

**OPDC Local Plan**

**Table of Post Submission Proposed Further Minor Modifications**

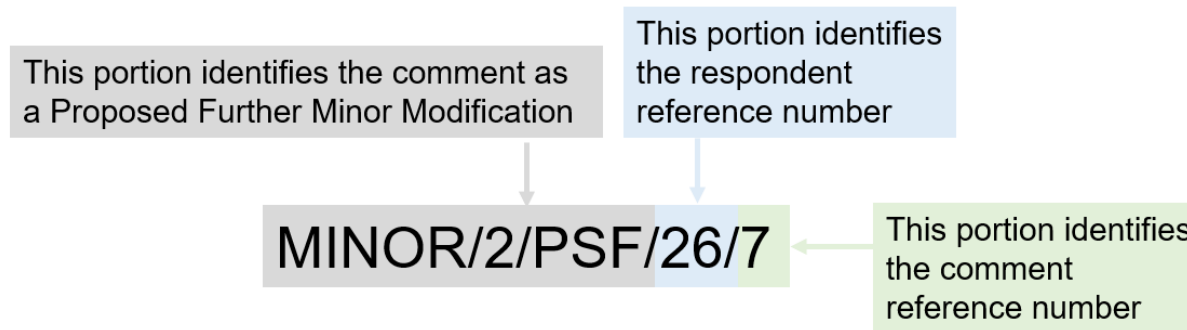
**September 2021**

## What's the role of this document?

This table of the proposed further minor modifications includes proposed changes made following the main modifications consultation that took place between 17 May and 5 July 2021. It includes both proposed text and figure changes.

## How to use this document

- Proposed further text modifications are shown as tracked-changes in blue text with a yellow highlight. Text shown in tracked-changes as red text are from previous modifications.
- Figure modifications are described and depicted from page 9.
- Figure references relate to the consultation comment reference number found in the Schedule of Consultation Comments and OPDC Officer Responses as follows:



Modification reference	Updated policy/ Para/figure	Modification
MINOR/2/PSF/26/7	Policies Map	Depiction of HS2 safeguarding area.
MINOR/2/PSF/33/4	Para 6.133	Where land is <u>suspected</u> , known or found to be contaminated, or where a sensitive use is proposed or exists, developers will be expected to assess their proposals using the eight stage process outlined in Table 6.2 including submitting a Preliminary Risk Assessment and Site Investigation Scheme as part of planning applications.
MINOR/2/PSF/40/33 MINOR/2/PSF/64/8	TCC1 g) and h)	<del>f)g) deliver mitigation measures, where identified should be supported</del> by an impact assessment in accordance with the NPPF and NPPG, where proposals are providing retail, leisure or office development that exceeds the thresholds <del>set out in paragraph 10.911 in e)i. and ii.;</del> and <del>e)h)</del> should contribute, where appropriate, to measures that will support the continuing vitality and viability of Harlesden District Town Centre, when providing town centre uses that exceed the thresholds <del>set out in paragraph 10.911 in e)i. and ii..</del>
MINOR/2/PSF/64/10	T1	<del>In Old Oak, Outside of designated Strategic Industrial Location (SIL) areas</del> m) Measures to prioritise bus movement, provide segregated facilities for cyclists and create pedestrianised areas will be supported. This will enable the achievement of the sustainable transport hierarchy, as set out in Policy SP7.
MINOR/2/PSF/64/11	Para 4.61	g) <u>removing through traffic on the Big X;</u> h) <u>supporting fast and reliable bus services and increasing capacity, including the potential for a complementary night shuttle bus service for shift workers;</u> i) <u>removing and rationalising car parking;</u> j) <u>supporting more efficient freight movements;</u> k) <u>better connecting the six rail stations surrounding Park Royal, via the Big X with better public realm, crossings, traffic calming, CCTV, lighting and signage to support walking and cycling;</u> l) <u>creating new public spaces and support street greening within the town centre;</u> m) <u>creating and upgrading pedestrian and cycles lanes facilities to deliver a joined up, accessible walking and cycle route network.</u>
MINOR/2/PSF/66/43	Para 3.20	OPDC's Development Capacity Study demonstrates that <u>this target can be achieved over the total development period in the next 30 years, that at least 20,10019,850 new homes are deliverable within the Local Plan period (2018-38), and that at least 13,670 new homes are deliverable within the London Plan 0-10 year period (2019-29).</u>
MINOR/2/PSF/66/70	Para 7.25	<del>Investments in</del> The importance of delivering "end-of-journey" cycle facilities in the form of secure cycle parking, lockers and showers <u>for places of work -are is recognised in the London Cycle Design Standards also vital.</u> <u>1. <a href="https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit">https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</a></u>

MINOR/2/PSF/96/6	Para 4.164	<u>Within Channel Gate, 30% of the area brought forward for mixed use development should be provided as publicly accessible open space. This should include the delivery of the new Channel Gate Local Park, of a minimum 2 hectares in size, located either side of the Grand Union Canal. Careful consideration will be need to be given to how the park interacts with the canal towpath and how passive surveillance over both spaces can be provided. An area of search is currently identified for this Local Park recognising that further detailed work is required to define its precise boundaries. If appropriate, OPDC will seek to apply an equitable equalisation mechanism to ensure delivery of the Local Park is not constrained by site ownership boundaries.</u>
MINOR/2/PSF/96/7	Para 4.168	<u>Subject to the agreement of Transport for London, should the bus depot no longer be required or is located to a suitable alternative site outside of Channel Gate, then OPDC would support delivery of the site for mixed use development. OPDC would also support proposals for the colocation of the bus garage with mixed use development where this is in accordance with other relevant policies.</u>
MINOR/2/PSF/99/4	Figure 4.27 Figure 4.30 Figure 4.32	Update relevant figures to remove the area of publicly accessible open space and walking and cycle route between Atlas Wharf site and Collective, and identify an alternative are of public open space and walking and cycling route to the north of the Atlas Wharf site.
MINOR/2/PSF/110/2	P7 d)  Para 4.106	Focusing town centre, <u>employment, social infrastructure, community, cultural and catalyst uses and Use Class E, B2 and B8 uses that are appropriately designed and serviced to support the within-North Acton Neighbourhood Town Centre within the town centre</u> and along Old Oak Street;  The area has the capacity to deliver <u>4,3006,200</u> new jobs during the plan period2 delivered across a range of town centre, <u>B1, B2 and B8 uses B2, B8 uses, Use Class E</u> and community and cultural uses.
MINOR/2/PSF/110/3	TCC2 c)	<u>c) Existing town centre uses should be protected, unless:</u> i. <u>it is no longer economically viable as demonstrated by accounts data and through competitive marketing for a period of at least 12 months; or</u> ii. <u>the facility can be appropriately replaced or provided elsewhere in the locality;-or</u> iii. <u>the facility is located within Park Royal SIL and exceeds the floorspace threshold in Policy TCC1 c) ii; or</u> iv. <u>It is demonstrated that reprovision would compromise the delivery of housing and job targets, particularly within Site Allocations.</u>
MINOR/2/PSF/115/4	Figure 3.15 and Tall Building	Area where tall buildings are appropriate adjusted to clarify the spatial implementation of policy P4C1(k) supporting tall buildings focussed along Coronation Road and proposed modification Figure/PS2/OPDC/3.15.

	Statement Update figure 2	
MINOR/2/PSF/117/14 and 117/79	Front cover  Para 1.14	<u>2018 to 2038</u>  OPDC is the local planning authority for the area and as such is responsible for plan-making including the production of a Local Plan. The OPDC Local Plan sets out OPDC's strategy for the sustainable development of its area as a whole, including the general amount, type and location of new development it considers could take place and the policies to which applications for planning permission should conform. <u>The OPDC Local Plan period is 2018 to 2038.</u>
MINOR/2/PSF/117/91	Para 3.4 c)	The Royal Borough of Kensington and Chelsea are lobbying the Mayor of London and TfL for a new Elizabeth Line station at Kensal, which could further increase the area's development capacity. The station's delivery is not yet committed <u>but is safeguarded within the Royal Borough of Kensington and Chelsea's Local Plan. but feasibility work is underway.</u>
MINOR/2/PSF/117/108	Para 3.56	<u>The western part of</u> Wormwood Scrubs Street's delivery is reliant on development being brought forward on the Intercity Express Programme (IEP) depot site
MINOR/2/PSF/117/136	Para 4.16	Delivering Old Oak Street as a high quality route will be particularly important for connectivity <u>as well as providing walking and cycling access to the Scrubs Lane.</u>
MINOR/2/PSF/117/147	P8	<b>Public realm and movement</b> a) Contributing to and /or enabling improvements to existing routes and junctions and delivery of new routes as shown in figure 4.27; b) Ensuring new and improved routes can accommodate walking, cycling, bus and other vehicular traffic during the construction and operational phases by: i. delivering improvements to underpasses; ii. delivering segregated cycle lanes along Victoria Road, Old Oak Common Lane, <u>Union Way</u> <del>Park Road</del> and where possible on Old Oak Lane; and iii. widening Old Oak Common Lane to include generous footpaths and segregated cycle lanes.
MINOR/2/PSF/117/204	Para 10.4	The town centre hierarchy looks to focus town centre uses into <u>four three</u> principle locations:
MINOR/2/PSF/117/218	Table 11.1	There are also significant infrastructure requirements for these sites, including a new access to North Acton station, a <u>new proposed</u> London Overground station at Old Oak Common Lane and the need for infrastructure associated with the West London Orbital Route.
MINOR/2/PSF/117/219	Table 11.1	The area's capacity to deliver new homes and jobs is limited largely to land in and around the Westway Estate and land around the Atlas Junction <u>neighbourhood town centre</u> , including the Oaklands site.
MINOR/2/PSF/117/220	Table 11.1	Channel Gate is currently in mixed land ownership, <u>and portions have been but is being</u> acquired

		through the High Speed Rail- (London – West Midlands) Act 2017 for the construction of the HS2 route and station at Old Oak Common.
MINOR/2/PSF/131/8	Para 4.28	The site is adjacent to the Twyford Waste <del>and Recycling Centre Transfer Station</del> which is safeguarded for waste apportionment purposes through the West London Waste Plan 2016 (see Policy EU6). <del>If the Twyford Waste and Recycling Centre Transfer Station were redeveloped for a non-waste use then compensatory provision would need to be made in line with the London Plan Policy SI9, WLWP and Local Plan Policy EU6.</del>
MINOR/2/PSF/133/5	P7 m)	Safeguarding <del>for and if relevant and appropriate, contribute to and / or deliver the potential proposed Old Oak Common Lane Station and</del> land for the delivery of the West London Orbital Line station and services within Acton Wells
MINOR/2/PSF/133/6	Para 4.118	Development proposals within Acton Wells should safeguard land to enable the potential delivery of the West London Orbital Line, <del>which is proposed to may</del> include an interchange with Old Oak Common Lane Station and passenger services <del>making use of running on</del> the existing Dudding Hill Line. <del>OPDC strongly supports the delivery of the West London Orbital and is working with TfL, west London boroughs and other relevant is currently undertaking work with stakeholders to undertake further work to further develop the business case for the scheme proposal, including options for funding, reviewing the feasibility of the scheme and updating the business case. The scheme is formally recognised in the London Plan.</del> 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
MINOR/2/PSF/133/7	P7C2 b) ii)	is integrated with <del>a proposed potential new</del> Old Oak Common Lane Station;
MINOR/2/PSF/133/8	P7C2 d)	Supporting the delivery of <del>a proposed potential new</del> Old Oak Common Lane London Overground Station to enhance public transport access and as an integral part of the built environment by providing:
MINOR/2/PSF/133/9	Para 4.128	The potential Old Oak Common Lane Station is a TfL transport requirement, to provide an appropriate interchange between services within Old Oak Common Station and other local services. The Station will need to be designed to support this role. <del>The station is not currently considered to be needed to support the quantum of development envisaged in this plan required to directly support Old Oak’s development transport needs; however, it is identified in the London Plan as a scheme that local plans should support and to support strategic transport needs, development should safeguard for and if relevant and appropriate, contribute to and / or deliver the station. Particularly given the station’s important strategic function for wider transport connectivity and its strong business case, OPDC strongly supports the delivery of this rail station and will be working proactively with TfL, Network Rail and other relevant stakeholders to secure its delivery.</del>
MINOR/2/PSF/133/10	4.129	The station is being designed to serve the North London Line Richmond branch <del>and the proposed but there are also proposals for a</del> West London Orbital line <del>route</del> , running from Hounslow to Brent Cross

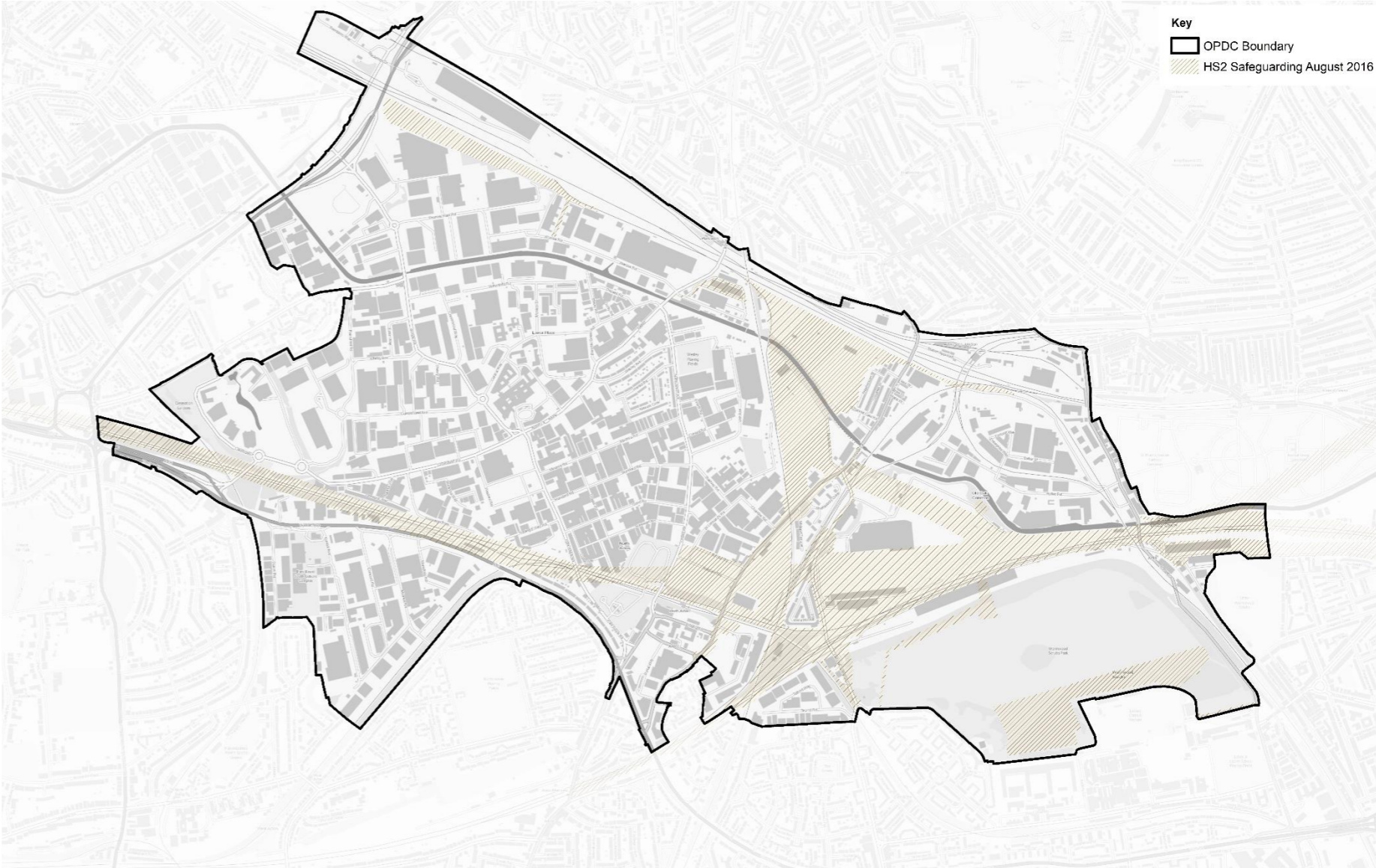
		<p>and making use of <del>en</del> the existing Dudding Hill Line, with trains potentially stopping at Old Oak Common Lane Station. <u>This is one of the schemes identified in table 10.1 in the London Plan and supported by its policy T1.</u> Proposals should safeguard for the delivery of any infrastructure associated with this connection <u>and if appropriate, contribute to or otherwise facilitate delivery of the scheme.</u></p>
MINOR/2/PSF/133/12	Infrastructure Delivery Plan – TR4	<p>Phase: <u>21+ Years0-20 years</u></p> <p>Comments: The station has <u>been identified by TfL as having a strong business case (with a BCR of 3.1:1), providing an appropriate interchange between services within Old Oak Common Station and other local services. has a strong strategic / regional case but has limited local impact on development capacity within the OPDC area.</u> The business case for the station estimates it would support the delivery of 80 additional homes and 800 Full Time Equivalent jobs. As such, <u>it is not currently considered to be needed to support the quantum of development envisaged in the Local Plan and is therefore, it is</u> considered a desirable, rather than necessary, piece of infrastructure.</p> <p>Proposals should safeguard for station delivery. Proposed east-west pedestrian and cycle link</p> <p>(Project TP16) has been assumed to enable future station delivery. The Station would be required to deliver the proposed West London Orbital service, and project costs are likely to form part of the overall WLO delivery.</p>
MINOR/2/PSF/133/11 MINOR/2/PSF/133/13	Infrastructure Delivery Plan – TR9	<p>Phase: <u>21+ Years0-20 years</u></p> <p>Comments: The WLO project is strongly supported by OPDC, and OPDC is working with partners in the West London Alliance and TfL on developing proposals.</p> <p>The project <u>is supported by the London Plan but is at a comparatively early stage of development and currently</u> has no committed funding <u>and. Modelling undertaken in 2017 for the potential proposed Old Oak Common Lane station suggested that the station</u> would have limited impact on capacity required to support growth within OPDC at this stage. As such, <u>this project</u> is <u>currently</u> considered a desirable, rather than necessary, piece of infrastructure for the purposes of the OPDC Local Plan and IDP. <u>However, there is ongoing work to develop the Business Case for the West London Orbital and the results of this work may mean there will be a need to review and update this item within the IDP accordingly.</u></p> <p>Costs for OOCL Station (TR4) also relate to delivery of the WLO, however further work is required to</p>

		<p>assess how the <del>WLO service would be served by a</del> future <u>proposed</u> OOCL station <u>will be delivered and WLO services accommodated.</u></p>
MINOR/2/PSF/141/1	Para 10.29	<p>In respect of health, <del>the</del> modelling <u>undertaken by the Clinical Commissioning Groups (CCGs)</u> shows the need for 1,564sqm of on-site health facility space within the Local Plan period. The Local Authorities and <del>Clinical Commissioning Groups (CCGs)</del> have confirmed that the preferred approach for the delivery of <del>this</del> <u>the on-site</u> floorspace is within one building, which allows the provision of health services at scale and provides for cost efficiencies. <u>However, requirements will need to be kept under review, including the potential for a second facility in the longer-term.</u> The Social Infrastructure Needs Study has assessed <del>the on-site needs for this facility, which shows the need for this facility within the Cargiant site allocation</del> <u>different site options for the new facility and identifies the Cargiant site allocation in Old Oak North North Acton and Acton Wells as the preferred option</u>, based on current projections.</p>



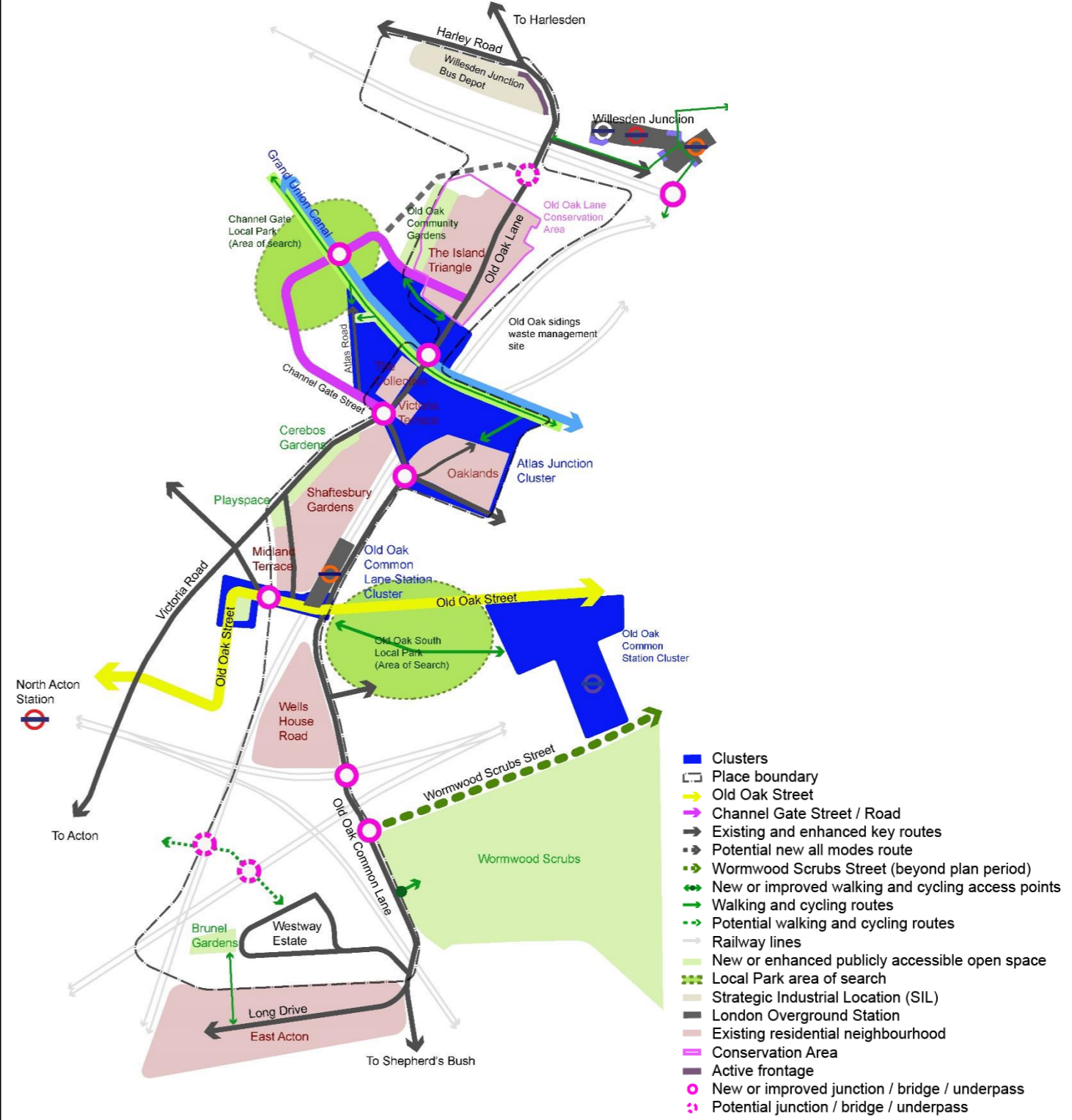
## Figure modifications

<b>Reference:</b>	MINOR/2/PSF/26/7	<b>Summary of changes:</b>	Depiction of HS2 safeguarding area.
<b>Policy:</b>	Policies Map		
<b>Figure number:</b>	N/A		
<b>Figure title:</b>	N/A		

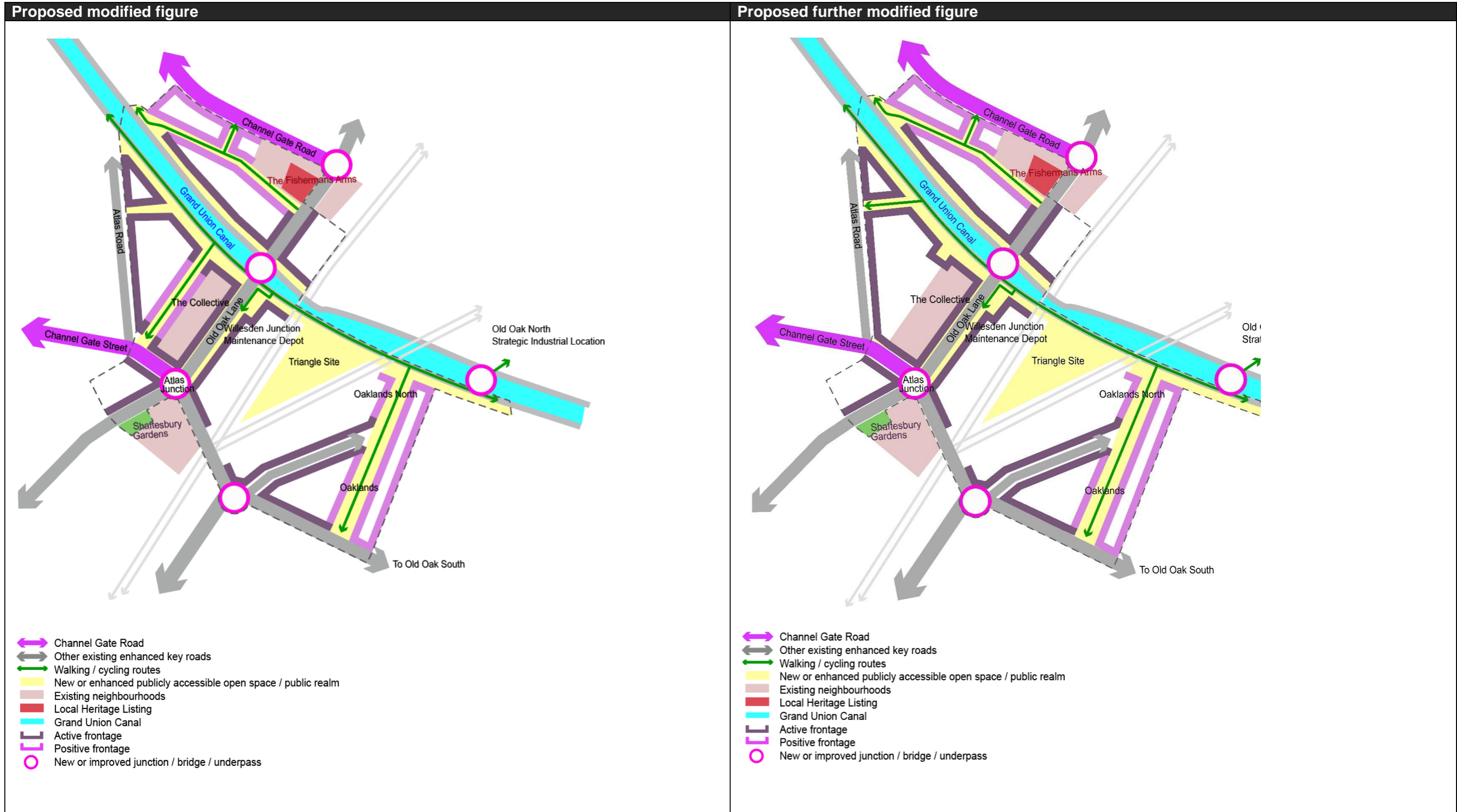
Submission Draft Local Plan figure	Proposed further modified figure
<p>Figure previously not shown</p>	 <p>The map displays a detailed street layout with a central area highlighted in yellow with diagonal hatching, representing the HS2 Safeguarding area as of August 2016. A black outline delineates the OPDC Boundary. A key in the top right corner identifies these elements: a black box for 'OPDC Boundary' and a yellow hatched box for 'HS2 Safeguarding August 2016'.</p>

<b>Reference:</b>	MINOR/2/PSF/99/4A	<b>Summary of changes:</b>	<ul style="list-style-type: none"> <li>• Removal of publicly accessible open space and walking and cycle route between Atlas Wharf site and Collective.</li> <li>• Identification of an alternative area of public open space and walking and cycling route to the north of the Atlas Wharf site.</li> </ul>
<b>Policy:</b>	P8		
<b>Figure number:</b>	Figure 4.27		
<b>Figure title:</b>	P8 Old Oak Lane and Old Oak Common Lane		

**Proposed modified figure** | **Proposed further modified figure**

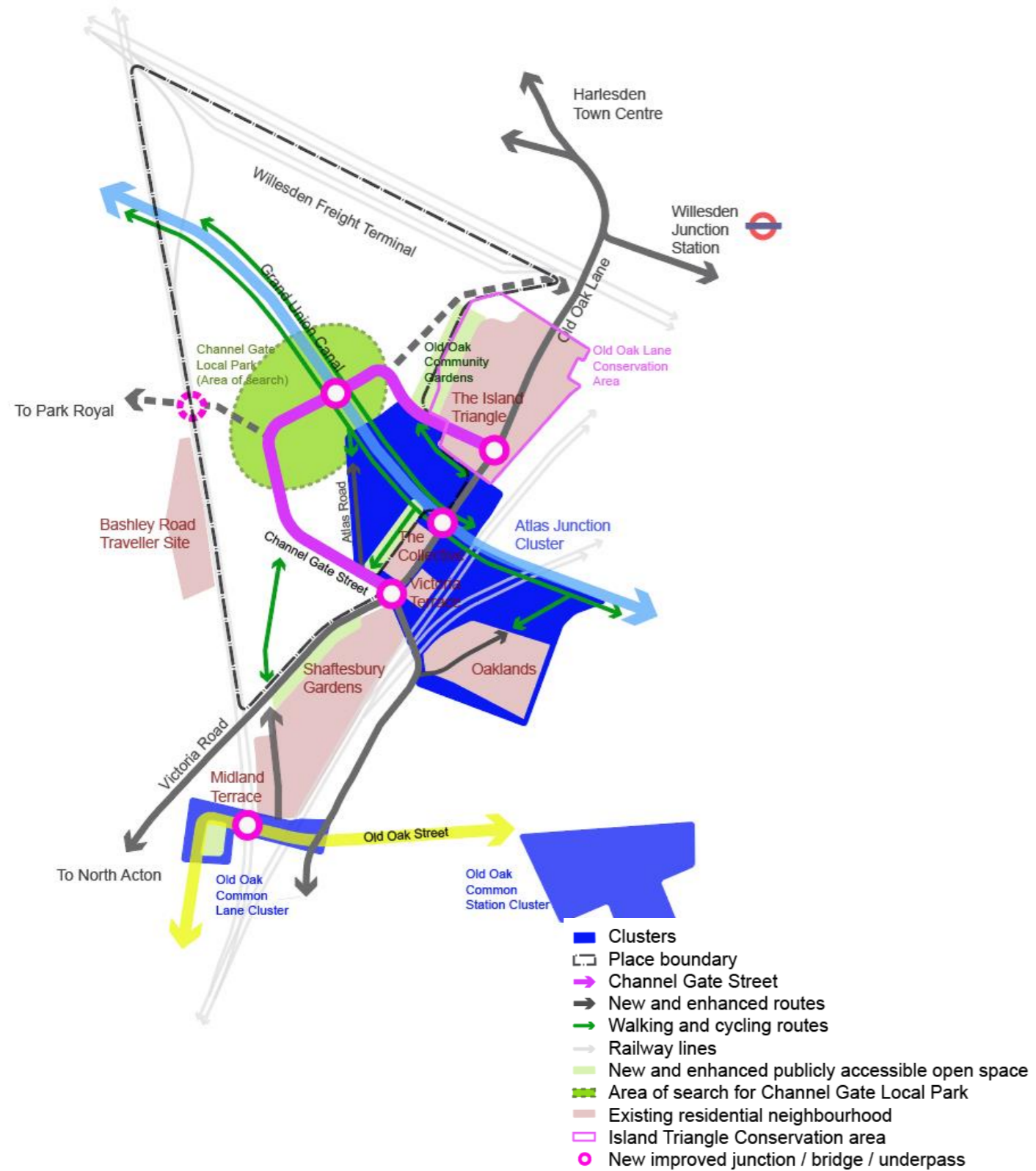


<b>Reference:</b>	MINOR/2/PSF/99/4B	<b>Summary of changes:</b>	<ul style="list-style-type: none"> <li>Removal of publicly accessible open space and walking and cycle route between Atlas Wharf site and Collective.</li> <li>Identification of an alternative area of public open space and walking and cycling route to the north of the Atlas Wharf site.</li> </ul>
<b>Policy:</b>	P8C1		
<b>Figure number:</b>	Figure 4.30		
<b>Figure title:</b>	P8C1 Atlas Junction Town Centre Cluster		



<b>Reference:</b>	MINOR/2/PSF/99/4C	<b>Summary of changes:</b>	<ul style="list-style-type: none"> <li>Removal of publicly accessible open space and walking and cycle route between Atlas Wharf site and Collective.</li> <li>Identification of an alternative area of public open space and walking and cycling route to the north of the Atlas Wharf site.</li> </ul>
<b>Policy:</b>	P9		
<b>Figure number:</b>	Figure 4.32		
<b>Figure title:</b>	P9 Channel Gate		

Proposed modified figure

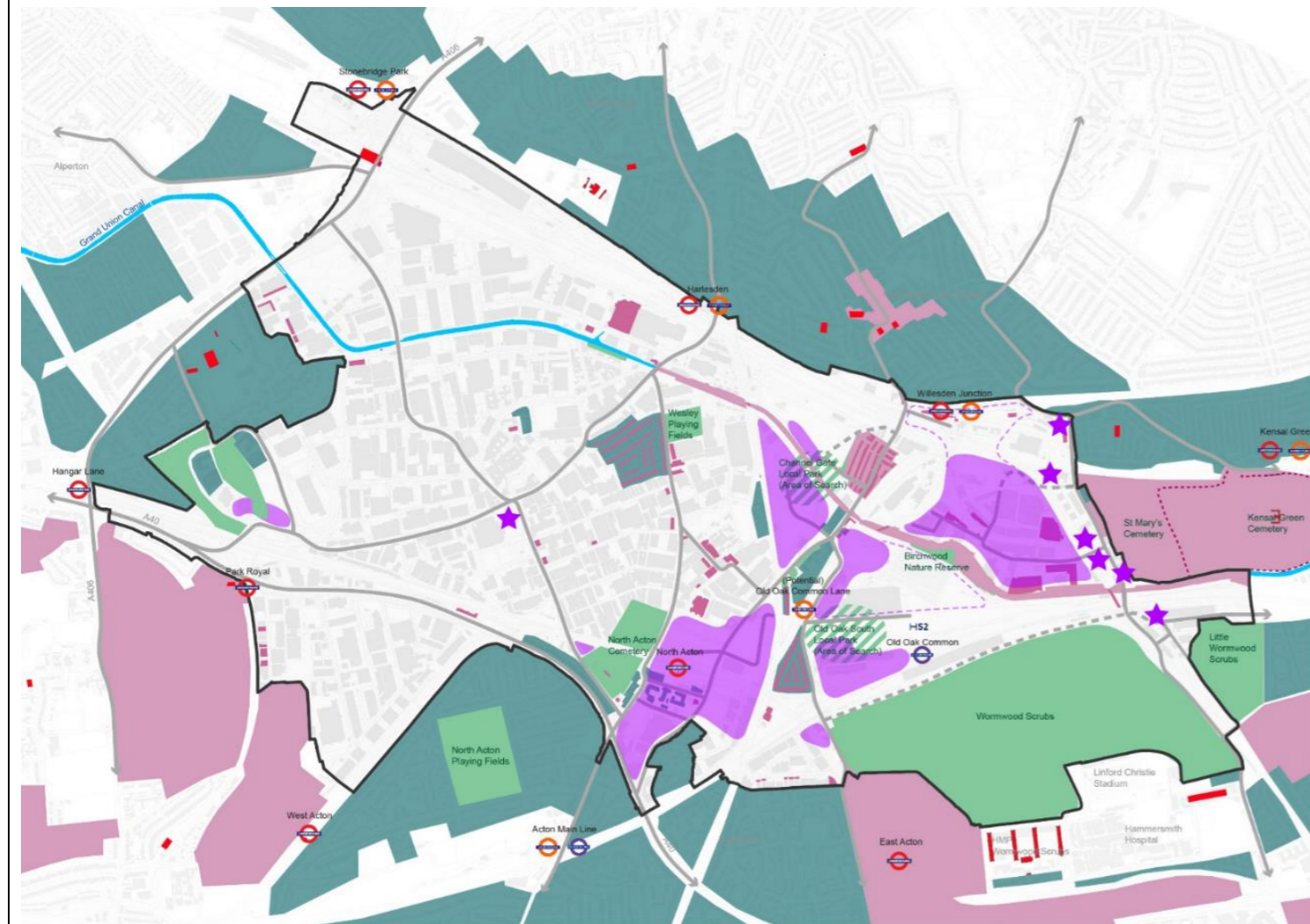


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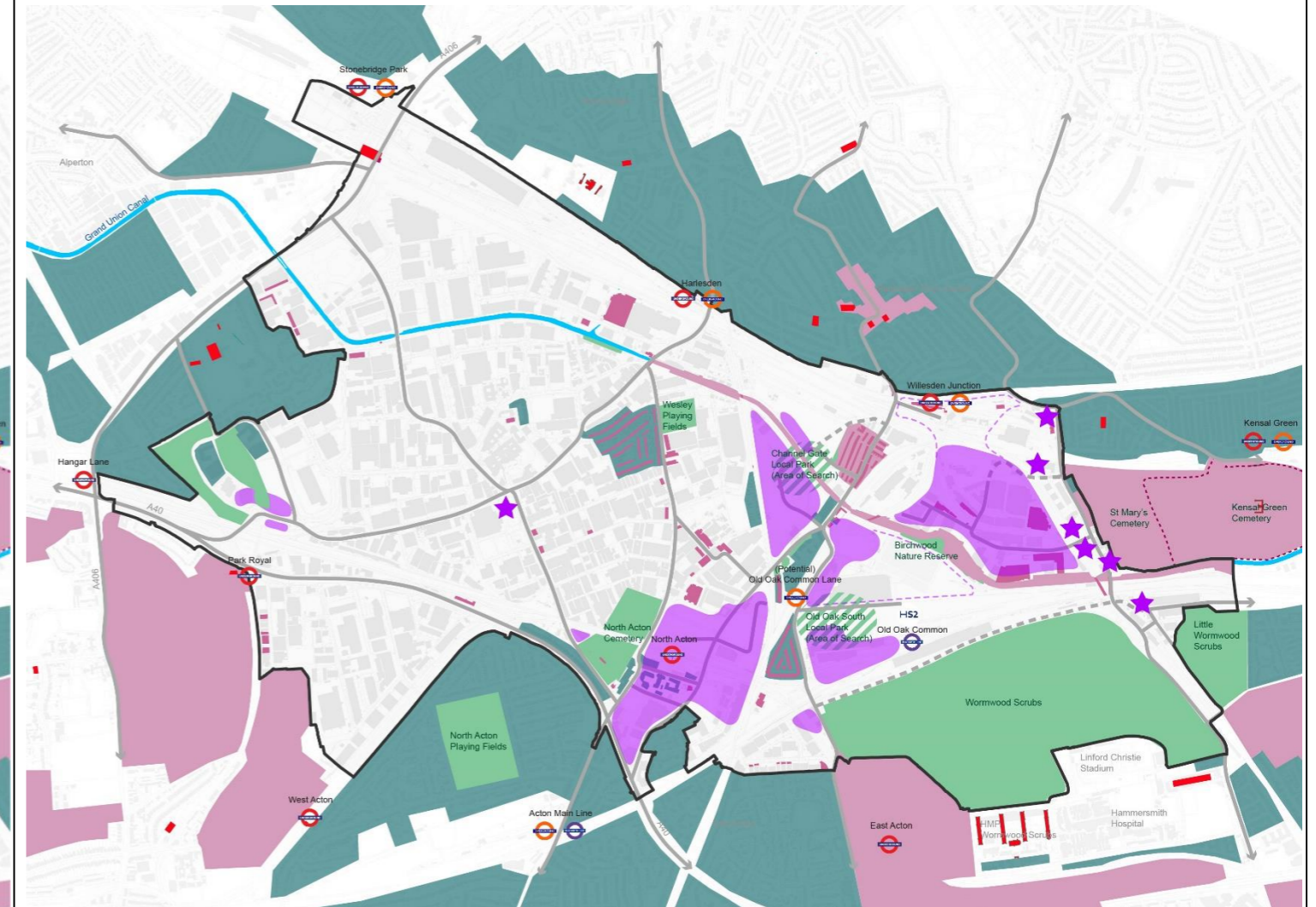
<b>Reference:</b>	MINOR/2/PSF/115/4A	<b>Summary of changes:</b>	<ul style="list-style-type: none"> <li>Area where tall buildings are appropriate adjusted to clarify the spatial implementation of policy P4C1(k) supporting tall buildings focussed along Coronation Road and proposed modification Figure/PS2/OPDC/3.15.</li> </ul>
<b>Policy:</b>	SP9		
<b>Figure number:</b>	3.15		
<b>Figure title:</b>	Sensitive locations and tall building locations		

**Proposed modified figure**



- OPDC Boundary
- Areas where tall buildings are appropriate
- Areas where tall buildings are appropriate beyond the plan period
- ★ Specific locations where tall buildings are an appropriate form of development
- Residential areas
- Existing publicly accessible open space
- Local Park area of search
- Statutory Listing Building
- Kensal Green Cemetery Registered Park and Garden
- Conservation Area
- Local Heritage Listing

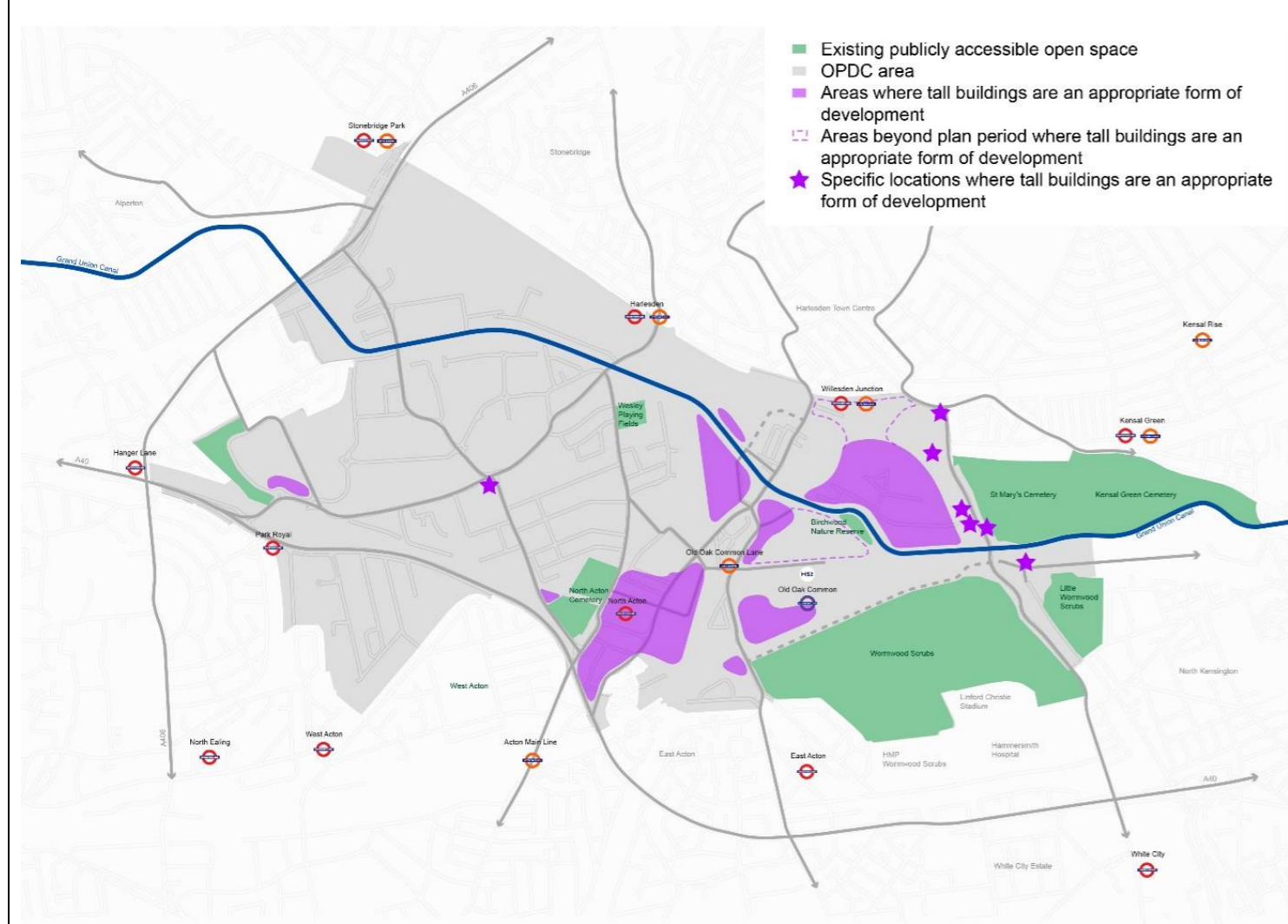
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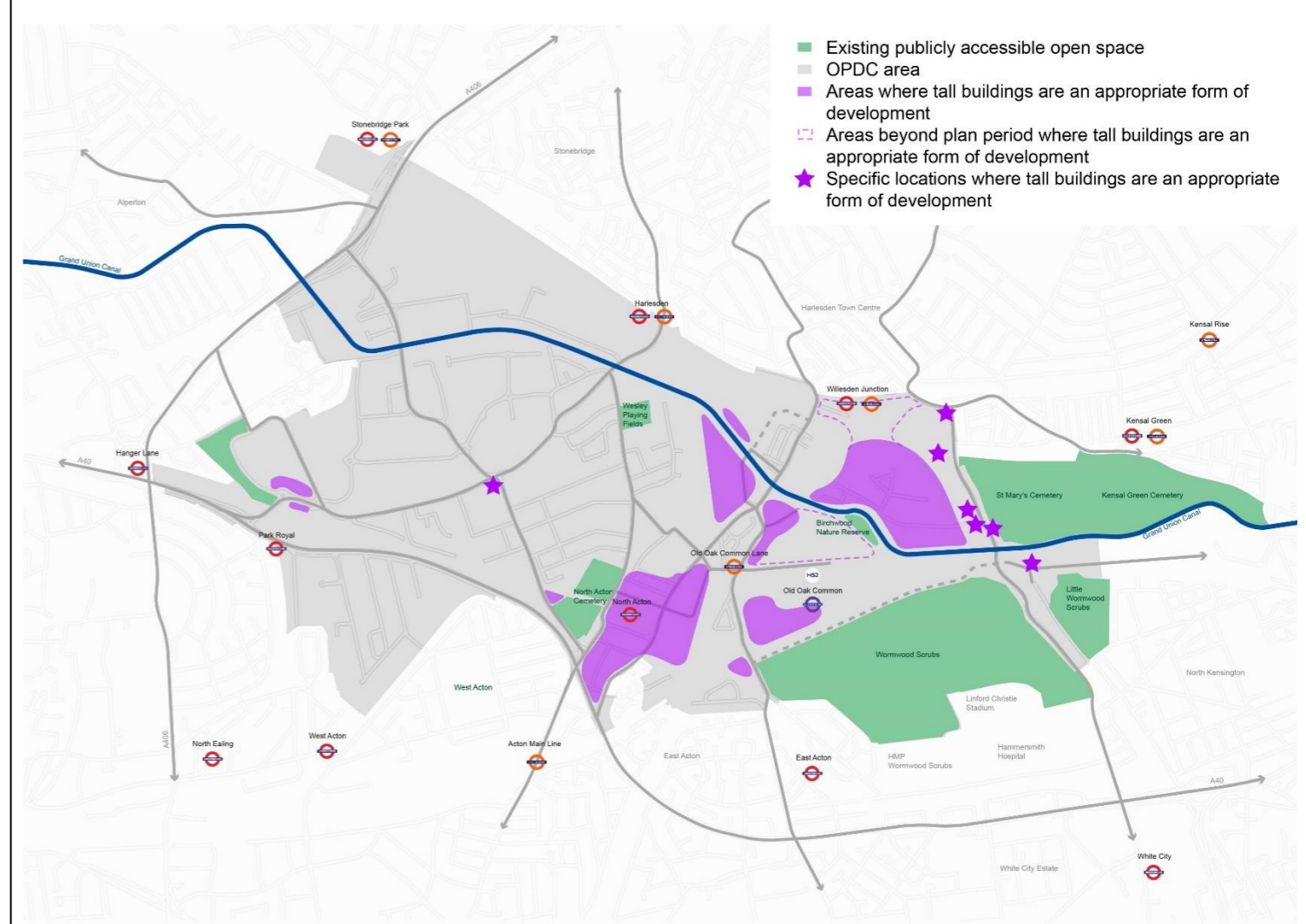
- OPDC Boundary
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- Conservation Area
- Local Heritage Listing

<b>Reference:</b>	MINOR/2/PSF/115/4B	<b>Summary of changes:</b>	<ul style="list-style-type: none"> <li>Area where tall buildings are appropriate adjusted to clarify the spatial implementation of policy P4C1(k) (Brewery Cluster) supporting tall buildings focussed along Coronation Road and proposed modification Figure/PS2/OPDC/3.15.</li> </ul>
<b>Policy:</b>	Tall Building Statement Update		
<b>Figure number:</b>	2		
<b>Figure title:</b>	Map of locations where tall buildings are an appropriate form of development		

**Proposed modified figure**

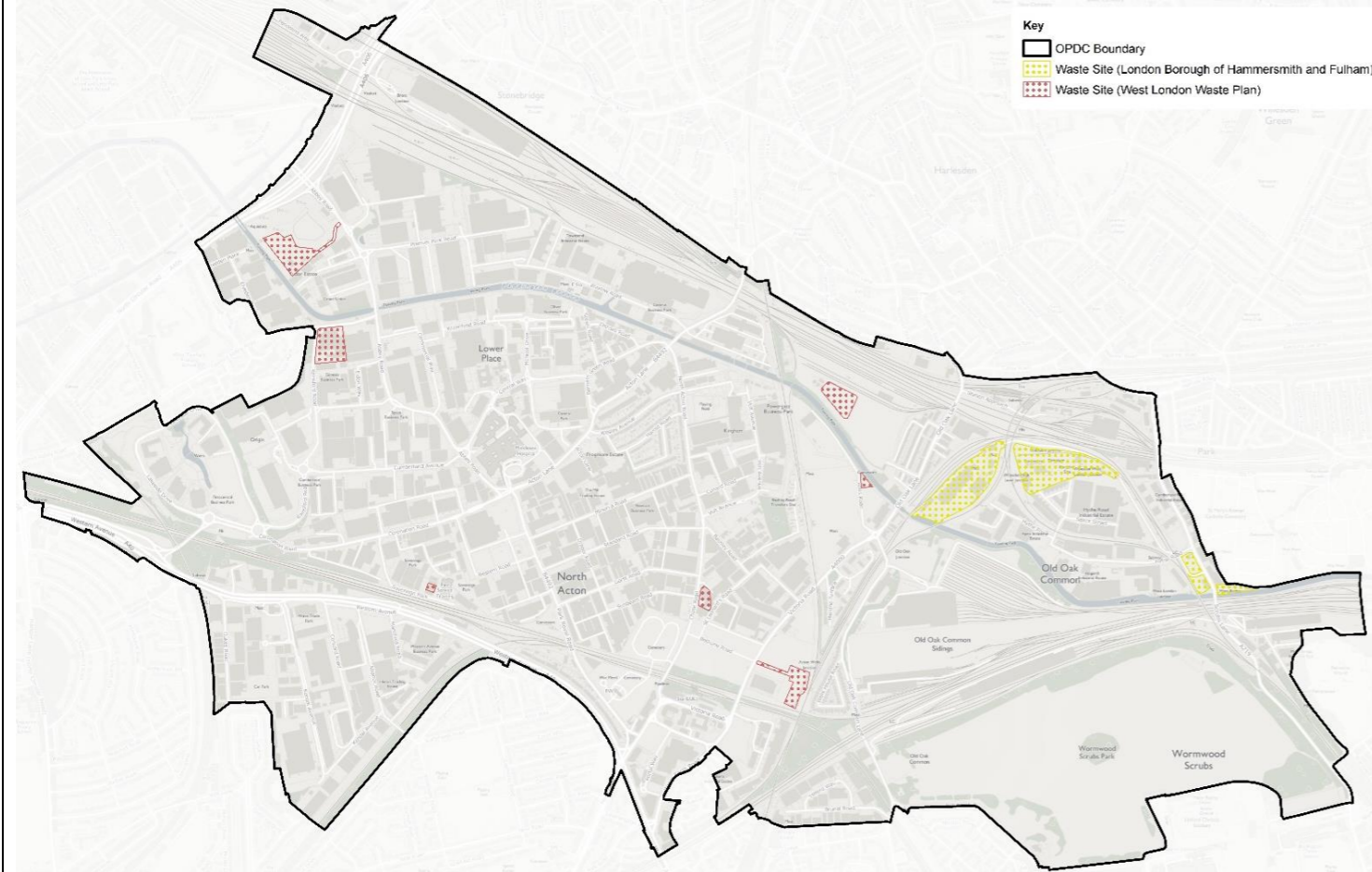


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<b>Reference:</b>	MINOR/2/PSF/65/13	<b>Summary of changes:</b>	<ul style="list-style-type: none"> <li>Boundaries amended for sites within the London Borough of Ealing to correspond to the Ealing Policies map</li> </ul>
<b>Policy:</b>	Policies Map		
<b>Figure number:</b>	Figure/PS2/OPDC/PM16		
<b>Figure title:</b>	Policies Map – Waste Sites		

**Proposed modified figure**



**Proposed further modified figure**

