

## **Local Plan Independent Examination**

### **OPDC Response to Matter and Issue 2b**

**Matter 2b: Whether the Plan has been positively prepared in the absence of proposals for the Elizabeth Line spur and of proposals to redevelop the Elizabeth Line depot (derived from the eighth and tenth Key Issues of table 5 of Key document 5 identified at Regulation 19(1) stage and the ninth Key Issue of table 7 of Key document 5 identified at Regulation 19(2) stage and representations from TfL (2/SV/7 and 2/SP5/9) and from St Quintin & Woodlands NF amongst others)**

**Although I am content with the officers' response to these Key Issues set out in Appendices E, I and J to Key document 5, a Hearing session will be required if respondents exercise their right to be heard.**

#### **OPDC response:**

This response has been informed by Transport for London.

#### Elizabeth Line Spur

- 1.1. OPDC considers that the Local Plan has been positively prepared in the absence of proposals for the Elizabeth Line spur. This reflects the evolving context of regional transport infrastructure proposals. It is evidenced by the withdrawal of support for the spur proposal by the Department for Transport (DfT) on the basis of a poor business case and by a later DfT instruction to HS2 Ltd to change the Crossrail station turnback design to one which makes future provision of the spur prohibitively expensive. DfT have more recently instructed HS2 to explore the feasibility of terminating the Chiltern Line at Old Oak Common Station. The delivery of this would prohibit future delivery of the spur.
- 1.2. Information demonstrating the above is appended to this response statement.
- 1.3. The West London Orbital Route Line has also been included within the Mayor's Transport Strategy (2018) (document OSD29) as Proposal 88 reflecting the Mayor's (through TfL), the host boroughs' and Network Rail's support for the project. It is also reflected in each of the borough's adopted and emerging Local Plans. Therefore, references to safeguarding land to facilitate delivery of the spur have been removed and supporting text has been provided to safeguard land for West London Orbital Route Line in Acton Wells.
- 1.4. OPDC considers that the provision of the replacement proposals would benefit Old Oak and Park Royal in addition to the west London sub-region through improved orbital services to key destinations such as Hounslow and Brent Cross. Outside of the OPDC area, the West London Orbital Route is demonstrated within borough's emerging Local Plans to enable the delivery of additional new homes. The Mayor's Transport Strategy identifies that the new West London Orbital Route could potentially support the delivery of

an additional 20,000 homes, as well as employment growth in west London. This, thereby, demonstrates compliance with the NPPF (2012) requirement for the Local Plan to plan strategically across local boundaries.

### Elizabeth Line Depot

- 1.5. OPDC considers that the Local Plan has been positively prepared in the absence of proposals to redevelop the Elizabeth Line depot. The delay of the development of the Elizabeth Line Depot to after the plan period was carried out in response to TfL's request set out in issue summary P1/9 which stated that the site is not likely to be brought forward for homes and jobs within the plan period. This has resulted in a decrease in the development capacity of Old Oak South during the plan period and the need for policies to be adjusted to accommodate this delay.
- 1.6. These adjustments to Policies P1 and P1C1 relate to the reduction in homes and jobs, adjustments to the movement network, changes to the location of Grand Union Canal bridges and amendments to the location of publicly accessible open spaces. Adjustments have also been made to policies within the Strategic Policies chapter.
- 1.7. In particular the location of the Old Oak bridge in the east of Old Oak South connecting to Old Oak North has been adjusted to accommodate the functioning of the depot. This positioning has informed the movement network within the Old Oak North Development Framework Principles supporting study to continue to deliver a high quality movement route from Old Oak Common Station to Willesden Junction and Harlesden.
- 1.8. The adjustments have been reflected within figure 3.10 supporting policy SP7 and on the relevant Place Policy diagrams, reflecting their strategic place specific guidance.
- 1.9. TfL has sought the removal of the depiction of 'end state' land use policies from figures 2.2, 3.7, 3.15 and 10.3. However, OPDC considers that it is appropriate to continue to depict this high level guidance to illustrate the full extent of development which will progress beyond the plan period and to provide sufficient guidance to support the potential for the earlier delivery of development of the Elizabeth Line depot if feasible during the plan period in accordance with Local Plan paragraph OOS.3.