt Oak & Colindale Opportunity Area was identified as having the capacity to deliver 12,500 new homes and 2,000 new jobs across 262 ha of land. Formalised plan making in the time since this took place has been limited, with references still made frequently to the Colindale Area Action Plan and the Burnt Oak, Colindale & The Hyde Placemaking Plan (2014) (“the Placemaking Plan”), which together identify capacity for 12,500 new homes. This target has been updated in the New Local Plan to 7,000 new homes and 2,000 new jobs.

Figure 21 – Identified Development Sites



Source: Burnt Oak, Colindale and The Hyde Placemaking Plan (2014)

Figure 21 above depicts the main development sites identified in the Placemaking Plan, as well as the planning status of each site at the time of its production. This information has been summarised in Figure 22 below, supplemented with data from Local Authority planning sources and Molior, updating the map with site specific development progress.

Figure 22 – Identified Development Sites

Ref	Site Name	Retail (sqm)	Leisure (sqm)	Employment (sqm)	Timescale	
1	Grahame Park	1,663 (additional)		9,074	Planning submitted Oct 19 for final phase (see Figure 24 below)	
2	Beaufort Park	2,800	5,115	2,462	465	See Figure 24 below
3	Zenith House			215		Completed

5	Barnet College	428	-	-	-	Completed
6	Peel Centre East	400	*	-	-	All but 533 units completed, these are anticipated to complete in mid-2023, and are anticipated to commence in Q1 2020
7	Peel Centre West	1764	-	-	-	
9	British Library	345	*	-	-	Completed
10	Colindale Hospital	990	*	-	-	Completed
18	Merit House	200	-	-	-	Renovated as office in 2015
20	Oriental City	520	13,024	-	-	Construction complete
21	Capitol Way	640	-	-	-	Has gained permission for 414 units
22	Asda Site	500	-	-	-	No planning application
23	Sarena House & School	340	-	-	-	Completed
24	Retail Park (Edgware Road)	520	-	-	-	No planning application
Purple background refers to sites which have obtained planning permission (map & table)						
* Indicates this use will be required on site, but amount is yet to be allocated						

As can be seen from Figure 22, the majority of the sites identified for large scale development as part of the Opportunity Area have commenced or in many cases even completed. As such, we have researched the same area for additional large scale sites that are yet to commence development, and are therefore in a position to be influenced by any proposed infrastructure being delivered in the future. As can be seen in Figure 23, all but the Silk Park site are later phases of wider masterplans in which earlier phases have already completed.

Figure 23 – Large scale sites yet to commence development

Site Name	Residential (Units)	Retail (sqm)	Leisure (sqm)	Employment (sqm)	Timescale	Comments
Hendon Waterside – Phases 4, 5 & 6	1,343	-	-	-		Full planning permission granted July 2017 (Phase 4), September 2018 (Phases 5 & 6), yet to commence development on site.
New Hendon Village (Grahame Park) B – Plots 10/11/12	2,088	5,950 sqm – Flexible non-residential floorspace				Application submitted in October 2019
Beaufort Park – D1-D2	142	-				Reserved matters granted February 2015, yet to commence on site

Beaufort Park – D3-D7	413	579 sqm commercial floorspace		Application submitted in June 2019 & withdrawn in October
Silk Park (Sainsbury's site)	1,309	8,998sqm	951 sqm flexible commercial space	Application submitted August 2019, yet to receive decision

Source: Molior

This information demonstrates that there is currently limited large scale brownfield land in this location that is yet to be utilised for development – of the land identified by the Area Action Plan, capacity for approximately 1,500 units remains without planning permission. Of this land, approximately 1,000 units are still being utilised for their original uses at the time of allocation (Asda and the Edgware Road Retail Park) with no planning application being lodged for either, and as such these sites are unlikely to be brought forward in the short/medium term regardless of new infrastructure proposed.

The remaining c.400 units without planning permission are in a later phase of Beaufort Park, where an application was submitted in June 2019, and withdrawn later in the year. Unless a significant supply of potential development land was not included in the original Opportunity Area study for this location, it doesn't appear to be a location in which large scale investment in additional strategic infrastructure will be able to unlock or accelerate the development of new homes or the creation of new jobs.

Figure 24 – Burnt Oak & Colindale: Strategic Infrastructure

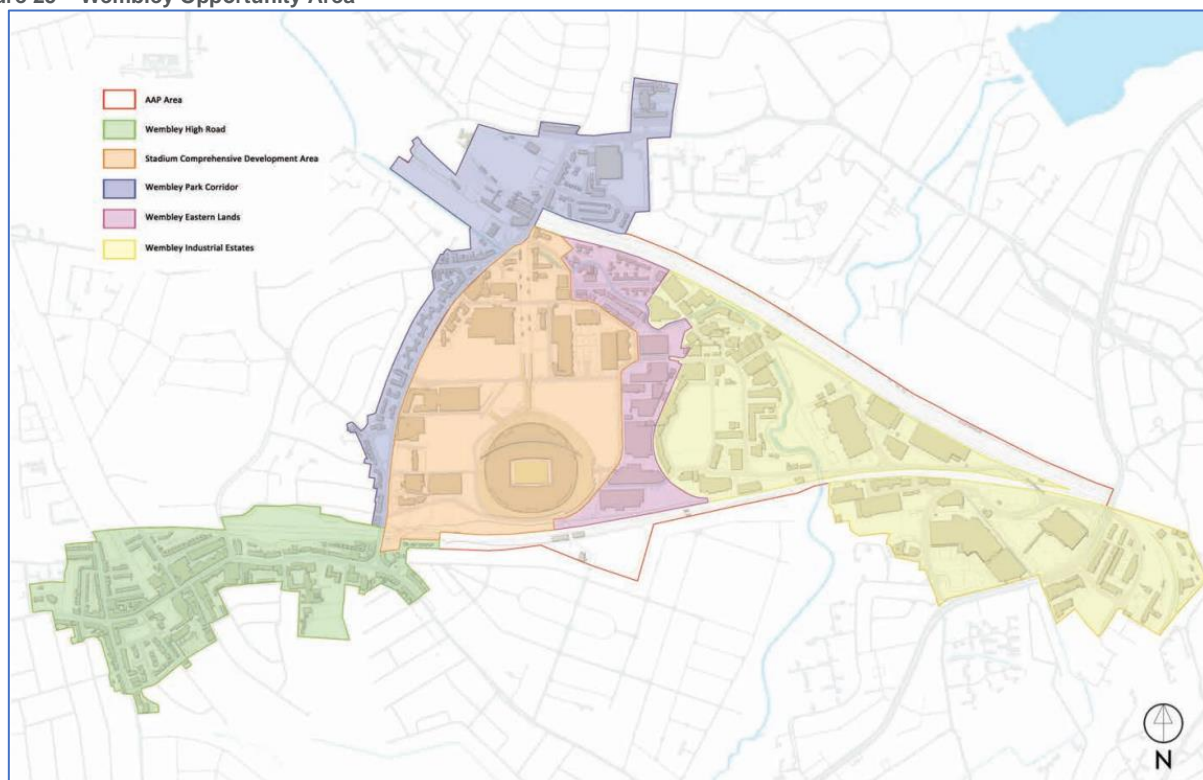
Infrastructure	Description	Area	Year Infrastructure Required
Northern Line - 2 nd Upgrade:	20% extra capacity (additional trains; enhancement of Camden Town station through improved platforms, points and interchange tunnels). If not delivered then peak capacity will quickly become unacceptable, particularly on the Edgware Branch due to natural & additional housing related population growth.	Includes area around Burnt Oak/ Colindale	2016 – 2020

In addition to the above strategic infrastructure, the Placemaking Plan states that there needs to be a focus on improvements to five strategic cycle links that connect stations and key centres via residential areas, and improvements to several local roads in order to improve traffic flow in response to the anticipated development.

3.4 Wembley Opportunity Area

The Wembley Opportunity Area is 239 hectares in size, and the London Plan (2016) adopted an indicative employment capacity and minimum new homes requirement of 11,000 jobs and 11,500 homes respectively. The New London Plan proposes increasing these targets to 13,500 jobs and 14,000 homes. In 2015, Brent produced the Wembley Area Action Plan (“AAP”), which was intended to determine how the area would develop over the following 15 years. It includes guidance of over 30 development sites in the Wembley area, broken into 5 principal AAP areas, as summarised in Figures 25 and 26 below.

Figure 25 – Wembley Opportunity Area



Source: Wembley AAP

Figure 26 – Wembley Opportunity Area: Key Sites

Area Action Plan Area	Site Name	Residential (Units)	Retail (sqm)	Leisure (sqm)	Employment (sqm)
Wembley High Road	Wembley West End	250	-	-	-
Wembley High Road	High Road/ Chiltern Line Cutting South	890	-	-	-
Wembley High Road	Copland School & Brent House	370	-	-	-
Comprehensive Development Area	South Way Site adj. to Wembley Stadium Station	400	7,475	12,961	21,747
Comprehensive Development Area	Land West of Wembley Stadium	1,500	-	-	-
Comprehensive Development Area	York House	100	-	-	-
Comprehensive Development Area	Dexion House	129	-	-	-
Comprehensive Development Area	North West Lands	1,300	17,000 to 30,000	11,500 to 28,000	25,000

Comprehensive Development Area	Stadium Retail Park	100	-	-	-
Comprehensive Development Area	Olympic Way Office Site	250	-	-	-
Comprehensive Development Area	Wembley Retail Park	700	-	-	-
Comprehensive Development Area	Wembley Stadium Car Park	1,500	-	-	-
Wembley Park Corridor	21 – 31 Brook Avenue	160	-	-	-
Wembley Park Corridor	Wembley Park Station Car Park	100	-	-	-
Wembley Park Corridor	The Torch/ Kwik Fit	100	-	-	-
Wembley Park Corridor	Town Hall	156	-	-	-
Wembley Eastern Lands	Amex House	150	-	-	-
Wembley Eastern Lands	Watkin Road	400	-	-	-
Wembley Eastern Lands	Euro Car Parts	360	-	-	-
Wembley Eastern Lands	First Way	1,500	-	-	-
Wembley Industrial Estates	No sites currently have approximate delivery capacities				

N.B. Many of these sites state there is an intention to include non-residential units, however in most instances no capacity has been provided. All sites under 100 residential units have been excluded from this summary.

Figure 27 below summarises the strategic infrastructure identified as a part of LB Brent's Infrastructure Delivery Plan (2019) that is considered to be necessary to meet the levels of growth outlined in the Local Plan.

Figure 27 – Strategic Infrastructure Identified

Infrastructure	Description	Area	First Year Infrastructure Required
West London Orbital	Extension to the London Overground connecting the opportunity areas of Brent Cross, Wembley, Old Oak Common and the Great West Corridor.	Brent & OPDC Area	2021
High Speed Broadband	Brent-wide high speed fibre broadband, therefore covers Wembley & part of OPDC.	Brent & OPDC Area	Phase 1
Water Infrastructure	Reinforcement to strategic supplies, renewal of existing water supply infrastructure & delivery of new infrastructure to support growth.	Brent	Ongoing
Sewage	Maintenance and renewal of existing sewage infrastructure and delivery of new infrastructure to support growth	Brent	Ongoing

Source: LB Brent Infrastructure Delivery Plan

Figure 28 – Major Development Sites, Wembley Opportunity Area

Name	Planning	Gross site area (ha)	Identified housing capacity	Commencement Date (Earliest)	Completion Date (Latest)
Canon Trading Estate	ADD	ADD	269	NKN	NKN
Wembley Point	ADD	ADD	439	2019	2021

York House	ADD	ADD	360	2019	2021
BSR Wembley	ADD	ADD	227	NKN	NKN
Wembley Retail Park	Full Permission	5.07	1,280	2023/24	2028/29
Olympic Office Centre Car Park, 8 Fulton Road	Awaiting Decision	0.45	253	2021/22	2021/22
1 Olympic Way	Prior Approval	0.48	298	2020/21	2021/22
Stadium Retail Park/ Fountain Studios	Full Permission	1.68	966	2028/29	2039/30
Access Storage	Full Permission	4.44	557	2023/24	2024/25
Former Malcolm House	Full Permission	0.22	100	2028/29	2028/29
Land Adj. Wembley Stadium (Wembley Eastern Masterplan)	Full Permission (15/5550)	-	4,000	2019/20	2021/22
QED North West Lands	Full Permission (15/5394)	-	882	2018/19	2030/31
Kelaty House	Full Permission	-	240	2021/22	2021/22
Raglan Court	Full Permission	-	72	2020/21	2021/22
Brook Avenue	Allocation ("No Progress")	1.01	450	2027/28	2036/37
Chiltern Cutting	Allocation	1.9	-	-	Mar 2034
Euro Car Parts, Fifth Way	Allocation ("Pre-App")	1.29	700	2022/23	2027/28
ASDA/ The Torch/ Kwik Fit	Allocation ("No Progress")	0.38	485	2023/24	2033/34

Source: "Housing Trajectory Master Dec 2018 – Local Plan" publication and SHLAA

Importantly, the numbers in the two figures (Figure 26 and 28) are Area Action Plan assumptions and Market-based Planning/ Progress updates respectively, so in some instances they will correspond but updates since the local plan will likely lead to discrepancies between the two.

Figure 28 demonstrates that much of the development land identified as being able to contribute to the total housing delivery in Wembley by the London Plan has since obtained planning permission, with only 4 sites of significant capacity remaining. However, unlike the Burnt Oak & Colindale Opportunity Areas, there is infrastructure work that must take place in order to service the new housing that is being delivered not just in Wembley, but borough-wide (Figure 27). Additionally, given the anticipated commencement/ completion dates of the schemes with planning or an application in place are frequently not for several years, it is likely that the identified strategic infrastructure, if not brought forward in a timely manner, will lead to existing infrastructure struggling to cope with the additional capacity requirements resulting from several thousand new homes being delivered between 2022 and 2029.

As such, whilst infrastructure serving this location and these new sites may not result directly in new units being 'unlocked' in the short/mid-term, it is likely that appropriate infrastructure delivery will accelerate delivery, causing fewer delays to any outstanding planning permissions, and allowing the large-scale developers already operating in the area to deliver at scale without being hindered by inadequate infrastructure.

3.5 Brent Cross & Cricklewood Opportunity Area

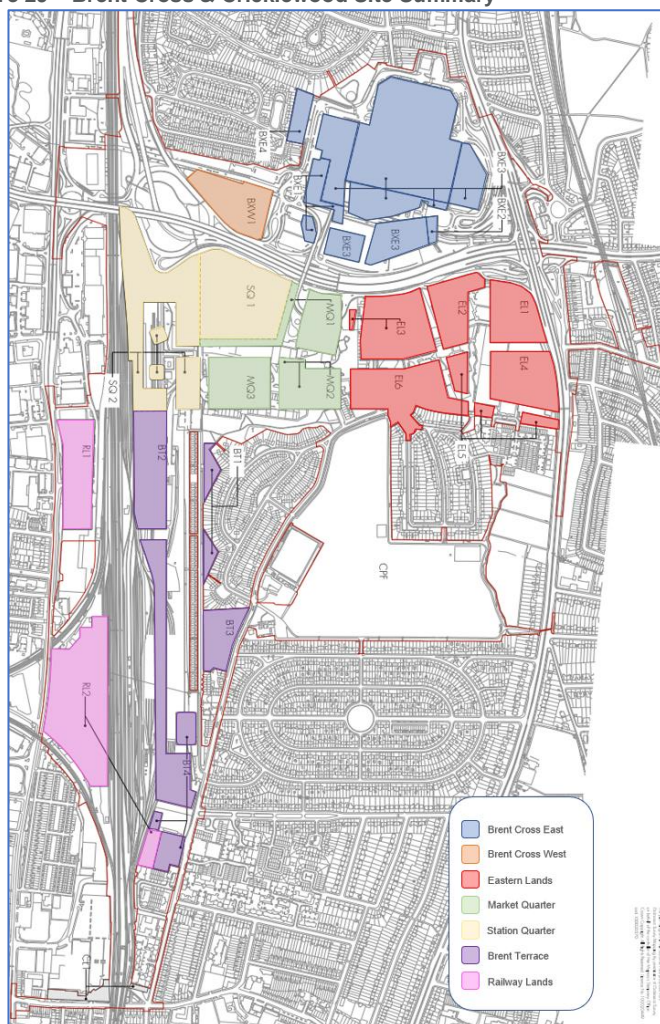
Brent Cross & Cricklewood Area is designated in the London Plan (2016). The area totals 324 hectares, and has an indicative employment capacity of 20,000 jobs and a minimum new homes target of 10,000 homes. The New London Plan proposes to increase the job target to 26,000 jobs and reduce the housing target to 8,500 homes. Outline planning permission was secured in 2010 for a £4bn masterplan for c.850,000 sqft of retail space, 7,500 new homes and a new Thameslink train station, as well as major road and public transport improvements.

It is important to note that the landowner Argent has provided the following updates:

- July 2014: London Borough of Barnet resolved to grant a revised outline planning permission for the whole regeneration area, Brent Cross Cricklewood
- May to Oct 2015: London Borough of Barnet granted approval to a series of Reserved Matter Applications for Phase 1A North
- October 2017: Detailed planning consent granted for Brent Cross London
- December 2017: Secretary of State approved the CPO granted to the London Borough of Barnet
- July 2018: The decision was taken to defer the start on site for the development works due to increased market risks in the UK with the intention to start once conditions are more settled. Construction timescales will be confirmed in due course.

For this report, the most noteworthy point is the final July 2018 update, which states that start on site has been deferred indefinitely. It is C&W's understanding that this situation is yet to change, and therefore there is no definitive timescale for delivery of any of the homes or new jobs as set by the London Plan in 2016.

Figure 29 – Brent Cross & Cricklewood Site Summary



Phase 1: The core components of the new town centre are to be assembled. Construction of a new bus station.

Redevelopment of West Hendon to commence.

Phase 2: A series of land use moves to be triggered to assemble the land for the freight facility, and in preparation for the new station.

Residential development to take place at the southern end of the area defined by the Development Framework.

West Hendon & mixed use development to north of A406 to be completed.

Phase 3: Waste handling facility & bridge over the Midland Mainline Railway to be built.

Mixed use development to take place at the bridge. Station to be opened, together with the completion of the High Street on the south side of the A406.

Ref	Site Name	Residential (Units)	Retail (sqm)	Business Space	Industrial/Storage/ Distribution	Hotel/ Leisure/ Community
	Market Quarter	1,886	6,735	4,645	-	17,184
	Station Quarter	385	4,645	373,551	-	32,561
	Eastern Lands	2,500	20,438	6,131	-	24,693
	Clitterhouse Playing Fields	-	-	-	-	251
	Brent Terrace	1,923	372	-	-	5,096
	Cricklewood Lane	26	604	-	-	1,196
	Railway Lands	-	-	5,574	61,314	-
	Brent Cross East	278	78,133	5,396	-	38,022
	Brent Cross West	572	-	-	-	-

Figure 30 below is a summary of the infrastructure identified by the Barnet Infrastructure Delivery Plan (2011) that is required to support additional development in the Borough, with a particular focus those being delivered in the Opportunity Area.

Figure 30 – Strategic Infrastructure Requirements: Brent Cross & Cricklewood

Infrastructure	Description	Area	Year Infrastructure Required
Strategic Rail Freight Facility	One of six identified strategic freight/ rail transfer points	Brent Cross/ Cricklewood	2021-2025
Brent Cross West Railway Station/ Brent Cross West Interchange Station	Creation of new stations on the Thameslink/ Midland Lines respectively.	Brent Cross/ Cricklewood	Post 2026
Primary Substation (30MVA) on NE corner of site South of M1/A406 roundabout	Required in order to make the BXC Planning Application acceptable and deliverable.	Brent Cross/ Cricklewood	2016 – 2020
2nd Primary Substation (30MVA) on NE corner of site South of M1/A406 roundabout	Required in order to make the BXC Planning Application acceptable and deliverable.	Brent Cross/ Cricklewood	2021 – 2025
Upper Thames Reservoir to meet demand for London	A study is currently underway to determine whether this additional storage capacity is required for long term supply.	London	2016 – 2020
Installation of new networks of utilities (telecoms, electricity, district heating...etc)	Development is unacceptable without adequate servicing.	Brent Cross/ Cricklewood	2016 – 2025 and 2026 onwards

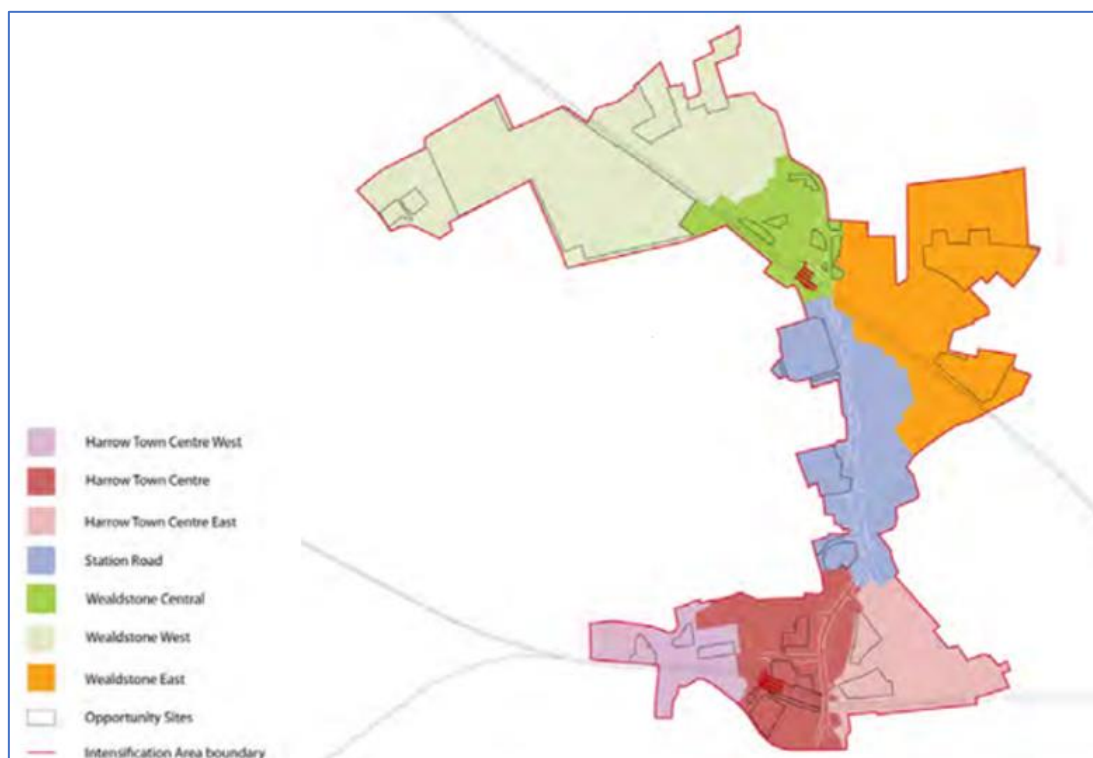
Source: Barnet Council Infrastructure Delivery Plan 2011

Of particular importance to the delivery of this whole masterplan/ Opportunity Area is the Brent Cross West Railway Station, which will increase connectivity to the location, and allow significant delivery of new homes and the establishment of a new retail centre. The Brent Cross masterplan site is yet to commence construction, with the land parcels that make up phase 1 currently in the process of obtaining planning permission.

3.6 Harrow & Wealdstone Opportunity Area

Harrow & Wealdstone Opportunity Area has a housing target of 2,800, and a jobs target of 3,000 as set by the London Plan. Much of the residential development is expected to be split across multiple smaller sites, and a lot of the infrastructure is addressing local issues, rather than being large-scale infrastructure delivery connecting the Opportunity Area to other parts of the Borough, or neighbouring Boroughs. The New London Plan has proposed an increase to the housing target to 5,000 homes, and a decrease to 1,000 of the jobs target.

Figure 31 – Harrow & Wealdstone Opportunity Area



Source: Harrow & Wealdstone Area Action Plan (2016)

Figure 32 – Harrow & Wealdstone Opportunity Area Key Sites

Area Action Plan Area	Site Name	Residential (Units)	Employment (Jobs)
Wealdstone West	Kodak	985	1,230
Wealdstone West	ColArt	150	130
Wealdstone Central	Wealdstone Infills	100	95
Wealdstone Central	Palmerston Road/ George Gange Way	95	95
Wealdstone East	Harrow Leisure Centre	180	25
Station Road	Civic Centre	250	120
Station Road	Greenhill Way Car Park	90	100
Harrow Town Centre West	Bradstowe House	144	150
Harrow Town Centre West	College Road West	140	340
Harrow Town Centre Central	19 to 51 College Road	400	40
Harrow Town Centre East	Lyon Road	287	160
Harrow Town Centre East	Gayton Road	350	30

Source: Harrow & Wealdstone Area Action Plan (2016)

Figure 33 – Harrow & Wealdstone Opportunity Area Key Sites: Commercial Development

Area Action Plan Area	Site Name	Commercial Land Uses
Wealdstone West	Headstone Manor	D1 Non residential Institutions D2 Assembly & Leisure A3 Restaurants & Cafes
Wealdstone West	Teachers Centre	D2 Education B2/B8 Industrial Uses Sui Generis Construction Yard Open space & Recreation Creating 50 jobs
Wealdstone East	CA & Civic Amenity & Council Depot	B2 Industrial Refuse B8 Storage & Distribution Creating 100 jobs
Station Road	Tesco Site (Planning permission Granted)	A1 retail – Increase from 3,050 sqm to 3,700 sqm & 2,760 sqm of additional comparison retail floorspace 350 sqm of A1-A3 space Creating 130 jobs
Station Road	Greenhill Way Car Park North	A1-A3 Retail B1 Office D2 Community & Leisure Creating 100 jobs (plus an additional 90 homes)
Harrow Town Centre Central	Harrow on the Hill Car Park East	D1 & D2 Community/ Play Facilities Creating 85 jobs

Figure 34 – Key Development Sites Planning Summary

Site Name	Size (ha)	Status	Min Net Dwellings Achievable	Development Description
118-134 College Road & 5-9 Headstone Road	0.16	Full Planning	70	Conversion of offices to flats
Travis Perkins Site, Palmerston Road	0.26	No permission	68	Part of Allocated Site AAP06, suitable for mixed use, perhaps 60:40 resi: commercial
15-29 College Road	0.09	No permission	94	Remainder of AAP allocated site 17, potential for up to 120 units in total
Congress House, Lyon Road	0.36	Full Planning	54	Conversion of offices to flats
5-11, 37-41 Palmerston Road & 27-33 Masons Avenue	0.68	Pending Decision	186	Redevelopment will include 1,165 office space, 695sqm flexible commercial space.
Greenhill Way Car Park	0.89	No permission	90	Allocated site for mixed use in AAP
Civic Centre, Station Road	4.68	No permission	850	Allocated site for a residential led, mixed use urban quarter, delivering c.850 new homes, commercial & community uses.

Harrow Leisure Centre, Christchurch Avenue	5.76	No permission	180	Allocated site for mixed use development, including re-provision of leisure centre, Harrow School of Gymnastics, car parking and residential.
Kodak West, Harrow View	16.1	Outline Planning	1,800	Comprehensive mixed use development. Includes 3,255sqm A1-A5, 18,715sqm Class B1, 6,148sqm Class B2, 6,148sqm Class B8 & Class C2

Sources: Harrow Brownfield Register & Molior

Much of the infrastructure required in the Harrow and Wealdstone Opportunity (Area Action Plan) Area is “Community Infrastructure”, with infrastructure identified predominantly being, for example, new schools or local roads, rather than being the “Strategic Infrastructure” which is the focus of this report.

There is still a significant amount of undeveloped land in the Harrow & Wealdstone Opportunity Area, with sites capable of contributing a minimum of c.1,400 units still yet to obtain planning permission in the area. However, some of the large scale development sites identified within the Area Action Plan have already commenced on site, in some cases coming close to completion, and therefore any strategic infrastructure is unlikely to influence the delivery of these sites to the extent of ‘unlocking’ them, rather facilitating later phases within sites that are already on site, such as the Kodak Masterplan.

However, the proposed borough-wide District Energy Network (Policy AAP10) would allow major developments to demonstrate that their proposed heating and cooling systems have been selected in accordance with the following order of preference:

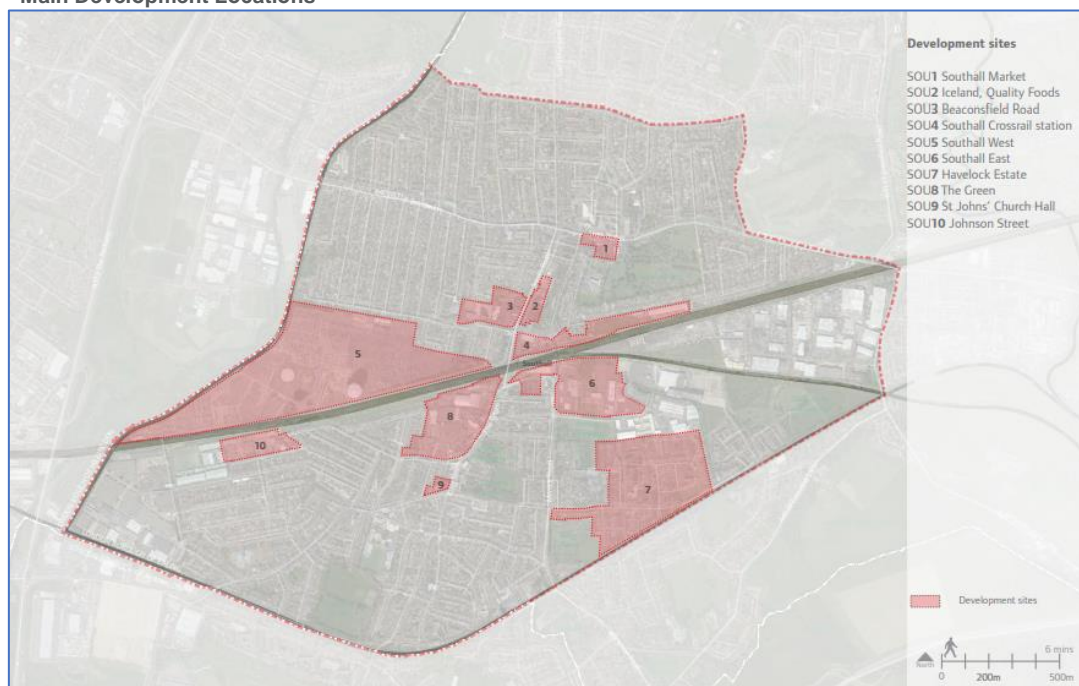
1. Connection to existing CCHP/CHP distribution networks
2. Site-wide CCHP/CHP powered by renewable energy
3. Gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables
4. Communal heating and cooling fuelled by renewable sources of energy
5. Gas fired communal heating and cooling.

As such, there is a benefit to be had for considered investment in infrastructure in and around this Opportunity Area, with several thousand units yet to be delivered, and c. 50% of the total envisioned by the London Plan yet to have obtained planning permission.

3.7 Southall Opportunity Area

Southall Opportunity Area is 523 hectares in size, and has adopted targets of 6,000 new homes and 3,000 new jobs to be created as part of its Opportunity Area Framework (2014). The Great Western Industrial Estate will be safeguarded as SIL and managed as set out in the London Plan. It will support B1c (light industrial), B2 (general industrial) and B8 (storage or distribution) uses, thus contributing a significant number of jobs to the 3,000 total required. The New London Plan proposes the adopted new homes target be increased to 9,000 homes.

Figure 35 – Main Development Locations



Source: Southall Opportunity Area Framework

Figure 36 – Anticipated Delivery & Planning Permission information

Site Name	Residential (Units)	Additional Use Classes	Comments
Southall Broadway & South Street	350	5,750 sqm retail/ commercial	-
Southall Gateway	400	5,500 sqm retail/ 4,000 sqm B1 managed workspace/ 2,250 sqm community space	-
East Southall	800	900 sqm retail, commercial, community 8,500 sqm B1 managed workspace	A new planning permission has been granted for 2,083 units, including 2,688 sqm flexible retail and 10,000 sqm of flexible office space. This was granted in February 2019, with the first homes expected to be delivered in 2021.
Havelock	230	-	-
The Green	450	1,500 sqm retail/ 3,500 sqm B1 business space	-
West Southall	3,750	20,050sqm retail/ 6,450 sqm cinema &	West Southall is currently under construction by the Berkeley Group.

		cafes/ 3,500 sqm B1 business space/ 2,690 sqm community space	Phase 1 is 618 units – Blocks A, B, C & D have completed, and combined to deliver 186 affordable units. Blocks E & F have been delivered as 118 affordable units. Blocks G, H & J comprise 319 private units, which commenced on site in Q4 2018, with completion anticipated in Q4 2021. Phase 2 is for 897 units with no associated timescale in place yet.
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Source: Southall Opportunity Area Framework & Molior

Figure 37 – Anticipated Delivery & Planning/ Delivery Updates by Individual Site

Name	Identified housing capacity	Commencement Date (Earliest)	Completion Date (Latest)	Comments
Southall Waterside	3,475	On site	2041	Phase 1 (618 units) is currently on site and is expected to complete in 2020. Phase 2 (897 units) gained full planning permission in February 2019 and is therefore expected to start on site soon. The remaining 1,960 units do not currently have anything beyond the master consent associated with them, and as such a timescale for their start on site is not available.
Arches Business Centre	575	2020	2024	Full planning permission granted in December 2018. Construction is yet to commence.
Havelock Estate	922	On site	2029	Full planning permission granted 2015, phase 1 (287 units) is currently selling, with completion anticipated in January 2020. No information is available regarding latter phases, with no planning applications currently in place.

Source: Molior

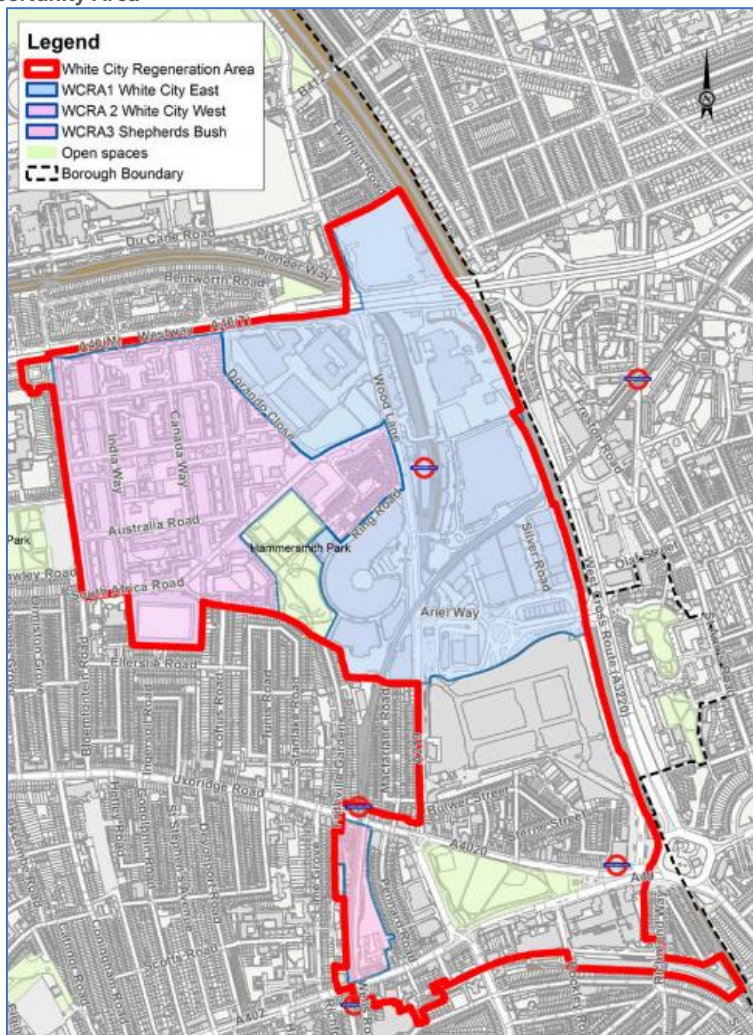
As can be seen, a number of the larger development sites are already completing units, with the Havelock Estate (922 units), Southall Waterside (3,475 units), West Southall (3,750 units) all in various stages of construction. However, all of these have doubts surrounding later phases which are expected to deliver significant new homes over the course of the Opportunity Area Framework period. A number of these developments have been facilitated by their proximity to the new Crossrail Station, showing the influence of transport infrastructure in particular to the unlocking of certain development sites.

A Development and Infrastructure Funding Study has been completed as part of the Opportunity Area Framework.

3.8 White City Opportunity Area

London Borough of Hammersmith & Fulham (“LBHF”) has identified 6,000 additional homes and 10,000 additional jobs within the White City Opportunity Area – a 110 ha zone to the eastern edge of the borough – with the majority of the development taking place across White City East, and White City West, as shown in Figure 38 below. This area was designated as an Opportunity Area in the London Plan (2016), and the latest information relating to the LBHF’s work towards the comprehensive redevelopment of the area is found in the LBHF Local Plan (2018). The New London Plan has proposed an increase in the number of new homes to 7,000, alongside a lower jobs target of 2,000.

Figure 38 – White City Opportunity Area



Specific sites have not been identified in either of the two Regeneration Areas beyond the above broad locations. The 2018 Local Plan however indicates that the majority of the 6,000 homes are expected to be delivered in WCRA1 – White City East throughout the Local Plan period. These figures are consistent with the London Plan, and are outlined in Figure 39 below.

Figure 39 – Anticipated Housing Delivery

Regeneration Area	2015 – 2020	2020 – 2025	2025 – 2030	2030 – 2035
White City Regeneration Area	1,000	2,500	1,500	1,000

Source: LBHF Infrastructure Delivery Plan (Sep 2016)

There is no specific justification for the figure of 1,000 new jobs within the Local Plan, rather it has remained as a target without a clear indication of which sites will be delivering these jobs. However, the narrative in the Local Plan identifies White City and Wood Lane Underground Stations as future focal points for office development, alongside other commercial, leisure, education and retail uses to supplement the regeneration, and states “Proposals for development in the WCRA should: [...] provide commercial uses within a new mixed

use area in White City East [...] including academic and research facilities as well as the creative, media and bio-technology sectors.” Development should build upon the large employment focus already in the area, with institutions such as the BBC and Imperial College being significant job creators in the area.

Figure 40 below outlines some of the major infrastructure required as part of the LBHF Infrastructure Delivery Plan (2016) in order to serve the proposed level and location of development and growth in the borough.

In terms of infrastructure that crosses Local Authority boundaries, the Local Plan specifically identifies sewerage and surface water, and the ability of the sewerage network to take increased foul and surface water drainage generated by new development as a required consideration, with surface water needing to be managed through the integration of Sustainable Urban Drainage Systems (SUDS), in line with the London Plan (2016) drainage hierarchy (Policy 5.13 – Sustainable Drainage).

Additionally, there are planned and committed TfL improvements to the West London Line services, including both London Overground and Southern Services and a Crossrail station and/or HS2 rail link station serving the Old Oak and Park Royal Development Corporation Area nearby. LBHF is also seeking to progress improvements to the A40 Westway to improve traffic flow at Savoy Circus, for which three options have been identified and which are currently subject to feasibility work. This has been identified by TfL as being infrastructure with the potential to have wider impacts upon traffic flow and movement along the northern east west corridor.

Figure 40 – Strategic Infrastructure identified as serving the White City Regeneration Area

Infrastructure	Description	Area	First Year Infrastructure Required
Crossrail 2	Track improvements: Parsons Green & Wimbledon. New line: Parsons Green to Chelsea.	London	2021
West London Line Overground Station	Construct new station to increase accessibility and frequency of trains to the area.	LBHF/RBKC	2020
District Line Underground	Install new trains, new signalling, renewed track and new centralised service control centre to increase capacity and reliability.	LBHF	2020
Piccadilly Line Underground	Install new trains, new signalling system and new control centre to increase capacity and reliability.	LBHF	2021
Hammersmith Flyover Improvements	Construction of Hammersmith fly-under.	Hammersmith	2021

Figure 40 is a summary of the large sites within the Opportunity Area. It shows that the two most significant residential development sites in the area – BBC Television Centre & the Westfield Shepherds Bush site – are underway.

In the case of the Television Centre, this is without a firm date for the next phase to commence, and at Westfield a single block of 74 affordable units has completed, with works not commencing on any of the remainder of the units, with the focus currently on the commercial elements of the scheme. This means there is a total of c. 1,650 units yet to be delivered across these two schemes.

Regarding timescales, this aligns with Figure 39 for the period up until 2025, although it is unclear how the total of 2,500 units will be reached, and where the remaining 2,500 units will be delivered in the period from 2025 – 2035 given the lack of detailed site information provided by the LBHF Local Plan.

Figure 41 – Major Developable Sites: White City Opportunity Area

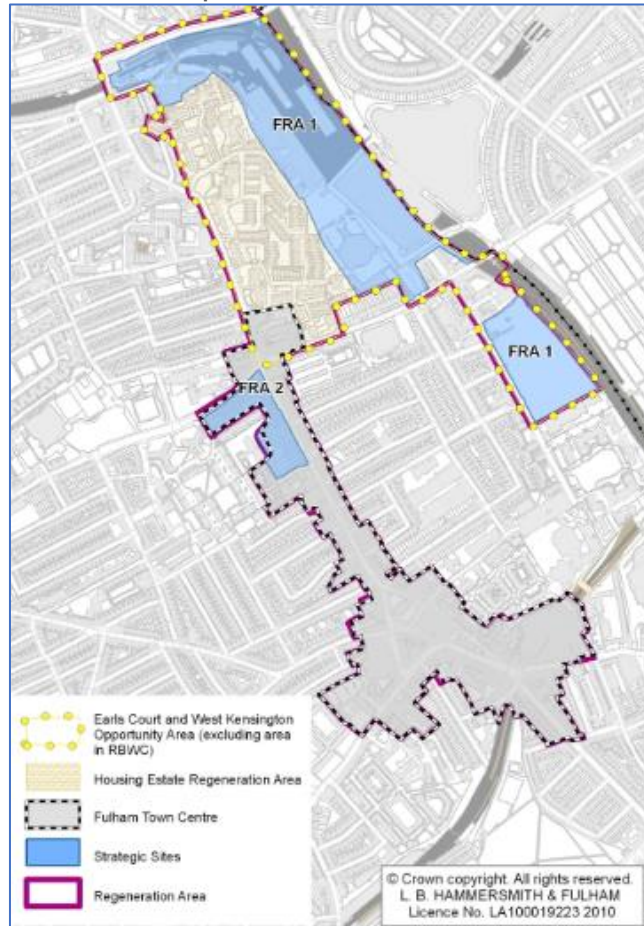
Name	Street Name	Gross site area (ha)	Identified housing capacity	Commencement Date (Earliest)	Completion Date (Latest)	Comments
30-52 Goldhawk Road	Goldhawk Road	1.88	208	April 2019	March 2024	Planning granted in 2011, no progress since this point.
Former BBC Television Centre Wood Lane	Wood Lane	5.16	942	April 2019	March 2024	Phase 1 has completed, currently no date for Phase 2 (368 private units) to commence.
Former Dairy Crest Site, 58 Wood Lane	Wood Lane	4.97	373	April 2024	March 2029	Developed by Imperial College: 178,102 sqm of research & development, offices and other business uses, plus a hotel.
Land North Of Westfield Shopping Centre Ariel Way	Ariel Way	7.01	1,347	April 2019	March 2024	With the exception of some shared podium works the other residential blocks have yet to commence and are subject to reserved matters applications, which have yet to be submitted.

Due to the lack of site identification that has apparently taken place within the most recent documentation referring to the White City Opportunity Area, and the amount of developable land currently within the planning/development pipeline proving inadequate with regards to the required level of housing delivery set by the Opportunity Area and the Infrastructure Delivery Plan, we believe it will be important to conduct a more detailed study of significant development sites in order to establish how the housing requirements will be reached. Importantly, the schemes summarised in Figure 41 – in particular BBC Television Centre, the Dairy Crest Site, and the Westfield Site – will all have significant amounts of commercial space and so will also contribute significantly to the jobs total alongside their contributions to the residential requirements.

3.9 Earls Court and West Kensington Opportunity Area

Fulham Regeneration area and Earl’s Court and West Kensington Opportunity area are identified in the 2016 London Plan as having the capacity to deliver 7,500 homes and 9,500 jobs between the London Borough of Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea. The majority of these are to be delivered in the former of these two boroughs, with an anticipated 6,500 homes and 8,500 jobs being accommodated within the LBHF. The New London Plan proposes a reduction in these targets to 6,500 and 5,000 homes and jobs respectively.

Figure 42 – Fulham Regeneration Area Main Development Sites



As can be seen in Figure 42, the majority of this development is anticipated to take place in two major sites – the Earls Court regeneration being delivered by Delancey (full planning for 5,647 residential units achieved in 2011) and Lillie Square by Capital and Counties (full planning permission for 808 residential units achieved in 2011). Both of these developments are on site and as such are unlikely to be affected by interventions tested by this report.

Figure 43 – Anticipated Delivery by Site

Ref	Site Name	Residential (Units)	Retail (sqm)	Leisure (sqm)	Employment (sqm)	Timescale
FRA1 (North)	Earls Court Exhibition Centre & Adj. Land	5,647	4,895 sqm “commercial floorspace” (Phase 1 permission 2013/05200/RES)			Yet to start on site – site was purchased in Nov 19 by Delancey
FRA1 (South)	Car, Coach & Lorry Park, 20 Seagrave Road, Diary House	838				Phase 2 currently on site, 237 units complete & 185 units yet to commence.

As noted in the Market Report section at the beginning of this document, two of the significant factors affecting the deliverability of a site are the connectivity to transport – something these sites already have – and strong

sales values that facilitate development, which these sites also provide, particularly when compared with the other Opportunity Areas analysed within this document.

Given the progress that has been made at Lillie Square in particular, it can be inferred that these development drivers have proven to be adequate to allow for delivery of homes and jobs. The development at this stage of new strategic infrastructure plans would therefore be unlikely to have a huge effect on the final totals or speed of delivery, particularly in the case of this site. However, consideration for the requirements of Earls Court is likely to be necessary, as this is the major source of residential and commercial delivery in this Opportunity Area.

London Borough of Hammersmith & Fulham's Infrastructure Delivery Plan (2016) lists the following infrastructure requirements specifically relating to the Fulham Regeneration Area:

- Highways improvements;
 - The Improvement of the north-south connectivity including a new access onto the A4, traffic signal changes
 - Reconfiguration of North End Road/Lillie road junction
 - Identifying measures to mitigate local traffic management issues.
- A proposed decentralised energy network in order to reach the London Carbon reduction targets - feasibility studies are underway to assess the ability to construct a heat pipe plan and networks.
- An integrated health and wellbeing facility of 2,018 sqm.

3.10 Heathrow Opportunity Area

The Heathrow Opportunity Area is identified as being able to deliver 13,000 homes and 11,000 jobs in the New Local Plan.

Since the London Plan was published and this OA was identified, it has been concluded that this Opportunity Area will not be progressed until a more definitive position is reached in terms of the potential expansion of Heathrow Airport. This information was provided to C&W by the client and as we understand it, is the latest position regarding this OA

It is C&W's understanding that LB Hounslow took the decision to move forward with defining its own section of the Heathrow OA Boundary and has allocated growth within it as part of the Draft Submission West of Borough Local Plan Review

Figure 44 –Heathrow Opportunity Area Location



3.10.1 Hayes Housing Zone/ Opportunity Area

The New London Plan defines the Hayes Opportunity Area as a part of the wider Heathrow Opportunity Area, and identifies it as being capable of delivering 4,000 new homes and 1,000 new jobs, although the housing figures according to LBH Planning accounting for sites with planning completed plus emerging Local Plan Part 2 allocations indicating that 4,321 – 5,191 units are deliverable.

Figure 45 – Hayes Opportunity Area Location – Source: London Borough of Hillingdon Development Infrastructure Funding Study

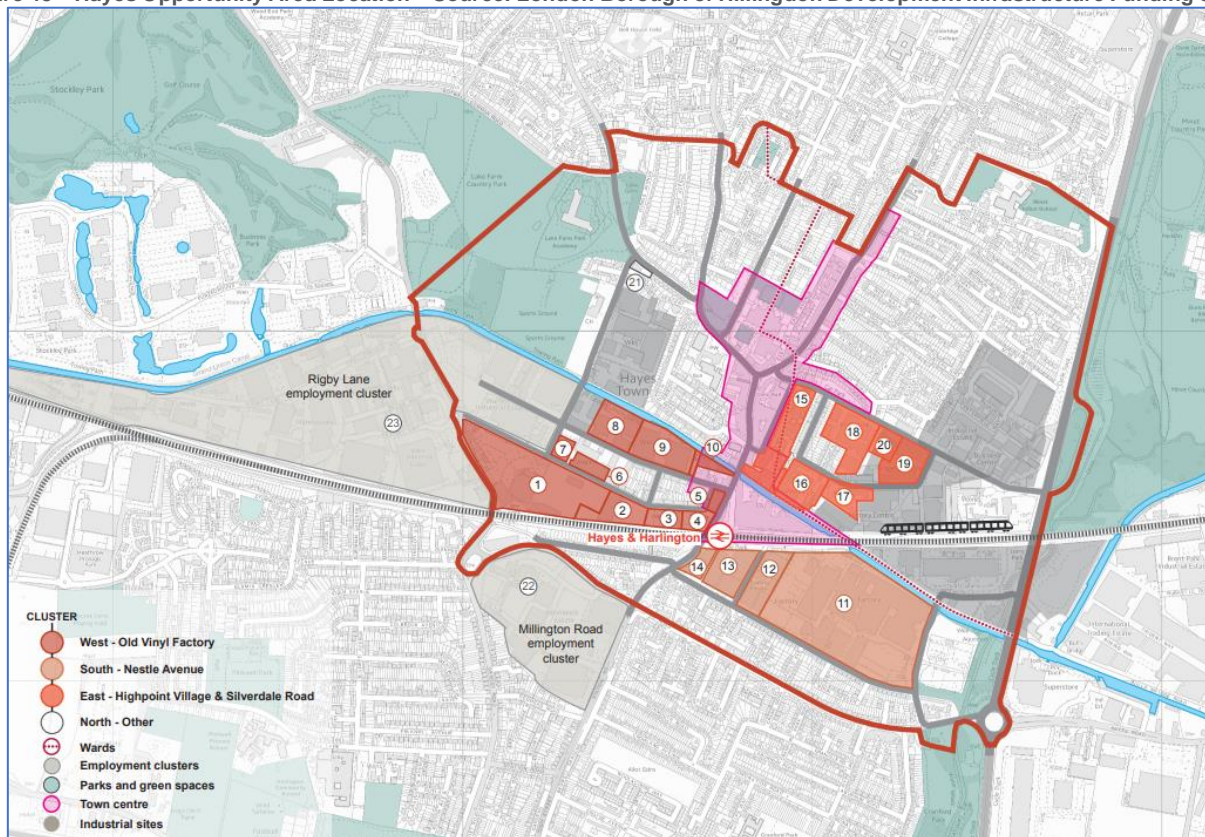


Figure 46 –Hayes Housing Zone Sites

Site Name	Total Residential Units	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Comments
Crown Trading Estate	197				98	99	Allocation
Enterprise House	96			48	48		Started
The Old Vinyl Factory	350		61	201	88		Started
Eastern End of Blyth Road, Site A	120	120					Started
Eastern End of Blyth Road, Site B	118		118				Started
Fairview Business Centre Sites A & B	260				130	130	Allocation
Land to South of Railway, Inc. Nestle Site A	1,022	6	490	61	109	356	Started
Land at 3, 233-236 Nestles Avenue	457				228	229	Not Started
Building 3, Hyde Park Hayes	157				157		Not Started
Silverdale Road/Western View Site A	122			42	80		Not Started
Chailey Industrial Estate Site A	331		24	140	142		Started
Total Units	3,230	126	693	492	1,080	814	

Sources: Hillingdon 5 Year Land Supply Document (Dec 2019)

Site Name	Total Residential Units	Comments
Land to South of Railway, Including Nestle Site B	300	Excluded site allocations – developable but not deliverable within 5 years
Remaining Land to South of Railway, Including Nestle Site C	43	
Chailey Industrial Estate Site B, Townfield	TBD	
Silverdale Road/Western View Site B, Townfield	119	
Silverdale Road/Western View Site C, Townfield	122	
Benlow Works	36	
Total Units	Min. 620	

Sources: Hillingdon 5 Year Land Supply Document (Dec 2019)

Whilst there is still a significant amount of identified developable land yet to be brought forward within the Hayes area, a lot of the land identified in the Hillingdon 5 Year Land Supply Document (2019) located within the Housing Zone area is already on site, as can be seen in Figure 46. However, in the main central part of the Opportunity Area, around Hayes and Harlington Station, the area is still predominantly made up of industrial uses, albeit most of the identified development sites now at the very least have a planning permission outstanding against them.

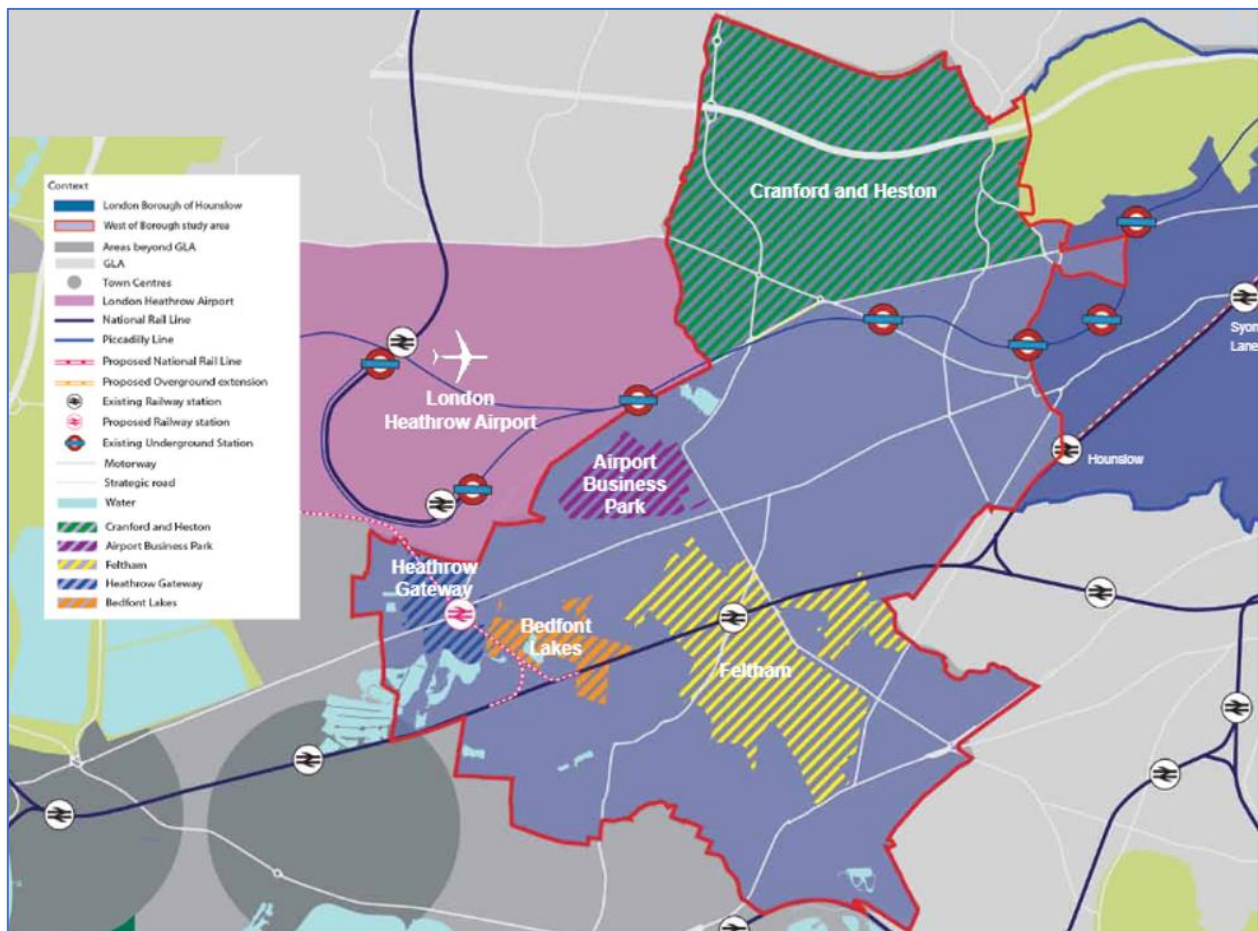
It is important to note that, whilst they do not fall within the red line that demarcates the Hayes Housing Zone area, sites 22 & 23 (figure 45) have been identified for the following:

- Millington Road (Site 22): The Local Plan Part 2 allocates this site for release, as permission has been granted for the provision of a supermarket. There is also permitted development for 110 units from commercial to residential.
- Rigby Lane (Site 23): Rigby Lane employment cluster falls within the Hayes Industrial Area. The West London Waste Plan (2015) allocates the Rigby Lane site for a new Waste Transfer Station (WTS) and planning permission has been granted for this together with overnight parking for goods vehicles. As such, this site will likely play an important part in the Borough's infrastructure provision.

The LB of Hillingdon has a prescriptive list of infrastructure required to facilitate development, although much of it is not 'strategic', rather being locally focused – this infrastructure includes:

- Education:
 - An 'urgent' need to deliver a new primary school to serve the area
 - A new secondary school
- Develop enhanced connections to, and between, green infrastructure and the "Blue Ribbon network"
- Ensure the timely delivery of the Hillingdon Hospital Estate Strategy
- A district heating network – secured on a site-by-site basis through development management. This will include site-wide heating networks on the former Nestle site, and the Old Vinyl Factory site, which could potentially act as a catalyst for a district wide heating network.

3.11 West of Hounslow

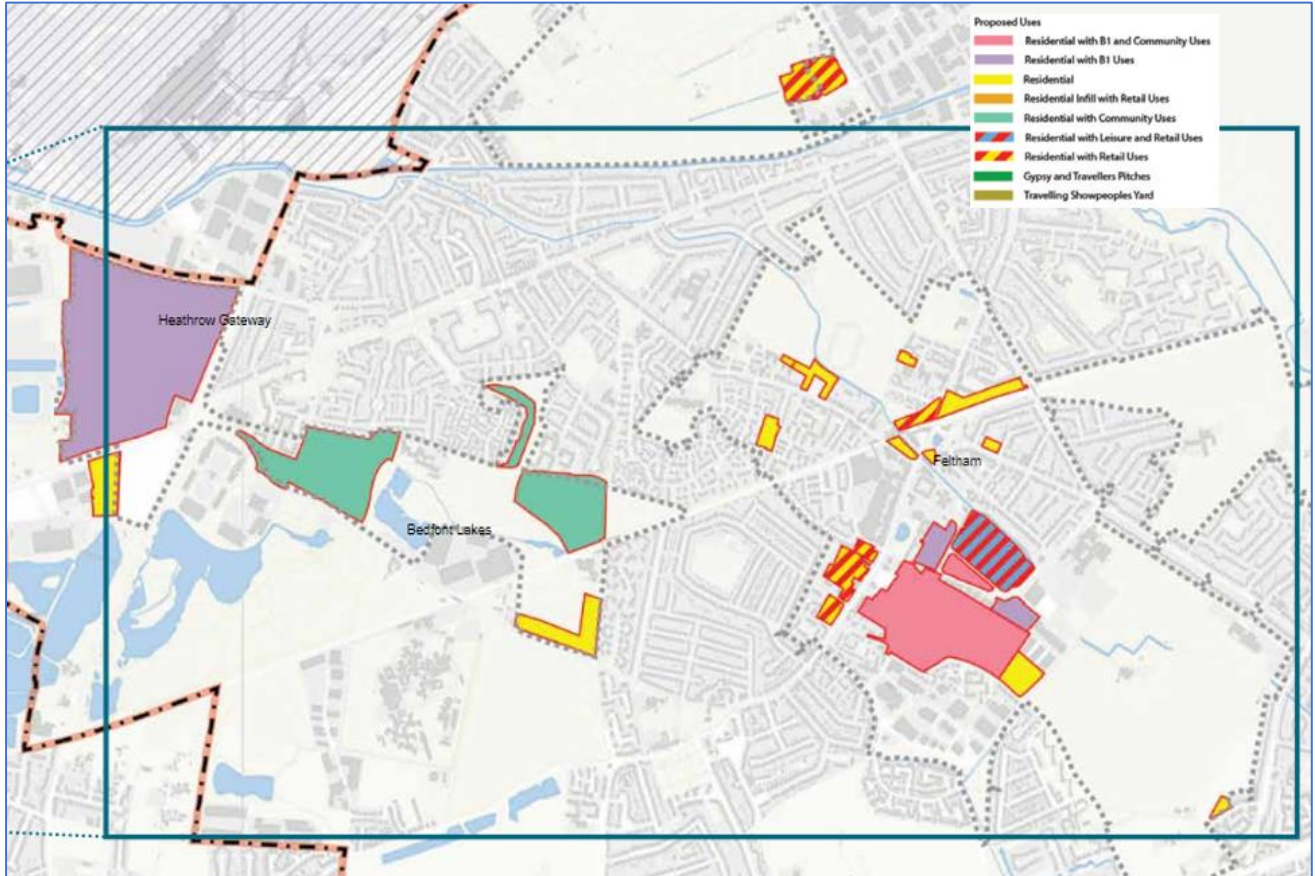


The Hounslow West of Borough Local Plan Review (July 2019) seeks to identify opportunities that will maximise the benefits of the proposed new runway at Heathrow Airport whilst concurrently mitigating the harmful impacts of the Airport. This document proposes the delivery of 10,300 new homes of which 3,605 are anticipated to be affordable, and the creation of 13,000 new jobs. The proposed infrastructure required to support this development is:

- 1 new station
- 3 new community hubs
- 1 new all through free school
- 1 new building to expand a special school
- 2 primary school expansions
- 2 expanded health hubs

Policy WOB1 outlines how employment will be grown throughout the plan period (until 2034), with 182,700 sqm of land proposed to be dedicated to industrial floorspace, in addition to 154,000 sqm of B1 workspace and 31,000 sqm of retail uses. Policy WOB2 sets out Hounslow’s proposed approach to delivering the 10,300 new homes required, and identifies the following main sites as having the greatest capacity to contribute to the overall delivery of this number of units:

Figure 47 –West of Borough (Hounslow) Sites



3.12 Great West Corridor Opportunity Area

The extent of the Great West Corridor OA (“GWCOA”) Prospective Plan Area has yet to be formally agreed by LB Hounslow, although various documents (Great West Corridor Plan: Issues Consultation (December 2015), Hounslow Local Plan 2015 – 2030) made reference to it prior to its inclusion in the New London Plan.

With the writing of the New London Plan, the GWCOA has been formally adopted as an OA, with initial goals of achieving 7,500 new homes and 14,000 new jobs – although the Mayor has reserved the right to review and clarify this location – as well as the wider “Elizabeth Line West” portion of London (see figure xx) subject to expansion proposals for Heathrow.

Hounslow has also completed the Great West Corridor Masterplan & Capacity Study (2017), which indicates the area has the potential to deliver 7,000 new homes and 19,000 new jobs, with the area extending as indicated in Figure 48.

Figure 48 – Great West Corridor Masterplan Location

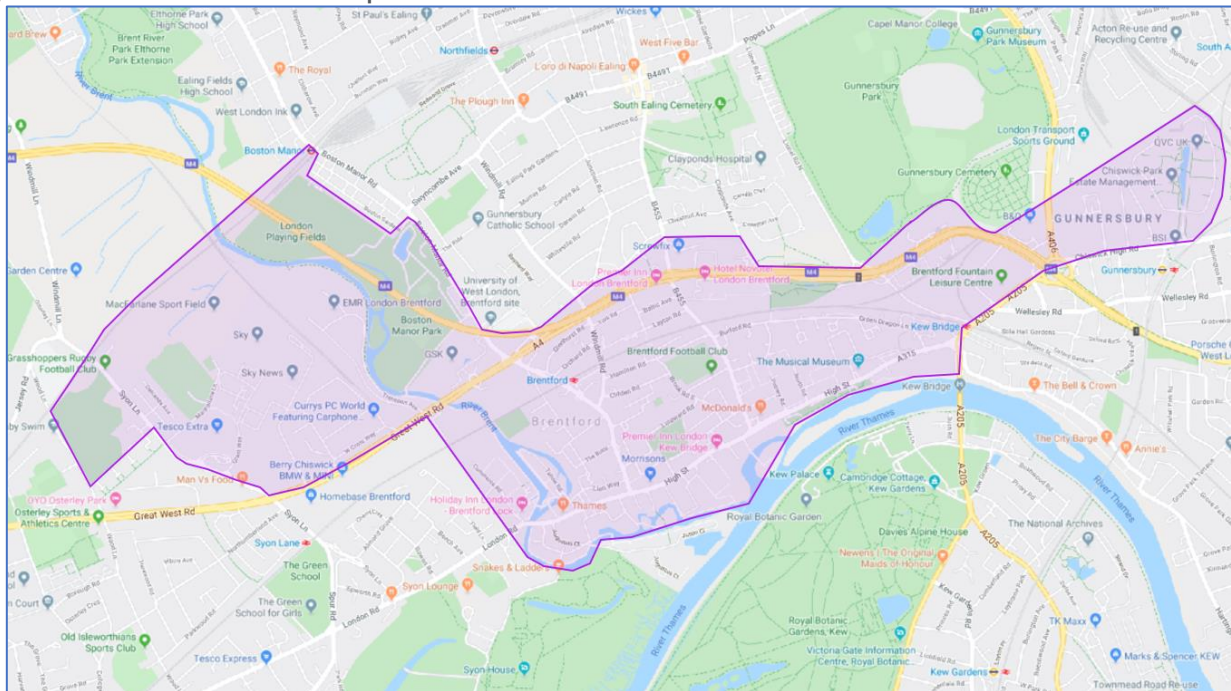


Figure 49 – Illustrative Masterplan development capacity

Site Name	Residential Units	Non Residential GIA	Phase
West Area			
Tesco	353	5,850	2025-30
Gillette Creative Hub	204	57,120	2024-29
West Cross Campus	1,821	75,648	2020-25
Homebase	342	14,547	2019-24
Other West Area Sites	298	58,856	2024-29
Total	3,018	212,021	
Central Area			
Brent River Quarter	775	34,069	2021-31
London Gateway	99	68,603	NKN
Central Corridor	352	33,617	2019-24
Total	1,226	136,289	

East Area			
Brentford Stadium Quarter	2,889	143,959	2019-24
Power Road	0	23,152	NKN
Gunnersbury Station	120	2,351	2019-24
Total	3,009	169,462	
Masterplan Total	7,253	517,772	-

Source: Great West Corridor Masterplan (2019)/ Annual Monitoring Report (2016/17)

Much of the information provided in Figure 48 is based on development areas rather than specific sites, meaning that clear phasing at this stage is unlikely to be achievable at this level of granularity. None of these areas are currently in the planning pipeline, and as such are likely to be brought forward further into the masterplan timeline. We have extrapolated information from various sources such as Molior and the Great West Corridor Masterplan (2019) in order to identify sites that will likely be included in the OA.

The Hounslow Infrastructure Delivery Plan specifically references the expected new homes as a consideration for required infrastructure, proposing amongst other pieces of infrastructure designed to either facilitate or initiate delivery:

- Brentford to Southall Crossrail Link, connecting to the Golden Mile Station
- West London Orbital Line, with a station at Lionel Road
- 1,320 sqm medical floorspace for 9.4 full time GPs
- Improved cycling network, including Cycle Superhighway 9.



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