

13

DELIVERY AND IMPLEMENTATION



Infrastructure provision

INTRODUCTION

13.1 Given the scale of the proposed development and the range and number of stakeholders that are already and will be involved, ensuring that there are adequate mechanisms to secure and monitor delivery are essential to the success of the Local Plan. This chapter sets out what infrastructure is needed to support development and the mechanisms that OPDC has at its disposal to secure the delivery of infrastructure, redevelopment, regeneration and the creation of a high quality place.

CONTEXT

13.2 This Local Plan seeks to deliver a high quality new part of London. To support this, there will be a need to deliver:

- Infrastructure to support the needs of the new population, including transport, education, health, community space, open space and utilities;
- Affordable housing, to meet housing needs and promote the areas as a mixed, balanced and inclusive community;
- A very high standard of placemaking and integration with the surrounding area; and
- A mix of land uses that can help create a vibrant new destination, by providing a

range of uses and catalyst uses that will attract people to the area.

13.3 OPDC has produced an indicative masterplan that shows how this new place could be laid out and the infrastructure needed to support this. Early work is showing that not all of this infrastructure can be funded through contributions from private development alone. To help with this, OPDC is undertaking a number of work-streams to further inform the Delivery and Implementation Chapter in the next draft of the Local Plan, which will need to be kept under regular review to keep on top of changing market conditions. These work-streams include:

- looking at infrastructure prioritisation and phasing. In this chapter we pose a series of questions to help us make an informed decision on what infrastructure is needed and of this, which are the critical pieces needed to support a new population;
- testing a number of different development scenarios and investigating how much funding there is available to fund infrastructure and affordable housing;
- identifying our affordable housing need, through our Strategic Housing Market Assessment (SHMA); and
- exploring other funding options available to OPDC to help fund necessary

infrastructure.

13.4 The section below provides further detail on what infrastructure we think we need to make a high quality place and ways in which this could be funded, delivered and phased.

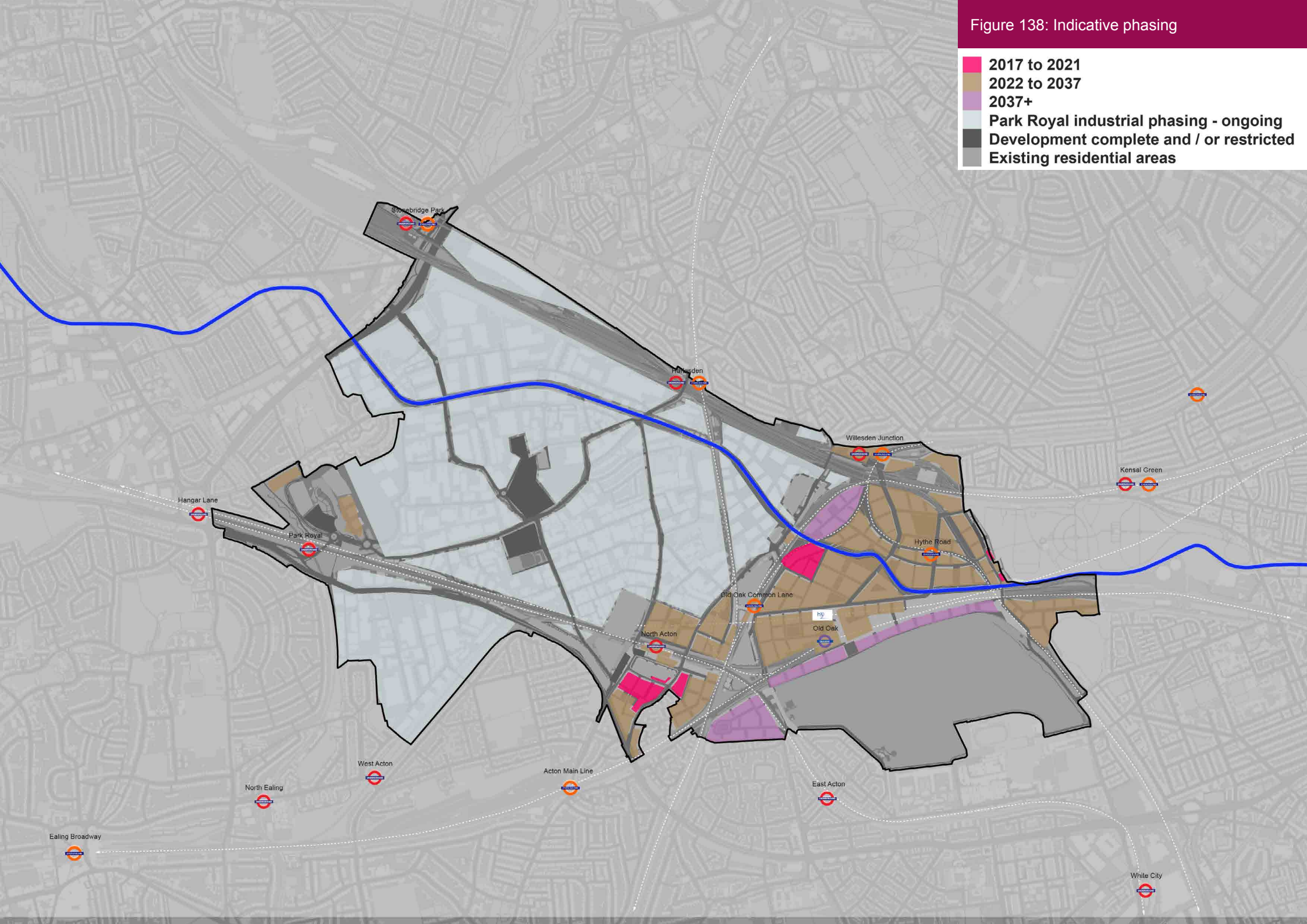
IDENTIFYING INFRASTRUCTURE NEEDS

13.5 OPDC has been working with the GLA, TfL and the London Boroughs of Brent, Ealing and Hammersmith & Fulham to produce an indicative masterplan for the area, as set out in Chapter 3 of the Local Plan. To assess the viability and deliverability of this masterplan, OPDC and the GLA produced a Development Infrastructure Funding Study (DIFS), which was prepared in consultation with the three boroughs and other stakeholders in 2014-15.

13.6 The DIFS identified the required infrastructure necessary to support the indicative masterplan and needs of the population and the phasing and costs of this infrastructure. The assumptions on phasing have now been further refined as part of OPDC's Development Capacity Study (DCS). Figure 138 presents the indicative phasing plan in the DCS.

Figure 138: Indicative phasing

- 2017 to 2021
- 2022 to 2037
- 2037+
- Park Royal industrial phasing - ongoing
- Development complete and / or restricted
- Existing residential areas



13.7 The indicative phasing is largely informed by the delivery of the Old Oak Common Station, which is expected to open in 2026. Some sites are capable of being brought forward in advance of the station whereas other sites are contingent on its opening. Given the length of time over which this project could be delivered it is anticipated that the exact phasing would vary; however, what is set out is considered to be a pragmatic programme based on current knowledge of development interests and infrastructure delivery. The programme will need to maintain flexibility and be regularly updated.

13.8 OPDC has undertaken a number of additional studies in support of this Local Plan which have identified additional infrastructure requirements in the OPDC area such as the Park Royal Transport Strategy (PRTS) and the Integrated Water Management Strategy (IWMS). OPDC is also developing its Socio-economic Regeneration Strategy which will identify additional infrastructure requirements in the OPDC area to promote sustainable economic growth, and maximise the benefits to local residents and businesses from the new opportunities that will come forward from the development.

13.9 Table 16 below identifies the infrastructure required to support development, alongside the indicative phasing of these infrastructure items and the relevance policies in this Local Plan that will secure their delivery. This infrastructure table

is largely based in the DIFS but also includes other infrastructure items identified as part of OPDC's draft evidence base.

FUNDING AND DELIVERING INFRASTRUCTURE

13.10 To support the needs of the new population and deliver a high quality place, appropriate mechanisms need to be put in place to secure the delivery of infrastructure. OPDC's DIFS has investigated potential mechanisms for funding this infrastructure, which are considered in more detail below. The early work as part of the DIFS identifies a substantial funding gap between the amount of infrastructure needed and the ability of private development to pay for all of this infrastructure. As a result, OPDC will consider a wide range of options to support the delivery of infrastructure.

Funding through development

13.11 Development within the OPDC area, if not supported by adequate infrastructure, would give rise to pressures on existing infrastructure and services and therefore may be unacceptable. Development should make appropriate contributions towards new infrastructure and improvements to existing infrastructure. The NPPF requires planning authorities to properly consider development viability when considering infrastructure delivery. If development is not viable, it will not proceed and this would impact on the provision of new homes and on new jobs to

support the economy.

13.12 There are generally four ways that infrastructure can be funded from development:

1. On-site development costs

13.13 These are works carried out on a site as part of the construction of the development. They tend to include (but not be limited to) items such as internal roads, public realm, open space and street greening.

2. Community Infrastructure Levy

13.14 The Community Infrastructure Levy (CIL) is a levy on new development 'of an amount per square metre' of net additional floorspace. It is usually set at a different rate for different types of intended uses of floorspace, and can be set at different rates for different areas. These variations in rates reflect differences in development viability and thus profitability for different types of land use and in different places. OPDC is the CIL charging authority for the OPDC area. The infrastructure that a CIL charging authority intends to spend CIL income on is set out in a 'Regulation 123' list. This infrastructure is generally strategic in nature and therefore benefits a wide number of users. Infrastructure in a Regulation 123 list cannot also be funded by money raised through Section 106 (S106) agreements, to avoid double dipping.

Figure 139: Existing footbridge



13.15 OPDC is in the process of setting a CIL charging schedule and plans to consult on its 1st draft during 2016, known as the 'Regulation 15' consultation. This will include OPDC's draft Regulation 123 list.

13.16 The Mayor of London's CIL is also chargeable in the OPDC area. This presently stands at £35/m² in Brent and Ealing boroughs and at £50/m² Hammersmith & Fulham and in broad terms applies to all development other than for education and health facility uses.

3. Section 106 Agreements

13.17 Section 106 of the Town and Country Planning Act 1990 allows a consenting authority such as OPDC to enter into legal agreements with developers to fund or deliver certain works to make development proposals acceptable in planning terms. This might include the amount of affordable housing which would be included in the development or an item of infrastructure or financial contribution towards it, such as a new school, employment and training support or increased transport network capacity.

13.18 No more than five financial contributions made under S.106 agreements can be pooled to fund or help fund any one item or category of infrastructure.

13.19 OPDC will be producing a Supplementary Planning Document (SPD) which sets out how S106 Planning

Obligations will be used in the OPDC's area and how they will be used alongside CIL to secure infrastructure and mitigate adverse impacts.

4. Section 278 Agreements

13.20 These are agreements made under the Highways Act 1980 for the developer to carry out scheme-specific highway works needed to satisfactorily tie in a scheme to the road network, or to mitigate adverse impacts which would otherwise arise in the immediate vicinity of the site. Examples of the works covered by S.278 agreements are vehicular crossovers and drop kerbs (standard for most developments), or more major highway works such as traffic lights or junction improvements, where a scheme is estimated to generate a large number of vehicular movements.

Funding through service providers, including public sector funding

13.21 New people living and working in an area means new income for service providers. When the service provider is a governmental body (i.e. the GLA or TfL), this funding comes from public taxes, whilst in the case of non-governmental service providers, this usually comes via a direct payment from the customer to the service provider (i.e. gas or electrical provision).

13.22 A service provider's business plan will set out how it intends to continue to deliver its

services subject to changing market needs. In the case of the OPDC area, there will be many service providers set to benefit from an increased market and OPDC is holding discussions with these service providers to make them aware of the anticipated new population coming to the area, the phased programme for delivery and the anticipated infrastructure needs.

Funding through borrowing

13.23 Where neither development nor public or private service providers can meet the anticipated costs of development, the public sector can look at borrowing monies to fund infrastructure. A recent example of this is the planned Northern Line extension in Vauxhall Nine Elms Battersea. Here, the GLA borrowed monies through a method called Tax Increment Financing (TIF), which is where an authority borrows money against anticipated future business rate income, to up-front fund the delivery of infrastructure and then repay this over time.

13.24 In the case of the OPDC area, early work shows a significant funding gap between the amount of infrastructure needed and the ability of development to pay for this infrastructure and OPDC has been in discussions with government about potential borrowing options to help finance this gap.

PRIORITISING INFRASTRUCTURE

13.25 The DIFS identifies a total

infrastructure bill of approximately £2 billion and additional infrastructure items emerging from other draft studies and strategies are likely to increase this figure. It is likely that many of the infrastructure items are likely to be critical to the successful regeneration of the OPDC area. The funding and delivering infrastructure section above identifies the challenges of funding infrastructure in a project of this scale. It is therefore important that there is a clear prioritisation of infrastructure so that there is certainty that pieces of critical infrastructure are funded and deliverable in a timely manner to support and unlock development. OPDC is undertaking further work in association with its Community Infrastructure Levy (CIL) and Section 106 SPD to identify what these critical pieces of infrastructure are. The consultation questions below invite stakeholders to make representations to identify those pieces that should be considered critical and this input from stakeholders will be invaluable for OPDC in refining the critical infrastructure list.

13.26 OPDC as part of this consultation would welcome:

- a. stakeholders views on what infrastructure OPDC should seek to prioritise; and
- b. if there are any pieces of infrastructure that should be added to the list.

Questions:

QDIa: What do you think are the highest priority pieces of infrastructure in Table 16?

QDIb: Are there any pieces of infrastructure identified in Table 16 that you don't think are a high priority or that you think may not be necessary to support development?

QDIc: Are there any additional pieces of infrastructure not in Table 16 that you think OPDC should be identifying?

QDI d: Do you think we have identified the infrastructure within the right phases (0-20 years being within this plan period and 20+ years being after this Local Plan)?

You can provide comments directly through:

opdc.commonplace.is

Figure 140: Infrastructure required to support development

- Infrastructure 2016-2036
- Infrastructure 2037 and after
- Land developable pre 2026
- Land developable post 2026
- Station
- Junction Improvement

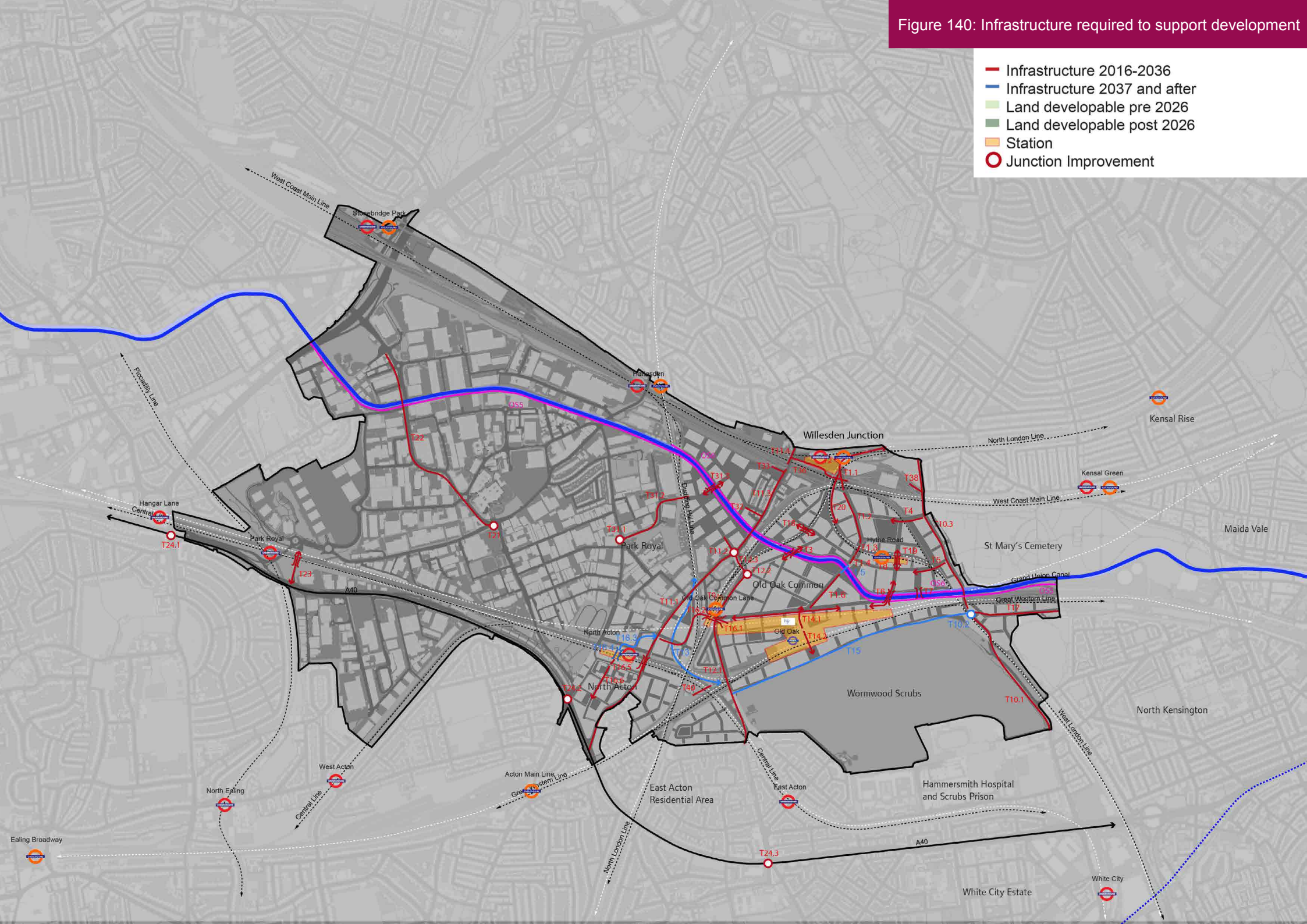


Figure 141: Social infrastructure

- Community hub
- Health Centre
- Primary school
- Area of search for all-through school

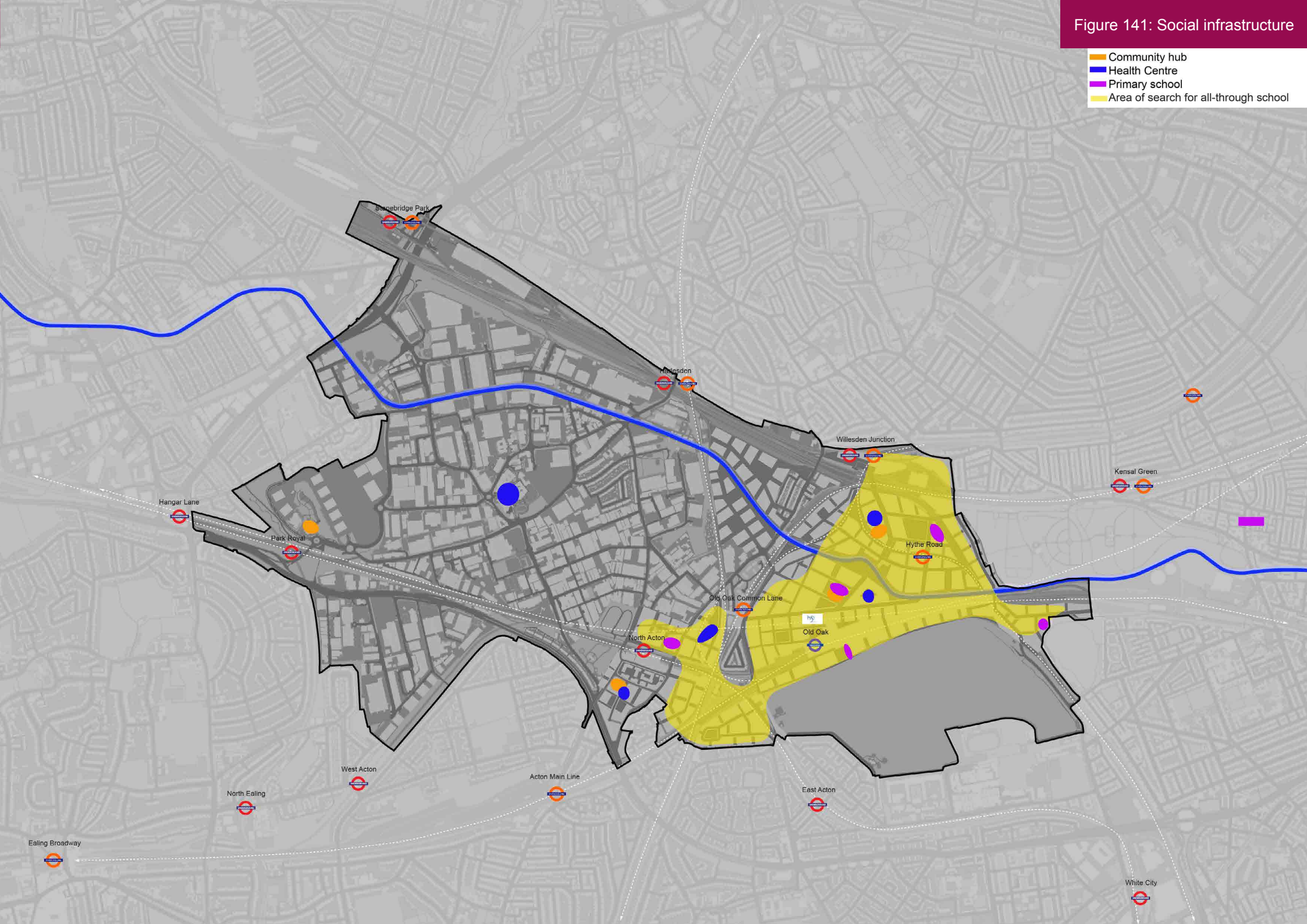


Table 16: Infrastructure requirements

Item No.	Shown on map?	Item	Phasing A: 0-20 yrs B: 20+ yrs	Relevant Local Plan Policy/ies
1. Transport Infrastructure				
T1	Y	Willesden Junction Station bridge over West Coast Mainline (minimum pedestrian and cycle)	A	P2, T1, T2, T3, T5
T2	Y	Improvements to Willesden Junction Station	A	P2, T1, T4
T3	Y	Vehicular bridge over Grand Union Canal, through Oaklands House site	A	P1, P2, T1, T2, T3, T5, T6, T8
T4	Y	Northern connection between Old Oak North & Scrubs Lane	A	P2, T1, T2, T3, T5, T6, T8, T9
T5	Y	Southern connection between Old Oak North & Scrubs Lane	A	P2, T1, T6
T6	Y	Eastern road link across Grand Union Canal	A	P1, P2, T1, T2, T3, T5, T6, T8, T9
T7	Y	Pedestrian/cycle bridge to Grand Union Canal towpath	A	P2, P4, T1, T2, T3
T8	Y	Hythe Road Overground station (West London Line)	A	P2, T1, T4
T9	Y	Old Oak Common Overground station (North London Line)	A	P1, T1, T4
T10	Y	Improvements to North Acton station - stage 1	A	P7, T1, T4
T10	Y	Improvements to North Acton station - stage 2	A	P7, T1, T4
T11	Y	Public realm and capacity enhancements on Old Oak Lane	A	P9, D2, T1, T2, T3, T5, T6
T12	Y	Public realm and capacity enhancements on Scrubs Lane	A	P8, D2, T1, T2, T3, T5, T6

Item No.	Shown on map?	Item	Phasing A: 0-20 yrs B: 20+ yrs	Relevant Local Plan Policy/ies
T13	Y	Public realm and capacity enhancements on Victoria Road	A	P7, P9, D2, T1, T2, T3, T5, T6, T8
T14	Y	Public realm and capacity enhancements on Old Oak Common Lane (including upgrade of Great Western & Chiltern lines underpasses)	A	P1, D2, T1, T2, T3, T5, T6, T8
T15	Y	Junction capacity improvement, Old Oak Common Lane at Oaklands House site	A	T1, T2, T3, T5, T6,
T16	Y	Connector railway between Crossrail and West Coast Main Lines	B	P1, T1, T4
T17	Y	High street bridge across Grand Union Canal	B	P1, P2, P3, T1, T2, T3, T5, T6
T18	Y	Access from Old Oak Common Station to Wormwood Scrubs open space	A	P1, T1, T2, T3
T19	Y	Street linking Old Oak Common Lane to Scrubs Lane	B	P1, D2, T1, T2, T3, T5, T6
T20	Y	Junction between Scrubs Lane and new road to Kensal Canalside Opportunity Area	B	P1, T1, T2, T3, T5, T6
T21	Y	Connection from Crossrail station to west side of Old Oak Common Overground station	A	P1, T1, T2, T3
T22	Y	Northern entrance to North Acton station	B	P7, T1, T4
T23	Y	Access to Powerday site	B	P2, P9, T1, T4
T24	Y	High street crossing of West London Overground line	A	P2, T1, T2, T3, T5
T25	Y	Pedestrian/cycle link across West London line at proposed Hythe Rd station	A	P2, T1, T2, T3

Item No.	Shown on map?	Item	Phasing A: 0-20 yrs B: 20+ yrs	Relevant Local Plan Policy/ies
T26	Y	Improved pedestrian/cycle bridge, CarGiant site to Willesden Junction Station	A	P2, T1, T2, T3
T27	Y	Park Royal Road/ Coronation Road junction improvements	A	P6, T1, T2, T3, T5, T6
T28	Y	Abbey Road junction improvements	A	P5, P6, T1, T2, T3, T5, T6
T29	Y	Improved pedestrian access towards Park Royal station from north	A	P5, T1, T2, T3
T30	Y	A40 junction improvements (Hanger Lane gyratory, Gypsy Corner and Savoy Circus)	A	P5, T1, T5, T6
T31	NA	General street improvements in Park Royal	A/B	P5, P6, T1, T2, T3, T5, T6
T32	NA	Junction improvements in surrounding areas	A/B	T1, T2, T3, T5, T6
T33	NA	Mini-Holland standards adopted across the OOC core area	A/B	T1, T3
T34	NA	Cycle hire; Legible London wayfinding and signage	A/B	T1, T3
T35	NA	Bus operating revenue support for new services and compensation during construction	A	T1, T5
T36	NA	New bus routes and bus infrastructure including bus stops, bus stands, welfare and maintenance facilities	A/B	T1, T5
T37	NA	Transport construction mitigation	A/B	T9, EU5
2. Utilities infrastructure				
UT1	NA	Delivery of optical fibre along road network	A	EU1, EU2, EU7
UT2	NA	Alternative technology, such as wireless point to point bridges	A	EU1, EU2, EU7
UT3	N	Not yet determined - further work to be undertaken by OPDC in 2016 through the Environment & Utilities Working Group with Thames Water	A	EU1, EU3

Item No.	Shown on map?	Item	Phasing A: 0-20 yrs B: 20+ yrs	Relevant Local Plan Policy/ies
UT4	N	Not yet determined - further work to be undertaken by OPDC in 2016 through the Environment & Utilities Working Group with Thames Water	A	EU1, EU3
UT5	N	Potential district-wide SuDS	A	EU1, EU3, EU8
UT6	N	Alternative technology, such as pneumatic waste collection systems and anaerobic digestion systems	A/B	EU1, EU4, EU5
UT7	N	Decentralised Energy heat network	A	EU1, EU6
UT8	N	Grid delivered energy – Electricity	A	EU1, EU6
UT9	N	Grid delivered energy – Gas	A	EU1, EU6
UT10	N	Tokington and Stonebridge Flood Alleviation Scheme	A	EU1, EU3
UT11	N	Strategic SuDS	A	EU1, EU3, EU8
UT12	NA	On-site sustainable urban drainage systems	A	EU1, EU3, EU8
3. Social Infrastructure				
SI1	N	One-form expansion of primary school (off-site; options to be explored)	A	SI1, SI2
SI2	N	Two-form expansion of secondary school (off-site; options to be explored)	B	SI1, SI2
SI3	Y	Two-form primary school #1 (Old Oak North)	A	P2, SI1, SI2
SI 4	Y	2 two-form primary schools #2 & #3 (Old Oak South)	B	P1, SI1, SI2
SI 5	Y	All-through (3-19 years) four-form school (site to be identified)	A	SI1, SI2
* Further work to be undertaken with councils and the EFA to understand capacity to expand schools. If this is not possible all additional school capacity will be needed to be provided in the OPDC area.				
SI 6	Y	Health centre # 1 (approximately 1,200sqm to accommodate 6 GPs, dentists, pharmacists and opticians)	A	OSP3, P1, SI1, SI3
SI 7	Y	Health centre # 2 (approximately 1,200sqm to accommodate 6 GPs, dentists, pharmacists and opticians)	A	OSP3, P1, SI1, SI3
SI 8	Y	Health centre # 3 (approximately 1,200sqm to accommodate 6 GPs, dentists, pharmacists and opticians)	A	OSP3, P1, SI1, SI3

Item No.	Shown on map?	Item	Phasing A: 0-20 yrs B: 20+ yrs	Relevant Local Plan Policy/ies
SI9	Y	Health centre # 4 (approximately 1,200sqm to accommodate 6 GPs, dentists, pharmacists and opticians)	B	OSP3, P2, SI1, SI3
SI10	Y	Health centre # 5 (approximately 1,200sqm to accommodate 6 GPs, dentists, pharmacists and opticians)	B	P7, SI1, SI3
* Health care provision will change reflecting the changing NHS landscape, the focus on the wider preventative agenda and as models of health and social care are reviewed, revised and amended. On-site health care provision will need to respond to these requirements and may be incorporated into fewer buildings that may also be mixed use.				
SI11	N	425sqm extension to existing police facility #1 (location to be determined)	A	SI1
SI12	N	425sqm extension to existing police facility #2 (location to be determined)	B	SI1
SI13	N	Intensification (1,500sqm) of Park Royal Fire Station	A	SI1, SI13
SI14	N	Additional capacity at existing ambulance stations	A	SI1
SI15	N	On-site contact point/police shop	A	SI1
SI16	N	25sqm on-site CCTV monitoring suite.	A	SI1
SI17	Y	Community hub #1 of 2,600sqm, which could be co-located with other services such as GPs, police and primary schools, or could be provided as a series of smaller centres	A	P1, SI1, SI4
SI18	Y	Community hub #2 of 2,600sqm	B	P2, SI1, SI4
4. Green infrastructure				
GI1	N	New on-site green open spaces	A	P1, P2, P3, P4, P5, P6, P7, D1, D3, EU8
GI2	N	Enhancing existing green open spaces	A	P1, P2, P4, P5, P10, D1, D3, EU8
GI3	N	New on-site hard landscaped open spaces	A	P1, P2, P3, P4, P5, P6, P7, P10, D1, D3

Item No.	Shown on map?	Item	Phasing A: 0-20 yrs B: 20+ yrs	Relevant Local Plan Policy/ies
GI4	Y	Improvements to the Grand Union Canal towpath	A	P1, P2, P4, D1, D3
GI5	N	Sensitive enhancements to existing open space, including Wormwood Scrubs and Birchwood	A	P10, D1, D3, EU8
GI6	Y	New path along north side of Grand Union Canal	B	P2, P4, D1, D3
GI7	N	Play space for under 5s within development plots	A/B	D1, D3
5. Socio-economic Infrastructure				
SE1	NA	Local employment, training & apprenticeship programmes	A/B	E5
SE2	NA	Local business support programmes and supply chain initiatives	A/B	E5
SE3	NA	Local entrepreneurship and innovation programmes	A/B	E4
SE4	NA	Affordable workspace and meanwhile uses promoting new business start-ups and providing support for SMEs and social enterprises	A/B	OSP5, P7, E4, TC3
SE5	NA	Cultural participation programmes and public art	A/B	TC5
SE6	NA	Sports participation programmes; Facilities and programmes to promote healthy lifestyles	A/B	TC5
SE7	NA	Schools engagement programmes	A/B	E5

Managing and promoting development

1. WORKING WITH STAKEHOLDERS

13.27 A wide range of public and private sector stakeholders as well as existing and new residential and business communities will each play an important role in facilitating the delivery of this Local Plan. There are a number of policy areas within the Local Plan that require joint working with adjacent local planning authorities and other public sector bodies. In accordance with the Duty to Cooperate, OPDC works closely with these authorities and bodies, liaising on policy, development management and infrastructure delivery matters.

13.28 Figure 142 shows land ownership within the core development area at Old Oak. Today, over 50% of this land is in public sector ownership and together with the HS2's construction work sites, this could rise to over 75% within the Local Plan period. This strong public sector interest provides opportunities for the public sector to act as a coordinator and potential master developer. OPDC has established a Public Sector Advisory Panel (PSAP) to draw together and co-ordinate these public sector bodies. Early work shows that this public sector land could deliver approximately 12,000 homes and 49,000 jobs, of which 10,000 homes

and 31,000 jobs could be within this Local Plan period (2017-37). This provides the public sector with significant opportunities to realise the optimal value for their assets and bring significant opportunities for investment in homes, jobs, infrastructure and other economic benefits.

13.29 Within Old Oak, there are a number of transport depots and land designated as rail freight sites. These include:

- Intercity Express Programme (IEP) depot;
- Powerday site;
- Crossrail depot and sidings;
- European Metal Recycling (EMR); and
- North Pole East depot.

13.30 Within the Local Plan period, it is unlikely that either the IEP depot or Powerday site will be brought forward for development, as the former is required operationally and the latter is an important waste site that contributes towards identified London Plan waste apportionment figures.

13.31 This Local Plan does seek to bring forward development on the Crossrail depots, EMR site and North Pole East depot. In the case of the Crossrail depot and sidings, the Mayor has publicly stated that he considers it critical that this site be redeveloped, either

through reconfiguration and/or relocation to coincide with the opening date of Old Oak Common Station. OPDC has been working with Transport for London (TfL) and the Department for Transport (DfT) to assess how this could be achieved. In the case of the EMR site and North Pole East depot, their release for development is contingent on them being de-designated as rail freight sites, which must go through its own separate consultation process.

13.32 Land ownership in the Park Royal industrial estate is much more disparate than Old Oak but OPDC has been engaging with a number of landowners in this area, as well as the Park Royal Business Group who represent the businesses on the estate to identify how intensification could be achieved through gradual redevelopment over time.

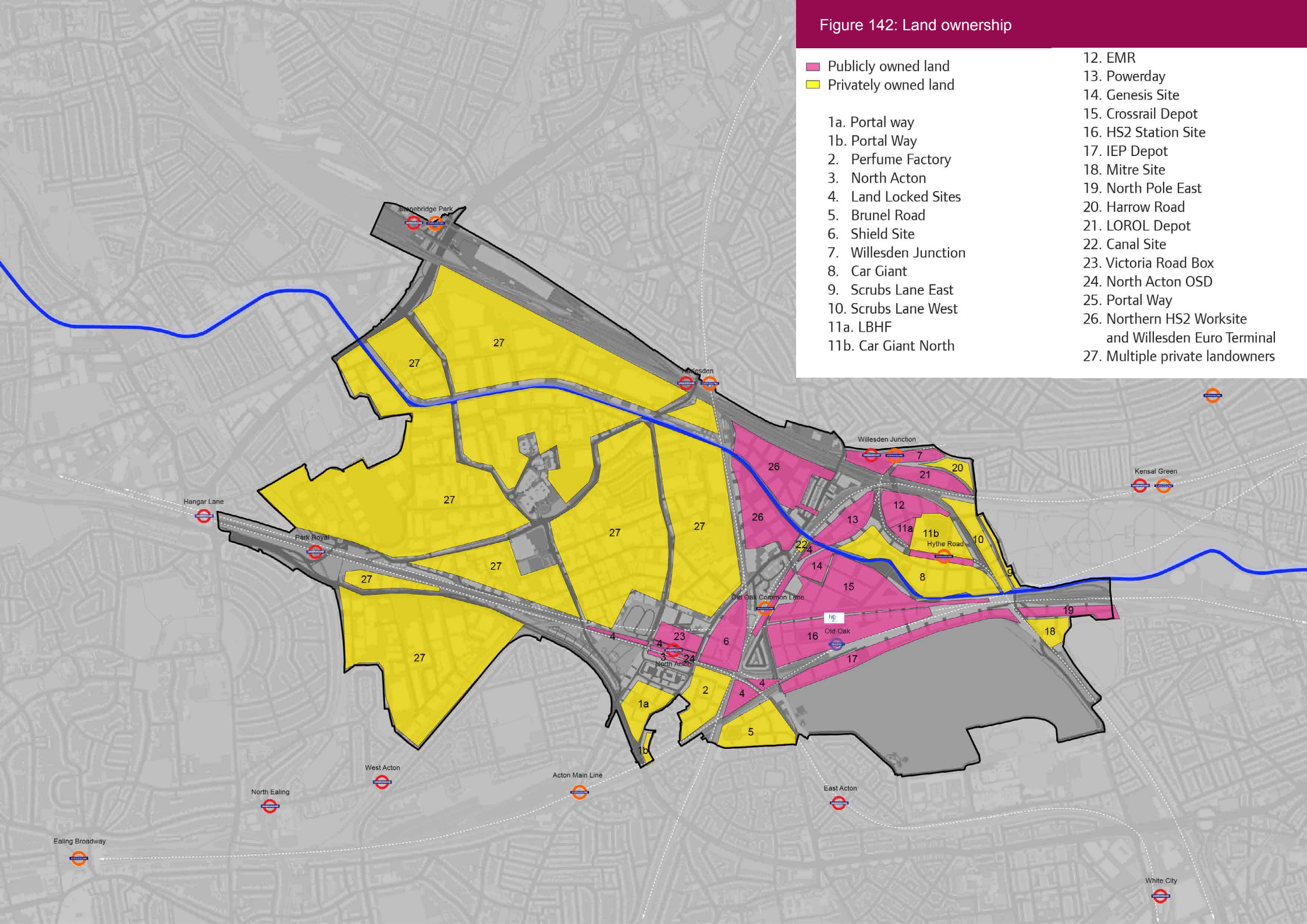
2. DETERMINING PLANNING APPLICATIONS

13.33 This Local Plan will form part of OPDC's development plan and will be a material consideration in the determination of planning applications in the OPDC area. The following outlines the process through which planning applications may take when being considered by OPDC.

Figure 142: Land ownership

- Publicly owned land
- Privately owned land

- 1a. Portal way
- 1b. Portal Way
- 2. Perfume Factory
- 3. North Acton
- 4. Land Locked Sites
- 5. Brunel Road
- 6. Shield Site
- 7. Willesden Junction
- 8. Car Giant
- 9. Scrubs Lane East
- 10. Scrubs Lane West
- 11a. LBHF
- 11b. Car Giant North
- 12. EMR
- 13. Powerday
- 14. Genesis Site
- 15. Crossrail Depot
- 16. HS2 Station Site
- 17. IEP Depot
- 18. Mitre Site
- 19. North Pole East
- 20. Harrow Road
- 21. LOROL Depot
- 22. Canal Site
- 23. Victoria Road Box
- 24. North Acton OSD
- 25. Portal Way
- 26. Northern HS2 Worksite and Willesden Euro Terminal
- 27. Multiple private landowners



Pre-application meetings

13.34 OPDC offers a pre-application advice service. The benefits of pre-application advice include providing clarity about planning policies, early identification of issues specific to a particular site. The process provides certainty at an earlier stage in the planning process. It is geared towards a proactive and positive engagement with applicants that seeks to improve the quality of design, and early discussions about matters such as affordable housing and section 106 agreements.

Local information requirements for the validation of planning applications

13.35 OPDC has a local list of information that must be submitted with a planning application. This list is published on the OPDC [website](#) and will be reviewed at least once every two years. This draft Local Plan suggests additional documents that applicants would be encouraged to submit and OPDC's Validation List will be updated to include these as this Local Plan is progressed.

PLACE Review Group

13.36 OPDC is committed to embedding placemaking within the plan making and development management process, and to achieving the highest standards of design in new development. As part of this, an independent and impartial Design Review

Panel called the PLACE Review Group ('OPRG') has been established to advise OPDC on planning policy and development proposals. 'PLACE' stands for planning, landscape architecture, architecture, conservation and engineering. Panel members are professionals with experience in architecture, landscape architecture, urban design, environmental sustainability, inclusive design, development economics and delivery. OPRG reviews proposals at pre-application stage and post-submission before they are reported to Planning Committee.

13.37 Further information about the PLACE Review Group's purpose and the way it works with OPDC can be found on OPDC's [website](#).

Determination of applications

13.38 Once a planning application has been submitted to, and validated by OPDC, it is considered against relevant planning policy and any other material considerations. This Local Plan, alongside NPPF, London Plan, the Old Oak and Park Royal Opportunity Area Planning Framework (OAPF), any neighbourhood plans and Supplementary Planning Documents will form the basis for assessing and determining planning applications.

Enforcement Powers

13.39 Where necessary, OPDC will use its planning enforcement powers to ensure

that unacceptable development built without planning permission or other consents does not compromise the achieving of the policies set out in this Local Plan.

3. COMPULSORY PURCHASE POWERS

13.40 Compulsory purchase is the power that enables public bodies to acquire land, or rights over land, compulsorily in return for compensation. It is an important tool to assemble land needed to help deliver social, environmental and economic change. OPDC or the GLA's compulsory purchase powers were introduced by the Localism Act and the statutory basis is set out within Section 333ZA of the GLA Act 1999.

13.41 It may be in the interests of the proper and comprehensive planning of Old Oak and Park Royal for OPDC or the GLA to acquire land using these powers, if this would facilitate the regeneration of the OPDC area and if this regeneration could not be achieved without using these powers.

13.42 In exercising its CPO powers, OPDC or the GLA must have regard to the guidance in the DCLG Circular 'Compulsory Purchase and the Crichel Down Rules, October 2015' that a CPO 'should only be made where there is a compelling case in the public interest' and that the purposes for which an order is made 'sufficiently justify interfering with the human rights of those with an interest in the land affected'.

Monitoring Local Plan effectiveness

13.43 It is important to ensure that the policies in this Local Plan deliver regeneration for the area and tangible benefits to local communities and to Londoners. To ensure this, OPDC will identify indicators against which it can measure the success of the strategies and policies within this Local Plan and help to identify any potential need to review part or all of the Local Plan. Monitoring of these indicators will be reported through OPDC's annual Authority Monitoring Report (AMR).

13.44 OPDC will continue to undertake further work over the coming months to identify what these indicators might be. The indicators are likely to include the environmental targets identified in the Environment and Utilities Chapter and socio-economic targets and standards identified in OPDC's Socio-Economic Strategy, which OPDC plans to consult on in 2016. As part of this Local Plan consultation, we would like to invite stakeholders to suggest things that we should seek to monitor to help OPDC assess the effectiveness of Local Plan policies. This could include things such as:

- new homes permitted and delivered;
- non-residential floorspace permitted and delivered;

- town centre vacancy rates;
- cycle and car parking spaces approved; and
- new trees delivered.

Questions:

QD1e: What categories should OPDC look to monitor the effectiveness of the Local Plan against?

QD1f: What indicators should OPDC utilise to monitor the effectiveness of the Local Plan against?

You can provide comments directly through:

opdc.commonplace.is



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