

Table Q5 – As assessment of Infrastructure Delivery Plan references within the Local Plan to ensure appropriate infrastructure information is contained within the Local Plan

Q5 Reference	Infrastructure item(s)	Relevant infrastructure and policy reference	Proposed modifications
3.49	It is important that these large-scale transport projects are also supported by a range of more localised projects. These include new and enhanced bus routes and frequencies and improved walking and cycling environments. Further details can be found in the Transport chapter and OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>• Bus infrastructure – T6</li> <li>• Walking and cycling environments – Place Policies and T2</li> </ul>	None
3.64	Figure 3.13 identifies indicative locations for these new local parks, as well as other new publicly accessible open spaces to be delivered in the OPDC area. Further details on the requirements for open space provision can be found in the places chapter, in Policy EU1 (Open Space) and in OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>• Local Parks – SP8, P1, P2, P3 and EU1</li> <li>• Other open spaces – EU1(c)(ii)</li> </ul>	None
SP10(c) and (e)	(c) contributes appropriately and proportionately towards required infrastructure identified in OPDC's Infrastructure Delivery Plan (IDP), at a rate and scale sufficient to support the area's development and growth; (e) safeguards land required to deliver area-wide and site-specific infrastructure identified in OPDC's IDP and/or policies in the Local Plan;	<ul style="list-style-type: none"> <li>• General infrastructure – Various Strategic, Place and Development Management policies</li> </ul>	None
3.89	A significant amount of new and/ or enhanced infrastructure will be required to unlock the regeneration of the area. Details on OPDC's infrastructure requirements are in OPDC's Infrastructure Delivery Plan (IDP). Developers will be expected to engage early with OPDC and with infrastructure service providers to discuss infrastructure requirements. Some infrastructure will relate to a particular site, whilst some will relate to the wider area. It is important that each development provides a fair contribution towards both site-specific and areawide infrastructure. Alongside this, the impacts arising from the development across the area will need to be coordinated and adequately mitigated.	<ul style="list-style-type: none"> <li>• General infrastructure – Various Strategic, Place and Development Management policies</li> </ul>	A significant amount of new and/ or enhanced infrastructure will be required to unlock the regeneration of the area. Details on OPDC's infrastructure requirements are in <a href="#">set out within Local Plan policies and OPDC's Infrastructure Delivery Plan (IDP)</a> .
OOS.15 (two references)	The creation of a new commercial centre, major town centre and high density mixed use neighbourhoods will necessitate the provision of a substantial amount of infrastructure. OPDC's IDP identifies the likely requirements for infrastructure in the area. A significant amount of social infrastructure will be required. Current population and child yield projections indicate that there is a need to deliver one community hub, one super nursery and one sports centre in Old Oak South. These requirements are based on current population and child yield projections, which could change over time thereby impacting on the size and type of facilities required (see Policy TCC4). Proposals should appropriately safeguard land for and contribute to and/or deliver these and other infrastructure requirements set out in the IDP, in accordance with Policy SP10.	<ul style="list-style-type: none"> <li>• Social infrastructure – P1(e)</li> <li>• Publicly accessible open spaces – P1(i)</li> </ul>	<a href="#">Local Plan policies and OPDC's IDP</a> identifies the likely requirements for infrastructure in the area. A significant amount of social infrastructure will be required. Current population and child yield projections indicate that there is a need to deliver one community hub, one super nursery and one sports centre in Old Oak South. These requirements are based on current population and child yield projections, which could change over time thereby impacting on the size and type of facilities required (see Policy TCC4). Proposals should appropriately safeguard land for and contribute to and/or deliver these and other infrastructure requirements set out in the <a href="#">Local Plan policies and IDP</a> , in accordance with Policy SP10.
OOC.3	OPDC will also work with transport operators to appropriately safeguard land for other supported rail connections into the station. At the time of publication of this Local Plan, this include the proposed Chiltern Line services. Please see OPDC's IDP for up-to-date requirements for safeguarding.	<ul style="list-style-type: none"> <li>• None</li> </ul>	References to the Chiltern Line Services are provided in supporting text paragraph OOC.3 reflecting its current status. Should this element of infrastructure be confirmed relevant policies will be updated.
OON.14	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 refer to OPDC's Infrastructure Delivery Plan (IDP) to find the most up-to-date position on infrastructure requirements.	<ul style="list-style-type: none"> <li>• Old Oak Street – P2(g)(ii)</li> </ul>	None
OON.23 (two references)	The delivery of development in Old Oak North and creation of a high quality place will necessitate the provision of a substantial amount of infrastructure. OPDC's IDP identifies the likely requirements for infrastructure in the area. A significant amount of social infrastructure will be required. Current population and child yield projections indicate that there is a need to deliver one 4-form entry primary school, one health hub, one super nursery, one community hub and one sports centre in Old Oak North. These requirements are based on current population and child yield projections, which could change over time thereby impacting on the size and type of facilities required (see Policy TCC4). Proposals should appropriately safeguard land for and contribute to and/or deliver these and other infrastructure requirements set out in the IDP, in accordance with Policy SP10.	<ul style="list-style-type: none"> <li>• Town centre uses – P2(b)</li> <li>• Publicly accessible open spaces – P2(h)</li> </ul>	b) Contributing to the delivery of a range of town centre uses, <a href="#">including social infrastructure</a> , along key routes, at Harlesden Place, at the potential Hythe Road Station and along the Grand Union Canal to deliver the Grand Union Canal food and beverage quarter;  Proposals should appropriately safeguard land for and contribute to and/or deliver these and other infrastructure requirements set out in the <a href="#">Local Plan and IDP</a> , in accordance with Policy SP10.
GUC.15	Unlocking the comprehensive redevelopment of Old Oak will necessitate the provision of a substantial amount of new and improved physical infrastructure along and across the Grand Union Canal. Any infrastructure adjacent to or across the canal will need to ensure that the canal's structural integrity is not compromised. OPDC's IDP identifies the likely requirements for infrastructure which are based on current population projections. These could change over time impacting on the size and type of infrastructure required.	<ul style="list-style-type: none"> <li>• Canal bridges – P3(d)</li> <li>• Publicly accessible open spaces – P3(j)</li> </ul>	OPDC's IDP identifies the likely requirements for infrastructure which are based on current population projections. These could change over time impacting on the size and type of infrastructure required <a href="#">which have informed Local Plan policies</a> .
NA.16 (two references)	The development of high density mixed use areas will necessitate the provision of a substantial amount of social and physical infrastructure. Within Acton Wells, OPDC's IDP identifies that there is a need for one super nursery and an on-site secondary school. Based on current phasing and population yield assumptions, the study identifies the need for 9 forms of entry within this facility <sup>9</sup> . Further details on the specification and the approach to the provision of this facility (including alternative arrangements) are set out in the IDP.	<ul style="list-style-type: none"> <li>• Community uses – P7(d)</li> <li>• Publicly accessible open spaces – P7(i)</li> </ul>	d) Focusing town centre, employment, <a href="#">community, social infrastructure</a> , cultural and catalyst uses within North Acton Neighbourhood Town Centre and along Old Oak Street;  The development of high density mixed use areas will necessitate the provision of a substantial amount of social and physical infrastructure. Within Acton Wells, OPDC's IDP identifies that there is a need for one super nursery and an on-site secondary school. Based on current phasing and population yield assumptions, the study identifies the need for 9 forms of entry within this facility. Further details on the <a href="#">phasing</a>

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			specification and the approach to the provision of this facility (including alternative arrangements) are set out in the IDP.
NA.18	Development proposals within Acton Wells should safeguard land to enable the potential delivery of the West London Orbital Line, which may include an interchange with Old Oak Common Lane Station and passenger services running on the existing Dudding Hill Line. Development proposals should also safeguard land for the potential delivery of the Chiltern Line to Old Oak Common Station. Applicants should refer to OPDC's IDP for the most up-to-date requirements.	<ul style="list-style-type: none"> <li>None</li> </ul>	References to the Chiltern Line Services are provided in supporting text paragraph NA.18 reflecting its current status. Should this element of infrastructure be confirmed relevant policies will be updated.
OCL.2	The station is being designed to serve the North London Line Richmond branch but there are also proposals for a West London Orbital Route, running from Hounslow to Brent Cross on the existing Dudding Hill Line with trains potentially stopping at Old Oak Common Lane Station. Proposals should safeguard for the delivery of any infrastructure associated with this connection. Applicants should refer to OPDC's IDP for the most up-to-date requirements.	<ul style="list-style-type: none"> <li>None</li> </ul>	References to the West London Orbital Route are provided in supporting text paragraph OCL.2 reflecting its current status. Should this element of infrastructure be confirmed relevant policies will be updated.
SL.12	To support place making and provide facilities for new and existing communities, new publicly accessible open spaces and public realm improvements should be delivered as early as is feasible. Further requirements for these publicly accessible open spaces can be found in the proceeding cluster policies and in OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>Publicly accessible open spaces – P10(e), P10C1(e), P10C2(c), P10C3(c), P10C4(c)</li> <li>Social infrastructure is to be provided within Old Oak North and Old Oak South</li> <li>Highway, walking and cycling routes – P10(d)</li> </ul>	None
WJ.8	WJ.8. A proposed street network centred on Old Oak Street aims to address issues of severance <sup>1</sup> . Old Oak Street seeks to connect Willesden Junction station to Harlesden town centre, providing an improved, convenient and direct connection. It will also connect Willesden Junction station south to Harlesden Place in Old Oak North. Infrastructure studies <sup>2</sup> 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 refer to OPDC's Infrastructure Delivery Plan (IDP) to find the most up-to-date position on infrastructure requirements.	<ul style="list-style-type: none"> <li>Old Oak Street connections – P2(g)(ii), P11(e)</li> </ul>	It will also connect Willesden Junction station south to Harlesden Place in Old Oak North. Infrastructure studies <sup>2</sup> 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 refer to OPDC's Infrastructure Delivery Plan (IDP) to find the most up-to-date position on infrastructure requirements. <a href="#">Updates to the IDP will be used to inform updates to the Local Plan.</a>
WS.7	However, as development proceeds, there may be a need for additional or alternative locations/ alignments for these accesses. The most up to date requirements are set out in OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>None</li> </ul>	However, as development proceeds, there may be a need for additional or alternative locations/ alignments for these accesses. The most up to date requirements are set out in <a href="#">figure 4.45</a> and OPDC's Infrastructure Delivery Plan (IDP).
6.12	An important element of the publicly accessible open space network is Local Parks. OPDC's Environmental Standards Study identifies that three local parks of at least 2ha should be incorporated into the development area at Old Oak. One local park is proposed in Old Oak South near to the Old Oak Common station. Another is proposed in Old Oak North, whilst the third local park is proposed by the Grand Union Canal, with contributions towards its delivery from development in both the Old Oak South and Old Oak North places. Further details on these local parks can be found in the Old Oak South (P1), Old Oak North (P2) and Grand Union Canal (P3) place policies. These parks would provide much needed onsite open space, that would act as a focal point for the new community, provide important ecological assets and will be a major component of a climate resilience strategy. In addition to three local parks, development proposals will be expected to demonstrate that sites are supported by existing or proposed smaller open spaces and contribute to the delivery of other publicly accessible open spaces as set out in the Places chapter and/or in the IDP.	<ul style="list-style-type: none"> <li>Local Parks – SP8, P1, P2, P3 and EU1</li> <li>Other publicly accessible open spaces – EU1(c)(ii)</li> </ul>	None
6.34	OPDC recognises the environmental and cost benefits realised from an integrated approach to water management, in accordance with Policy SP10. An Integrated Water Management Strategy (IWMS) has been produced that identifies options for sustainably managing water to meet the changing needs of occupiers of the development. The approach set out in the IWMS seeks to reduce the risks of flooding across the development area and wider drainage network whilst minimising the demand on stressed water resources, taking into account the effects of climate change. The recommendations from the IWMS have been embedded into this policy, the relevant Place policies and the infrastructure requirements in the Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>Water Management – EU3(b)(c)(i)</li> <li>SuDs – P3(l)(ii), P12(f)</li> </ul>	None
6.101	As set out in the supporting text to Policy EU10, low temperature district heating systems are expected to offer greater efficiency as decarbonisation of the electricity grid begins to favour the use of heat pumps utilising low carbon heat sources. To enable the use of low temperature heat networks, systems within buildings will need to be designed and commissioned for low temperature operation. Please see OPDC's Infrastructure Delivery Plan for OPDC's requirements relating to this.	<ul style="list-style-type: none"> <li>Energy network – EU10</li> </ul>	None. The requirement for energy networks is set out in policy EU10(a)(b) and (c). Detailed requirements are considered to be too detailed to be included within the Local Plan. This is provided within the IDP and will be provided within SPDs.
EU10(f)	contribute to and/or deliver new heat, cooling and electricity networks to accord with the specification requirements set out in OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>Energy network – EU10</li> </ul>	None. The requirement for energy networks is set out in policy EU10(a)(b) and (c). Detailed requirements are considered to be too detailed to be included within the Local Plan. This is provided within the IDP and will be provided within SPDs.
6.110	In respect of heat, OPDC's preferred approach is to develop a strategically planned decentralised heat network. In accordance with the new draft London Plan, secondary heat sources for decentralised networks should be prioritised. OPDC's Utilities Study demonstrates that the OPDC area has access to a number of low carbon heat sources including heat from the Grand Union Canal, sewage networks, aquifers and potentially heat from Energy from Waste (EfW). The	<ul style="list-style-type: none"> <li>Energy network – EU10</li> </ul>	None. The requirement for energy networks is set out in policy EU10(a)(b) and (c). Detailed requirements are considered to be too detailed to be included within the Local Plan. This is provided within the IDP and will be provided within SPDs.

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	work has also demonstrated that the available low carbon heat sources could meet much of the baseload heat demand for the development. Any heat network would need to accord with guidance set out in OPDC's Infrastructure Delivery Plan (IDP).		
6.124	There are existing broadband issues in the OPDC area, in particular, in Park Royal. OPDC is working with broadband and telecommunications companies to overcome these. New development proposals should deliver the highest speeds of wired and wireless broadband, to enable businesses in the Old Oak and Park Royal area to appropriately compete with other businesses on the global stage. Developers should engage early within OPDC to identify existing provision and to design their telecommunications infrastructure to appropriately connect into any area-wide open access network. Specification requires, where known, are included within OPDC's Infrastructure Delivery Plan.	<ul style="list-style-type: none"> <li>Broadband – EU11</li> </ul>	None. The requirement for broadband networks is set out in policy EU11(b)(v). Detailed requirements are considered to be too detailed to be included within the Local Plan. This is provided within the IDP and will be provided within SPDs.
T2(a)	deliver or contribute to new and enhanced walking infrastructure, in line with Policy SP7 on connections and the walking interventions identified within the Infrastructure Delivery Plan (IDP);	<ul style="list-style-type: none"> <li>Walking network – T2(a) and Place Policies</li> </ul>	Development proposals will be supported where they: a) deliver or contribute to new and enhanced walking infrastructure, in line with Policy SP7 on connections <a href="#">shown on figure 7.5</a> and the walking interventions identified within the Infrastructure Delivery Plan (IDP); b) support
7.14	The regeneration of Old Oak and Park Royal presents an opportunity to enhance the existing and provide new environments for pedestrians across and into the wider surrounding area. OPDC's IDP identifies the key interventions in walking infrastructure required to maximise the number of walking trips through the delivery of a high quality walking environment. These interventions must also be supported by a high quality on-site walking environment. Figure 7.5 shows the indicative future key walking routes in Old Oak and Park Royal. In Old Oak, in addition to the key walking routes identified, other local streets would also contribute towards the walking network.	<ul style="list-style-type: none"> <li>Walking network – T2(a) and Place Policies</li> </ul>	Refer to proposed modification for policy T2(a).
T3(a)	deliver and/ or contribute to new and existing cycle networks and infrastructure identified in the IDP;	<ul style="list-style-type: none"> <li>Cycling network – T3 and Place Policies</li> </ul>	Development proposals will be supported where they: a) deliver and/ or contribute to new and existing cycle networks <a href="#">shown on figure 7.7</a> and infrastructure identified in the IDP;
7.24	New and enhanced bridges and underpasses, are identified within OPDC's IDP. These are needed where there are currently barriers to movement, such as across the A40, the A406, the various rail lines and the Grand Union Canal. Cycle wayfinding signage will be required to improve the legibility and navigation to, from and through the area and to create legible cycling links to nearby local centres such as Harlesden, White City, Queens Park and Ladbroke Grove, Alperton, East Acton, Kensal Rise and Kensal Canalside and to central London.	<ul style="list-style-type: none"> <li>Bridges and underpasses – illustrated within place diagrams</li> <li>Canal Bridges – P3(d)</li> </ul>	<p>Para 3.53 refers to the need to connect to surrounding areas; however, the Local Plan does not clearly identify the need to deliver bridges/underpasses beyond the canal crossings identified in policy P3. To provide clarification that the delivery of new and improved bridges and underpasses are required, paragraph 3.53 will be amended as follows:</p> <p>To support the sustainable regeneration of the area, development will be required to deliver and/ or contribute to the creation of a series of high quality and accessible streets, <a href="#">bridges and underpasses</a>, connecting the area seamlessly with its surroundings. This will ensure that existing and future communities can benefit from the transport improvements, services and employment opportunities on offer in the OPDC area and vice versa.</p> <p>To clarify that place diagrams illustrate new bridges and underpasses, paragraph 7.24 is proposed to be amended as follows:</p> <p>New and enhanced bridges and underpasses, <a href="#">are depicted in the place policies and</a> are identified within OPDC's IDP.</p>
T5(a)	deliver/ contribute towards rail infrastructure and capacity, including the range of rail interventions identified within the Infrastructure Delivery Plan,	<ul style="list-style-type: none"> <li>Rail interventions – Place Policies and T5</li> </ul>	Development proposals will be supported where they: a) deliver/ contribute towards rail infrastructure and capacity, including the range of rail interventions identified within the Infrastructure Delivery Plan, <a href="#">and place policies</a> which aim to enhance rail capacity within Old Oak and Park Royal;
T6(a)	facilitate, deliver and contribute to the existing and future bus network and infrastructure, including the range of interventions identified within the IDP	<ul style="list-style-type: none"> <li>None</li> </ul>	None
7.45	Additional infrastructure is required for buses to effectively serve development in Old Oak and Park Royal and link to the wider area (see bus infrastructure interventions identified within the IDP). Bus infrastructure will include bus priority measures such as bus lanes, priority at junctions, bus gates and bus only links as well as suitably located bus stops with countdown facilities, stands and welfare provision for drivers. This bus infrastructure will improve bus reliability, capacity and connectivity and reduce the likelihood of people using their private vehicles. Bus infrastructure will also unlock sites, providing an effective public transport mode that can provide the capacity to move thousands of people per day.	<ul style="list-style-type: none"> <li>Additional bus infrastructure and routes – Policy T6 and figure 7.14</li> </ul>	None
TCC4(c) and (d(i))	<p>(c) securing the delivery of, or contributions towards, enhanced or new social infrastructure facilities to meet the needs arising from development. Social infrastructure facilities should meet the specification requirements outlined in OPDC's Infrastructure Delivery Plan (IDP), unless otherwise agreed by OPDC and the relevant service provider;</p> <p>d(i) in locations identified in the Places chapter and/or OPDC's IDP, unless the on-site facility can be provided on an alternative site, if this is agreed by OPDC and the service provider and it is shown that the delivery of the facility on an alternative site meets the needs of the development and is deliverable;</p>	<ul style="list-style-type: none"> <li>Social infrastructure – Supporting text to policy TCC4</li> <li>Social infrastructure – Supporting text to policies P1, P2 and P7. Policy P6.</li> </ul>	(c) securing the delivery of, or contributions towards, enhanced or new social infrastructure facilities to meet the needs arising from development. Social infrastructure facilities should meet the specification requirements outlined in <a href="#">supporting text to this policy and</a> OPDC's Infrastructure Delivery Plan (IDP), unless otherwise agreed by OPDC and the relevant service provider;

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10.26	Given the significant scale of regeneration planned in the area, OPDC has identified a need for a significant amount of new social infrastructure facilities to serve the population arising from development in the area. These requirements are set out in OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>Social infrastructure – Supporting text to policy TCC4</li> <li>Social infrastructure – Supporting text to policies P1, P2 and P7. Policy P6.</li> </ul>	Given the significant scale of regeneration planned in the area, OPDC has identified a need for a significant amount of new social infrastructure facilities to serve the population arising from development in the area. These requirements are set out in <a href="#">the following paragraphs, place policies and OPDC's Infrastructure Delivery Plan (IDP)</a> .
10.27	The IDP identifies the specific places required to deliver education, health, community and sports and leisure facilities. Development proposals will need to have regard to this and ensure that land required for these facilities is safeguarded in accordance with policy SP10.	<ul style="list-style-type: none"> <li>Social infrastructure – Supporting text to policy TCC4</li> <li>Social infrastructure – Supporting text to policies P1, P2 and P7. Policy P6.</li> </ul>	The <a href="#">place policies and IDP</a> identifies the specific places required to deliver education, health, community and sports and leisure facilities. Development proposals will need to have regard to this and ensure that land required for these facilities is safeguarded in accordance with policy SP10.
10.33	10.33. In respect of community space, modelling shows the need for two community hubs, each of 2,600sqm. The community hubs should provide for a variety of community facilities and could include facilities such as public toilets, a community café, faith space, youth space and halls for hire. Current modelling shows that one of these community hubs should be located in Old Oak North (P2) and the other in Old Oak South (P1). The Social Infrastructure Needs Study also identifies a need for on-site emergency service provision - see the IDP for further details.	<ul style="list-style-type: none"> <li>Emergency service provision – supporting text to policy TCC4.</li> </ul>	Supporting text to policy TCC4 makes reference to emergency services but officers consider further information could be provided for envisaged requirements. To deliver this, paragraph 10.33 will be amended as follows:  The Social Infrastructure Needs Study also identifies a need for on-site emergency service provision <a href="#">and expansion of existing facilities. In relation to on-site provision, current modelling shows 3 Police Ward Offices are required which can be co-located with other social infrastructure across the OPDC area. see the IDP for further details.</a> Requirements for sports and leisure facilities are set out in further detail in Policy TCC6.
10.35	Given the timescales over which the plan is proposed and the complexity of delivery, there is a need for a degree of flexibility in the approach to on-site provision of social infrastructure. It is therefore likely that the place specific requirements for education and health facilities in particular will need to be kept under regular review, particularly for facilities identified within later development phases. In recognition of this need for flexibility, on-site facilities may be located on alternative sites if this is agreed by OPDC and service providers. The most up-to-date position on all required social infrastructure provision is set out in OPDC's IDP.	<ul style="list-style-type: none"> <li>Social infrastructure – Supporting text to policy TCC4</li> <li>Social infrastructure – Supporting text to policies P1, P2 and P7. Policy P6.</li> </ul>	The most up-to-date position on all required social infrastructure provision is set out in <a href="#">the Local Plan and OPDC's IDP</a> .
10.37	Proposals for large-scale social infrastructure that are not required to meet the needs of development and are not included in OPDC's IDP, would also be considered against the criteria in the catalyst uses policy (see Policy TCC8).	N/A. Policy clarification information.	None
TCC6(c(iv))	delivers new public sports and leisure centres in locations identified in the Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>Sports and leisure infrastructure – TCC6 and supporting text to policies P1 and P2.</li> </ul>	delivers new public sports and leisure centres in locations identified in <a href="#">place policies supporting text and the Infrastructure Delivery Plan (IDP)</a> .
10.50	Sports and leisure facilities are likely to be privately operated and run. OPDC recognises the role these private facilities can play in meeting needs. However, it will also be important to secure affordable concessions access to sport and leisure facilities, particularly for those on lower incomes and for families with young people and children, who are often restricted from accessing private facilities. Specific large-scale public access facilities should be provided in the locations identified in OPDC's Infrastructure Delivery Plan (IDP).	<ul style="list-style-type: none"> <li>Sports and leisure infrastructure – TCC6 and supporting text to policies P1 and P2.</li> </ul>	Specific large-scale public access facilities should be provided in the locations identified in <a href="#">place policies supporting text and in OPDC's Infrastructure Delivery Plan (IDP)</a> .
10.61	Catalyst Uses Statements would not be required for facilities identified in OPDC's IDP, which are necessary to meet the needs of development, such as a school or primary care centre.	N/A. Policy clarification information.	None
DI1(b)	secure the delivery of infrastructure necessary to support sustainable development, meet the needs of development and where necessary, mitigate the impacts of development as identified in the Local Plan policies and/or in the Infrastructure Delivery Plan (IDP) by:	<ul style="list-style-type: none"> <li>General infrastructure – Various Strategic, Place and Development Management policies</li> </ul>	None
11.7 (three references)	OPDC's Infrastructure Delivery Plan (IDP) identifies the key infrastructure required to unlock the comprehensive regeneration of the area. The IDP is an important supporting document for this Local Plan and will be updated regularly to stay 'live' to the infrastructure delivery requirements and challenges that implementing this Local Plan will entail. The IDP updates will be informed by phasing and capacity information that will also be regularly monitored as the development comes forward in the OPDC area.	<ul style="list-style-type: none"> <li>General infrastructure – Various Strategic, Place and Development Management policies</li> </ul>	OPDC's Infrastructure Delivery Plan (IDP) identifies <a href="#">details of</a> the key infrastructure required to unlock the comprehensive regeneration of the area. The IDP is an important supporting document for this Local Plan and will be updated regularly to stay 'live' to the infrastructure delivery requirements and challenges that implementing this Local Plan will entail. The IDP updates will be informed by phasing and capacity information that will also be regularly monitored as the development comes forward in the OPDC area. <a href="#">This information will be used to update the Local Plan.</a>
11.11	In accordance with OPDC's Validation Checklist, applicants should submit Planning Obligations Heads of Terms as part of their planning application material, to provide clarity on how they propose to appropriately contribute to infrastructure provision identified in OPDC's IDP.	<ul style="list-style-type: none"> <li>General infrastructure – Various Strategic, Place and</li> </ul>	In accordance with OPDC's Validation Checklist, applicants should submit Planning Obligations Heads of Terms as part of their planning application material, to provide clarity on how they propose to

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		Development Management policies	appropriately contribute to infrastructure provision identified in <a href="#">the Local Plan and OPDC's IDP</a> .
11.33(b) (two references)	Social infrastructure: Education, health and emergency service providers have been closely involved in the production of the Social Infrastructure Needs Study, which is informing the education, health and emergency service facility requirements set out in this Local Plan and/or in the IDP. In respect of health, OPDC has been working with the local Clinical Commissioning Groups (CCGs), local authority public health departments, North West London Health Trust and NHS England to derive the appropriate healthcare provision for the area and OPDC will continue to work with these groups to secure the appropriate delivery of healthcare infrastructure. In respect of education, OPDC has worked closely with the Local Education Authorities (LEAs) and the Education and Skills Funding Agency to identify education facility requirements. OPDC is also working with the local authorities and other social infrastructure service providers to identify the other social infrastructure requirements associated with development in the area and these requirements are set out in this Local Plan and in the IDP;	<ul style="list-style-type: none"> <li>General infrastructure – Various Strategic, Place and Development Management policies</li> </ul>	OPDC <del>is also</del> <del>has also</del> worked <del>ing</del> with the local authorities and other social infrastructure service providers to identify the other social infrastructure requirements associated with development in the area and these requirements are set out in this Local Plan and in the IDP;
11.50(c)	It may be in the interests of the proper planning and delivery of the Local Plan for Old Oak and Park Royal for OPDC to acquire land using compulsory purchase powers to deliver its aims and objectives as a regeneration body, where there is a compelling case in the public interest to use such powers. Such circumstances would include: c) supporting the delivery of infrastructure identified in OPDC's Infrastructure Delivery Plan (IDP), and the creation of development opportunities arising from the provision of that infrastructure.	<ul style="list-style-type: none"> <li>General infrastructure – Various Strategic, Place and Development Management policies</li> </ul>	c) supporting the delivery of infrastructure identified in <a href="#">the Local Plan and OPDC's Infrastructure Delivery Plan (IDP)</a> , and the creation of development opportunities arising from the provision of that infrastructure.
table 11.1 (P4)	There are opportunities to intensify employment space within Park Royal West to deliver more jobs. OPDC has been proactively engaging with landowners and businesses to demonstrate how they could make best use of their assets. OPDC has also been engaged with the host local authorities and the Park Royal Business Group to identify infrastructure requirements in Park Royal West and these requirements are included in OPDC's IDP.	<ul style="list-style-type: none"> <li>Park Royal West infrastructure – P4, Development Management Policies.</li> </ul>	OPDC has also been engaged with the host local authorities and the Park Royal Business Group to identify infrastructure requirements in Park Royal West and these requirements are included in <a href="#">the Local Plan and OPDC's IDP</a> .