

Q	Initial Question	OPDC Response	Follow up question	OPDC Follow up response
Q6	<p>Policy P1(i)(i) refers to the provision of an Old Oak South Local Park of a minimum of 2hectares in size but I cannot identify the location of this on figure 4.2 or indeed on the Policies Map itself. Should it be shown?</p>	<p>Areas of search for Local Parks are depicted in figure 3.13 supporting policy SP8. This reflects the need for flexibility in the delivery of Local Parks within Old Oak North and Old Oak South.</p> <p>The Old Oak North Development Framework Principles supporting study provides information for the indicative location of the Old Oak North Local Park and the Grand Union Canal Local Park. Therefore, indicative locations are illustrated in figures 4.2, 4.7 and 4.10.</p> <p>Due to the evolving nature of the Old Oak Common Station and HS2 construction work sites, and the delay of development on the Elizabeth Line Depot, flexibility is required for identifying the location(s) of the Old Oak South Local Park.</p> <p>Therefore, indicative locations for the Old Oak South Local Park are not depicted in figure 4.2 or the Policies Map. Supporting text to policy P1 (paragraph OOS.13) makes reference to the policy SP8 and the area of search for the Old Oak South Local Park.</p>	<p>I am not convinced by the responses to Q2, Q6, Q8, Q14 or Q15, for the following reasons. The policies map is meant to show the spatial incidence of policies. It should be capable of being used by potential developers and by development managers in consideration of applications to try to ascertain the effect of the plan on a particular piece of land. If a spatially applicable policy or proposal is not shown on the proposals map then its effectiveness and hence, the effectiveness of the plan, is likely to be compromised. Effectiveness is a component of soundness. The extent to which items are omitted from the policies map and only shown indicatively on figures because exact locations have yet to be defined is an indication of the extent to which further work may need to be done for the plan to be found sound. This subject may benefit from further discussion at a hearing session.</p>	<p>OPDC proposes to amend Figure 4.2 to illustrate an area of search for the Old Oak South Local Park reflecting the area of search shown on figure 3.13 and proposals for the HS2 Old Oak Common Station publicly accessible open space.</p>
<p>Q12</p> <p>Q13</p>	<p>Paragraph OON.13 includes the final sentence; "Park Road should be designed for all modes but should not be delivered as a through route for private vehicles" but this does not appear as a requirement in policy P2(g)(ii). Should it?</p> <p>Paragraph OON.14 says "Old oak Street should be designed to be a vehicular route, where feasible but, as with Park Road, it should not be designed as a through route for private vehicles." butthis does not appear as a requirement in policy P2(g)(ii). Should it?</p>	<p>Policy SP7(g) provides guidance for supporting the delivery of Old Oak Street and Park Road as new through routes for walking cycling and where feasible, buses and providing access only for private vehicles. This guidance is not set out in Place Policies to avoid repetition; however for information purposes is included in paragraphs OON.13 and OON.14. To ensure appropriate policy links are provided, OPDC proposes to amend paragraphs OON.13 and OON.14 as follows:</p> <p>OON.13. Park Road will be an early key route delivered across Old Oak North, connecting Old Oak Common Lane to Scrubs Lane. This vital piece of infrastructure should be delivered within the first 5 years of the plan period, to significantly enhance east west connectivity and permeability and PTALs. The street will also be critical for servicing development plots along its length, which have been identified for early delivery and is key to OPDC delivering 2,800 homes and 1,900 jobs in this place during the first ten years of the plan period. Policy SP7 requires that Park Road should be designed for all modes, but should not be delivered as a through route for private vehicles.</p> <p>OON.14. Old Oak Street may be delivered later than Park Road but will provide an important connection to Old Oak Common Station and Willesden Junction Station. Policy SP7 requires that Old Oak Street should be designed to be a vehicular route, where feasible, but as with Park Road, it should not be designed as a through route for private vehicles. Infrastructure studies have shown that the delivery of the northern most section of Old Oak Street across Harlesden Place to Willesden Junction is likely to be very challenging to deliver as an all modes route and at the time of the publication of this Local Plan, OPDC would support its delivery as a wide pedestrian and cycle only connection, but stakeholders should</p>	<p>I understand the points about avoiding repetition made in the OPDC's responses to my Qs 12, 13 and 16 but I remain concerned about the effectiveness of the plan in terms of the ability of developers and development managers to identify with ease all the policies and provisions of the plan which may apply to any particular site. This matter may best be discussed further at a hearing session along with my Q2.</p>	<p>OPDC has sought to not include policies which are implemented across more than one place in the place policies. Therefore, to avoid repetition, guidance for the whole of Park Road and Old Oak Street is provided within SP7 and illustrated in figure 3.10 as the streets cross more than one place. OPDC would preferred to continue this approach for Park Road and Old Oak Street to ensure a consistent approach.</p>

		<p>refer to OPDC's Infrastructure Delivery Plan (IDP) to find the most up-to-date position on infrastructure requirements.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>		
Q16	<p>Paragraph NA.8 notes the designation of the Quattro site within the West London Waste Plan and says proposals should accord with this designation but that requirement does not appear in policy P7 or on figure 4.21. Should it?</p>	<p>The policy for the management of the Quattro site in accordance with the West London Waste Plan is set out in Policy EU6(a)(ii). OPDC considers this to be the most efficient approach to provide policies to manage all five West London Waste Plan sites within the OPDC area without repeating policy across a number of Place Policies.</p>	<p>I understand the points about avoiding repetition made in the OPDC's responses to my Qs 12, 13 and 16 but I remain concerned about the effectiveness of the plan in terms of the ability of developers and development managers to identify with ease all the policies and provisions of the plan which may apply to any particular site. This matter may best be discussed further at a hearing session along with my Q2.</p>	<p>OPDC has sought to not include policies which are implemented across more than one place in the place policies. Therefore, to avoid repetition, guidance for waste management sites is provided in policy EU6 and illustrated in figure 6.7 as waste management sites are located in more than one place. OPDC would preferred to continue this approach for waste management sites to ensure a consistent</p>