

# **OPDC Local Plan**

## **Schedule of Minor Modifications**

**June 2022**

## How to use this document

This schedule of minor modifications includes minor modifications since the submission of the Local Plan. Modifications are shown as tracked-changes.

Please note that a number of Minor Modifications in the below tables have been included within main modifications by the Planning Inspector in his final 1 April 2022 report. The below tables have not been updated with these elements. Please refer to the Local Plan showing modifications as tracked changes to identify the Minor Modification reference number and associated Main Modification (MM) reference number.

The proposed minor modifications have been generated from a variety of sources and are coded as follows:

- Modifications with the reference MINOR/2/PSF/OPDC/REF and MINOR/2/PSF2/OPDC/REF are minor modifications that were proposed between September 2021 and February 2022. These are set out from page 42 onwards and show modifications as tracked changes with yellow highlights.
- Modifications with the reference MINOR/PS2/OPDC/REF are minor modifications that have been made to the draft Local Plan after the publication of the inspector's interim findings.
- Modifications with the reference MINOR/PS/REF are minor modifications made to the draft Local Plan in response to requests from the planning inspector during the examination between November 2018 and August 2019, up to the point of the Inspector's Interim findings for the IIA and Old Oak North.
  - Modifications with the reference 'Q' correspond to Inspector's Questions numbering.
  - Modifications with the reference 'M' refer to the Hearing Matters numbering.
  - Modifications with the reference 'OPDC' refer to those made by OPDC in response to issues raised at the 2019 hearing sessions.
- Modifications with the reference MINOR/General or MINOR/2/REF are minor modifications that were made to the draft Local Plan following Regulation 19(2) public consultation in July 2018 and prior to the submission of the draft Local Plan to the Secretary of State in October 2018. These modifications were published at submission and have already been approved by the OPDC Board at its 28th September 2018 meeting

A Schedule of Modifications to the Figures in the Plan and Policies Map that correspond with the minor modifications in this schedule has been prepared.

### Main Modifications

Main modifications are also being made to the OPDC Local Plan. The reference of these changes is prefixed by MM so that they can be clearly distinguished from the minor modifications which are referenced as MM. A separate Schedule of Main Text Modifications is available to view.

In some instances, main modifications are within the same sentence or paragraph as minor modifications. Where this is the case, both modifications are shown and referenced for clarity.

## All chapters

OPDC-40A May 2021 Table of Minor Modifications				
Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/G28 & MINOR/2/SV6	All relevant	All relevant	All references to Old Oak Common Lane Station within text and images will be referred to as being potential unless agreed by relevant parties.	To reflect current status of proposals.
MINOR/PS/General1	General	General	References to Park Road to be replaced with Union Way.	The name of Union Way has been agreed with the local highways authority.
MINOR/2/PSF2/OPDC/Numbering	General	General	References to policies and supporting text updated to correct errors and to reflect removal of policies.	To ensure correct referencing.
MINOR/2/PSF2/OPDC/General	General	General	Factual, formatting, grammar or tense errors corrected to text within the body of the Local Plan and figures.	To ensure a high quality document.

## Introduction

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/Introduction	1.1 to 1.10	1.1 to 1.10	Consultation information updated.	To reflect updated consultation information.
MINOR/2/Introduction2	1.17	1.17	Part 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the procedure for the production of Local Plans. This version of the Local Plan constitutes the <a href="#">Post Submission Modified Draft Local Plan</a> , <del>consultation required under Regulation 19 and is the second Regulation 19 consultation.</del>	To reflect the current draft of the Local Plan.
MINOR/General1	1.22	1.25	<a href="#">Figures in the Local plan should be treated as indicative. The exact boundaries for spatially specific policies are set out in OPDC's Policies Map.</a>	To provide clarity on status of figures within the main body of the Local Plan. This text is currently provided in the Local Plan appendix.

## Spatial Vision

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/SV2 MM/PS2/OPDC/SV/5	Figure 2.1 Economic Growth	Figure 2.1 Economic Growth	<del>Alongside a protected and strengthened Park Royal,</del> the area has the capacity to deliver <del>7,600</del> <a href="#">36,350</a> new jobs over the next 20 years. This development	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			potential could bring enormous rewards for the national, regional and local economy, generating billions in Gross Value Added (GVA) and provide local people with opportunities for lifelong learning and employment across a range of skills and sectors.	SIL for mixed use development and Old Oak North will be retained as SIL. This change in land use designations has resulted in updated jobs figures.

### Strategic Policies

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/SP2/11	3.7	3.7	...Requirements are set out in the Environment and Utilities chapter, providing locally specific policies that build on policies and standards in the Mayor's London Plan and London Environment Strategy, <a href="#">and the principle of environmental net gain as set out in the government's 25 Year Environment Plan.</a>	To demonstrate consistency with national guidance.
MINOR/PS/Q1a	3.27	3.27	...It will make a significant contribution to London's commercial space pipeline, <a href="#">at a time when other large commercial projects in London</a> , at a time when other current major regeneration schemes would be completed, or nearing completion, such as Kings Cross, Paddington and White City...	To correct a desktop publishing error.
MINOR/2/SP7/14	SP7(e)(iv)	SP7(e)(iv)	new and enhanced pedestrian and cycle connections <a href="#">into</a> Wormwood Scrubs	To align with Policy P12.
MM/PS2/OPDC/SP/24 MINOR/PS/General1	Policy SP7 (g)	Policy SP7 (g)	g) supports delivery of Old Oak Street <del>and Union Way Park Road</del> : <ul style="list-style-type: none"> <li>i. as early as is feasible and practicable;</li> <li>ii. as new though routes for walking cycling and where feasible, buses and providing access only for private vehicles;</li> <li>iii. as <a href="#">an active streets</a>, providing town centre, employment and community uses <del>and primary shopping areas</del> at the intersections with other key routes and around rail stations; and</li> </ul>	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change in land use designations, Union Way is no longer required.  To reflect revisions to Use Class Order and that through revisions to new Use Class E, OPDC will no longer look to define primary shopping areas and seek control proportion of A1 uses within such locations. Policy TCC3 has also been removed from the Local Plan.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/SP2/2	3.45	3.45	The ambition is to create a state of the art transport network that <a href="#">implements the transport principles of Good Growth</a> and increases the area's public transport accessibility level to enable an optimised approach to development that can help support the economic sustainability of the UK, London and the local economy. There is an opportunity to deliver a transport network that achieves exemplar standards of sustainability and enables people to live active and healthy lifestyles and deliver on the Mayor's mode share target for over 80% of journeys in London to be made by walking, cycling or public transport.	To ensure the role of transport in delivering Good Growth is recognised.
MM/PS2/OPDC/SP/26 MINOR/2/SP7/11	3.46	3.46	These transport enhancements <del>in Old Oak should need</del> enable <a href="#">parts of the Old Oak</a> area to achieve a PTAL of 6b to support an optimised approach to development <del>(see policies P1 and P2)</del> .	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change, the policy has been updated to apply more specifically to parts of Old Oak.
MINOR/2/SP7/7	3.50	3.50	...The Healthy Streets Approach will be championed to ensure that where people do need to travel, they choose healthy, environmentally friendly ways to do so (see Policy T1). This should be achieved by delivering a high quality, attractive, accessible and inclusive public realm that not only provides people with the choice to walk and cycle but that actively incentivises these more sustainable types of movement , through the quality of the environment and supporting infrastructure (see Policy D2). <a href="#">OPDC's sustainable transport hierarchy should not be viewed as a mechanism to restrict the essential delivery of new and enhanced public transport infrastructure given the significant investment required to deliver this infrastructure and the resultant benefits for the area and communities.</a>	To clarify the need for securing new and enhanced public transport infrastructure.
MINOR/PS/Q5(15)	3.53	3.53	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,	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
	7.24	7.24	services and employment opportunities on offer in the OPDC area and vice versa...  New and enhanced bridges and underpasses, <a href="#">are depicted in the place policies and</a> are identified within OPDC's IDP.	
MM/PS2/OPDC/SP/27 MINOR/PS/General1	3.53	3.53	In <a href="#">Park Royal Strategic Industrial Location (SIL)s</a> , the focus will be on enhancing the function of the streets for all modes and improving their environment. <del>In Old Oak, Scrubs Lane, Old Oak Lane, Old Oak Common Lane and Victoria Road are home to existing residential communities and businesses. They will be an important location for early development phases and development along these routes will play a key role in helping to knit together existing and new communities in the area.</del> <a href="#">An new enhanced</a> street network should be arranged to connect <del>it to</del> these existing streets together and provide improved connectivity, focussed on the <del>23</del> new key routes of Old Oak Street, <del>Union Way Park Road</del> and Wormwood Scrubs Street.	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change in land use designations, references to Park Royal as the sole industrial area and references to Old Oak as the only mixed use area have been removed.  As such a new street network including Union Way is no longer required to support the delivery of the OON site allocations and therefore its reference has been removed.
MM/PS2/OPDC/SP/32 MINOR/PS/General1	3.55	3.55	<del>Primary shopping areas have not been indicated on OPDC's Policies Map as the exact alignment of Old Oak Street and other streets is not yet fixed. However, when delivering Old Oak Street, primary shopping areas should be clustered around rail stations, and at junctions with key routes such as Union Way Park Road, Old Oak Common Lane, and Victoria Road and Harrow Road</del>	To reflect revisions to Use Class Order and that through revisions to new Use Class E, OPDC will no longer look to define primary shopping areas and seek control proportion of A1 uses within such locations. Policy TCC3 has also been removed from the Local Plan.
MM/PS2/OPDC/SP/33 MINOR/PS/General1	3.56	Deleted para	<del>Union Way Park Road will be a key east-west route providing an important early connection between Scrubs Lane and Old Oak Common Lane for pedestrians, cyclists and buses and access only for private vehicles. The Place policies (chapter 4) identify the locations along this route for town centre uses, but as a key early route, there will also be opportunities along Union Way Park Road for workspaces and other meanwhile town centre uses, delivered in advance of Old Oak Street.</del>	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from SIL for mixed use development and Old Oak North will be retained as SIL. Consequently, Union Way is no longer required to support the delivery of these site allocations and therefore its reference has been removed.
MINOR/PS/Q5(1)	3.89	3.88	A significant amount of new and/ or enhanced infrastructure will be required to unlock the	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			regeneration of the area. <a href="#">Details on</a> OPDC's infrastructure requirements are in <a href="#">set out within Local Plan policies and OPDC's Infrastructure Delivery Plan (IDP)</a> ...	
MINOR/PS/OPDC M18	Table 3.1 Item 7	Table 3.1 Item 7	<a href="#">40-54a 32-36 &amp; 38-42</a> Minerva Road	Typographical error
MINOR/2/PSF2/Table3.1	Table 3.1 header row	Table 3.1 header row	Minimum commercial or industrial floorspace over the plan period. <a href="#">Floorspace is provided as Net Internal Areas (NIA)</a> .	To clarify that commercial and industrial floorspace is provided in Net Internal Area (NIA)

## Places

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS2/OPDC/P/1		P4C1, P7C1, P7C2, P8C1, P10C1, P10C2, P10C3, P10C4, P10C5	<p>Site allocations that are fully or partially located within clusters are identified at paragraphs:</p> <p>P4C1 – 4.81 (to follow B13 / 4.80)  P7C1 – 4.127 (to follow NAT6 / 4.126)  P7C2 – 4.132 (to follow OCL4 / 4.131)  P8C1 – 4.154 (to follow AJ9 / 4.153)  P10C1 – 4.193 (to follow HRC7 / 4.192)  P10C2 – 4.200 (to follow LLC7 / 4.199)  P10C3 – 4.207 (to follow HC6 / 4.206)  P10C4 – 4.215 (to follow MC8 / 4.214)  P10C5 – 4.220 (to follow 4.219)</p>	To provide clarity in the implementation of cluster policies.
MM/PS2/OPDC/P1/4 MINOR/PS/Q12Q13 Q16(1) and MINOR/PS/M3c(1)	P1(g)	P1(g)	<p>Contributing to and/or enabling, the delivery of a permeable, inclusive and accessible street network as shown in figure 4.2 <a href="#">including Old Oak Street as an all modes route and a walking and cycling route from Old Oak Common Station to Scrubs Lane which is access only for private vehicles</a></p>	<p>To provide clear information for the location of Old Oak Street.</p> <p>The Inspector's Interim Findings conclude that site allocations 2 and 3 would not be viable and capable of effective delivery for mixed use within the plan period. Consequently, Old Oak Street bridge connecting Old Oak South to Old Oak North cannot be delivered and a walking and cycling route to the east is required to provide a local connection to Scrubs Lane.</p>

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/Q5(3) MM/PS2/OPDC/P1/19	OOS.15	4.20	<p>...<a href="#">Local Plan policies OPDC's IDP</a> identify<del>ies</del> the likely requirements for infrastructure in the area, <a href="#">detailed further in OPDC's IDP</a>. A significant amount of social infrastructure will be required. Current population and child yield projections indicate that there is a need to deliver <del>one community hub</del>, 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</a> and the further detail set out in the IDP, in accordance with Policy SP10.</p>	<p>To ensure appropriate infrastructure information is contained within the Local Plan.</p> <p>An update to the Social Infrastructure Needs Study has been produced to updated to identify the social infrastructure needed to meet the needs of the updated development capacity and phasing. This has resulted in changes to the location, phasing and quantity of social infrastructure across the OPDC area.</p>
MINOR/PS/OPDC M16 (4) MM/PS2/OPDC/P1C1/1	OOC.3	4.23	<p>The Old Oak Common Station will serve High Speed 2 Ltd, the Elizabeth Line and Great West Mainline. OPDC will work positively, proactively and transparently with relevant stakeholders including the Department for Transport, High Speed 2, Network Rail and Transport for London to support the timely delivery of the Old Oak Common Station, associated works and the comprehensive regeneration of Old Oak South. 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. <del>Please see OPDC's IDP for up-to-date requirements for safeguarding. Development proposals should also safeguard land for the potential delivery of the Chiltern Line to Old Oak Common Station.</del></p>	To ensure rail connectivity is optimised.
MM/PS2/OPDC/P2/1 MM9/PS/Q5(2) MM10/PS/Q5(4) MINOR/PS/General1 MM9 MINOR/PS/Q12Q13Q16(1) MINOR/PS/M3c(1)	P2	P2	<p>A full re-write of Policy P2 and supporting text has been undertaken. To review the new policy text, please refer to the Local Plan.</p>	<p>To respond to the Inspector's Interim Findings, Old Oak North will be retained as SIL and references to Old Oak as a mixed use area have been removed and associated considerations have been amended to reflect new supporting studies for Old Oak Old North.</p>



Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/ 2/P3/3	P3, Vision	P3, Vision	...Moorings, open spaces and canalside activities will support its role as a <a href="#">community asset and</a> lively leisure and recreation destination...	To reflect the role of the canal within the community.
MINOR/PS/Q5(5)	GUC.15	4.53	... <a href="#">The Local Plan-OPDC's IDP</a> 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="#">further detailed within OPDC's IDP</a> .	To ensure appropriate infrastructure information is contained within the Local Plan
MINOR/PS/CRT1	GUC.17	4.55	The Canal and River Trust is a key stakeholder as the landowner of the canal and elements of canalside sites. Alongside the Trust, OPDC will work positively with other stakeholders, such as boating groups and other canal users, to support the delivery of aspirations in this policy. <a href="#">OPDC will continue to work with the Canal &amp; River Trust and other relevant stakeholders to develop a Canal Place Making Strategy for the area that further develops the vision for the Grand Union Canal. The strategy will be embedded into relevant planning guidance documents to guide development on and alongside the canal corridor.</a>	To clarify ongoing working with the Canal & River Trust and development of OPDC's Canal Place Making Strategy.
MINOR/PS/Q12Q13 Q16(2)	N/A	P4c) New policy clause	<a href="#">Safeguarding Twyford Waste Transfer Station site in accordance with the West London Waste Plan;</a>	To reflect the West London Waste Plan.
MINOR/PS2/OPDC/P4/1	P4c)	P4d)	creating new or upgraded continuous walking and cycling routes particularly along key routes, to/from stations, Park Royal Centre and the Grand <a href="#">Union Canal</a> ;	Typographical error
MINOR/PS/Q12Q13 Q16(2)	N/A	P5(c) New policy clause	<a href="#">Safeguarding Chase Road site in accordance with the West London Waste Plan.</a>	To reflect the West London Waste Plan.
MINOR/PS/Q12Q13 Q16(2) MM/PS2/OPDC/P5/2	OPR.5	4.86	Although this is the most intensively used part of Park Royal, there is a significant opportunity to deliver more jobs within Old Park Royal Place, particularly within site allocations. Site allocations have been identified for two sites in Old Park Royal –	To support new policy clause introduced through MM/PS/Q12Q13 Q16(2) by cross referencing information in the West London Waste Plan and to reflect waste planning policy provisions.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>land at Bashley Road and 40-54a Minerva Road. The land at Bashley Road is a particularly key site. It covers over 3.8 ha and has been identified as having the capacity to deliver a minimum 30,100 sqm of broad industrial type activities. A comprehensive and coordinated approach should be taken to the delivery of this site to unlock its potential, in accordance with Policy SP10. Smaller scale intensification will also be achievable in Old Park Royal on other sites<sup>3</sup>, to capitalise on the area's higher PTALs and to take advantage of Old Park Royal's proximity to Old Oak. Delivering this intensification within site allocations and other sites could equate to 1,600 new jobs and growth opportunities across with a range of sectors in Old Park Royal although this figure is highly indicative and is dependent on site specific constraints. <a href="#">The Chase Road site is identified as an existing waste site in the West London Waste Plan 2016 (see Policy EU6) so the policy also supports the safeguarding and protection of this site in accordance with the West London Waste Plan. If the site 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.</a></p>	
MINOR/PS/General3	PRC.3	4.93	<p>Add the following sentence as a final sentence to paragraph: ... <a href="#">Complementary residential accommodation has recently been delivered in the form of supported housing along Acton Lane.</a></p>	<p>To recognise that planning permissions have been implemented for supporting housing along Acton Lane in response to a request from the London Borough of Brent.</p>
MINOR/2/P6/1 MM/PS2/OPDC/P6/10	PRC.4	4.94	<p>A mix of town centre uses <a href="#">that can support local workers, residents and the industrial estate</a>, <del>primarily focused on the delivery of new A use class floorspace</del> can be delivered here, alongside complementary residential, social infrastructure and industrial uses.</p>	<p>To reflect the change in the Use Class Order.</p>
MINOR/PS/Q5(6) MM/PS2/OPDC/P7/2 MM/PS2/OPDC/P7/2A	P7(d)	P7(d)	<p>Focusing town centre, <a href="#">employment, social infrastructure</a><del>community</del>, cultural and catalyst uses <a href="#">and Use Class E uses that are appropriately designed and serviced to support the</a> <del>within</del>-North Acton Neighbourhood Town Centre <a href="#">within the town centre</a> and along Old Oak Street;</p>	<p>To ensure appropriate infrastructure information is contained within the Local Plan.</p> <p>An update to the Social Infrastructure Needs Study has been produced to updated to identify the social infrastructure needed to meet the</p>

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
	NA.16	4.116	The development of high density mixed use areas will necessitate the provision of a substantial amount of social and physical infrastructure. Within <a href="#">North Acton and Acton Wells, OPDC's IDP</a> the <a href="#">Local Plan</a> identifies that there is a need for one super nursery and <del>an on-site secondary school</del> <a href="#">one health hub</a> . <del>Based on current phasing and population yield assumptions, the study identifies the need for 9 forms of entry within this facility</del> <a href="#">9</a> . Further details on the <del>phasing specification and the approach to the provision of this facility (including alternative arrangements)</del> are set out in the IDP. In accordance with Policy SP10, an equitable equalisation mechanism will be applied to the delivery of <del>the secondary school</del> <a href="#">any onsite social infrastructure</a> , to ensure even sharing of the costs of delivering <del>the facilities</del> .	needs of the updated development capacity and phasing. This has resulted in changes to the location, phasing and quantity of social infrastructure across the OPDC area.
MINOR/PS/Q12Q13 Q16(1) and MINOR/PS/M3c(1)	P7(f)	P7(f)	Contributing to and/or enabling delivery of a permeable, inclusive and accessible street network with new connections to surrounding areas as shown in figure 4.21 <a href="#">including Old Oak Street west of the potential Old Oak Common Lane Station</a>	To provide clear information for the location of Old Oak Street.
MINOR/ 2/P7/8	P7 (l)(ii)	P7 (l)(ii)	within Acton Wells East, generally 10 to 12 storeys along Victoria Road <a href="#">north of Old Oak Street</a> ;	To ensure consistency with figure 3.15 showing where tall buildings are an appropriate form in principle and better reflect recommendations of the Victoria Road and Old Oak Lane Development Framework Principles.
MINOR/PS/Q12Q13 Q16(2)	N/A	P7(o) New policy clause	<a href="#">Safeguarding Quattro site in accordance with the West London Waste Plan.</a>	To reflect the West London Waste Plan.
MINOR/2/P7/12 SUPERCEDED	NA.18	4.118	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. <a href="#">TfL is currently undertaking work with stakeholders to further develop the proposal, including reviewing the feasibility of the scheme and updating the business case.</a>	To provide the most up to date information regarding the proposed West London Orbital Line at time of writing.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/P7C1/2	NAT.4	4.124	Proposals should contribute to the delivery of a new square, <a href="#">or alternative public realm layout</a> , to the north of North Action Station.	To ensure the design of public realm responds to future detailed design of improvements to North Acton Station.
MINOR/2/P7C2/7 SUPERCEDED	P7C2 (b)(ii) & (d)	P7C2 (b)(ii) & (d)	b)ii) is integrated with <a href="#">a potential new</a> Old Oak Common Lane Station;  d) Supporting the delivery of <a href="#">a potential</a> Old Oak Common Lane London Overground Station...	To reflect the current status of the station.
MINOR/2/P7C2/6	OCL.3	4.130	...By clustering active town centre and employment uses around the station square, <a href="#">or alternative public realm layout</a> , the activation of this space will assist in local legibility and access to the station.	To ensure the design of public realm responds to any future detailed design of the potential Old Oak Common Lane Station.
MM/PS2/OPDC/P8C1/8  MINOR/PS/General1	P8C1 h) ii	P8C1 h) ii	on Oaklands North, generally 6 to 8 storeys facing on to the Grand Union Canal, <a href="#">with</a> generally 10 storeys along <a href="#">Union Way Park Road</a> <del>that defines its role as a key north-south route and canal crossing point</del> ; and	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change in land use designations, Union Way will no longer be a key route and is no longer an appropriate location for a tall building.
MINOR/2/P10/3	N/A	P10 (h)(vi) New policy clause	<a href="#">vi. visual permeability between tall buildings.</a>	To provide clarity for the need for visual permeability and complement Local Plan Policy D4 and Draft New London Plan policy D8.
MM/PS2/OPDC/P11/5 MINOR/PS/OPDC M6(1)	P11(d)	P11(d)	Ensuring station upgrades are delivered in a phased and co-ordinated manner. <a href="#">Upgrades should also not result in reduced access to public transport services provided by the station for areas to the north of Willesden Junction.</a> <del>to best facilitate a comprehensive station redevelopment</del>	The Inspector's Interim Findings conclude that site allocations 2 and 3 would not be viable and capable of effective delivery for mixed use within the plan period. Consequently, the wholesale redevelopment of Willesden Junction station is no longer proposed. Upgrades instead focus on more targeted enhancements to the station.  To help to ensure that public transport accessibility of areas to the north of Willesden Junction are not negatively impacted by station improvements.
MM/PS2/OPDC/P11/6  MINOR/PS/Q12Q13 Q16(1) and MINOR/PS/M3c(1)	P11(e)	P11(e)	Contributing to and/or delivering a permeable, inclusive and accessible movement network as shown in figure 4.44 <a href="#">including Old Oak Street as a walking and cycling route north of Park Road to Willesden Junction Station</a> ;	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate will be released from SIL for mixed use development and Old Oak North will be retained as SIL. This prevents the delivery of Old Oak Street in Old Oak North and Willesden Junction.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/OPDC M6(2)	WJ.5	4.225	The public transport access already available at Willesden Junction provides the opportunity for new high density development and employment uses on land in and around the station. <u>Currently development is expected to take place outside the plan period.</u> OPDC will work with landowners and stakeholders to facilitate <u>earlier</u> delivery of homes, <u>town centre uses</u> and employment space <u>including over- and adjacent-station development.</u> , where <u>deliverable viable.</u>	To reflect the potential for development within Willesden Junction.
MM/PS2/OPDC/P11/12 MM/PS/OPDC M3c(2) MINOR/PS/Q5(8)	WJ.8  WJ.9	N/A  N/A	<del>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. Updates to the IDP will be used to inform updates to the Local Plan.</del>  Evidence also shows that it will be very challenging to technically and viably deliver Old Oak Street from Old Oak North to Harrow Road as a vehicular connection. The priority will therefore be to deliver a high quality walking and cycling route. However, if future work shows the delivery of the this route as a vehicular connection is feasible, viable and acceptable in terms of its transport impacts, this would be supported.	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate will be released from SIL for mixed use development and Old Oak North will be retained as SIL. This prevents the delivery of Old Oak Street in Old Oak North and Willesden Junction.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MM/PS2/OPDC/P11/15  MINOR/2/P11/3	WJ.12	4.229	<p><del>A new station entrance to the east of the station would be supported. Aligned to the location of this entrance, a new station square, or alternative public realm layout, on Old Oak Street would ensure the station has a strong sense of arrival and, as part of this, ample space should be provided for interchange facilities. The new station entrance would be in addition to the existing entrance on Station Approach. Alongside this, there will be a need to enhance Station Approach to provide a high quality integrated connection to Harlesden town centre from Old Oak Street. Station Approach and so that it continues to perform an important role as a point of arrival and interchange, in the early years in advance of Old Oak Street being delivered.</del></p>	<p>To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate will be released from SIL for mixed use development and Old Oak North will be retained as SIL. This prevents the delivery of Old Oak Street in Willesden Junction that would have enabled the delivery of a new station entrance to the east.</p>
MM/PS2/OPDC/P11/16 MINOR/2/P11/4 MINOR/PS/OPDC M6(1)	WJ.15	4.232	<p>Early evidence indicates that the station is in need of upgrading to improve current congestion in the peak periods and improve the passenger experience. Capacity enhancements will also be needed at the station to accommodate future growth, with passenger numbers forecast to potentially more than double in the morning peak and nearly triple in the evening peak by 2041. Station upgrades <u>will need to be agreed with stakeholders including TfL and Network Rail and</u> should be delivered in a phased manner to best facilitate the <u>comprehensive coordinated</u> redevelopment of the station and surrounds whilst ensuring that the station can continue to function and serve the local community. <u>Upgrades should also not result in reduced access to public transport services provided by the station for areas to the north of Willesden Junction.</u> The station design should seek to improve the passenger experience, facilities, wayfinding and support the delivery of public realm within and surrounding the station. There is an opportunity to ensure that any future upgrades safeguard the ability to deliver West Coast Main line platforms at Willesden Junction to enhance accessibility and connectivity.</p>	<p>To reflect that consequent to the inspector's interim findings, OPDC is proposing to re-instate Strategic Industrial Location designations in Old Oak North. Consequently, there is no longer a requirement to deliver a new south-eastern entrance to Willesden Junction station and comprehensively redevelop the station.</p> <p>To clarify the need for an agreed joint approach for station enhancements.</p> <p>To help to ensure that public transport accessibility of areas to the north of Willesden Junction are not negatively impacted by station improvements.</p>
MINOR/2/P12/17	P12	P12 Connections	<u>Connections Public realm and movement</u>	To reflect the policy content which the title relates to.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/P12/9	WS.1	4.234	Wormwood Scrubs is a locally cherished open space covering almost 68 hectares. It is the largest publicly accessible open space in the London Borough of Hammersmith and Fulham and provides local people and Londoners with the opportunities to have access to nature, <del>playing fields sports pitches</del> and space for recreation and relaxation...	To ensure that statutory protection of the Wormwood Scrubs playing fields is reflected in the Local Plan wording.
MINOR/2/P12/8	N/A	4.237 New para	<a href="#">The playing fields within the Scrubs provide a key function in catering for the sporting, leisure and recreational needs of the surrounding metropolitan area.</a>	To emphasise the sports function of the playing fields in Wormwood Scrubs and their relationship to surrounding areas.
MINOR/2/P12/9	WS.5	4.239	...In delivering and / or contributing to high quality <del>sports pitches playing fields</del> , existing <del>sports pitches playing fields</del> should be retained and / or replaced at an equal or higher quality and function in accordance with Policy TCC6. The existing <del>sports pitches playing fields</del> and areas in the east and west of the Scrubs are also identified to be susceptible to surface water flooding which restricts their access and their use...	To ensure that statutory protection of the Wormwood Scrubs playing fields is reflected in the Local Plan wording.
MINOR/2/P12/13	N/A	4.240 New para	<a href="#">The London Borough of Hammersmith and Fulham is also developing a management plan for Wormwood Scrubs.</a>	To reflect the future development of a management plan for Wormwood Scrubs.
MINOR/PS/Q5(9)	WS.7	4.242	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 and</a> OPDC's Infrastructure Delivery Plan (IDP).	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MM17/PS/Q3e  MINOR/PS/OPDCM17(1) and (3)	D1 and paragraphs throughout development management policies chapter	D1 and paragraphs throughout development management policies chapter	<p>5.1 Design relates to all components of the built environment. Delivering a high quality and well-designed built environment for both Park Royal and Old Oak is fundamental to successful place making. It is also critical to long-term sustainability, resilience and ensuring integration with surrounding neighbourhoods.</p> <p>5.2 High quality design has a number of positive interdependencies with sustainability. It can help improve people's physical, mental and emotional health and well-being. Good design is also a fundamental component in supporting and establishing an area's identity and informing people's perception of a place. It can contribute to people's sense of pride for where they live, work and play which in turn contributes to supporting thriving communities and a resilient local economy.</p> <p>5.3 This chapter does not deal with the spatial locations for the elements of design and should be read in conjunction with the place policies and strategic policies contained within chapters 3 and 4 and specifically with Policy SP6 (Places and Destinations) and Policy SP9 (Built Environment). It also has strong linkages with the Environment and Utilities Chapter (chapter 6) and the Transport Chapter (chapter 7).</p> <p><a href="#">5.4 The chapter comprises a series of Principles for securing high quality design and design policies.</a></p> <p><b><a href="#">POLICY D1Principles for Ssecuring high quality design</a></b></p> <p>OPDC will support development proposals where they have been subject to a high quality and comprehensive design process resulting in high quality design outcomes. To deliver this <a href="#">the following design principles have been developed to help guide development.</a></p>	<p>To clarify the function of policies to guide development.</p> <p>To clarify the role of post occupancy surveys.</p>



Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<ol style="list-style-type: none"> <li>1. <b>For</b> all development proposals, <b>they</b> should, where relevant and appropriate:               <ol style="list-style-type: none"> <li>i. commit to using mechanisms to secure delivery of design quality, as defined in submission documents, where these elements are not approved on the grant of planning permission;</li> <li>ii. make use of the OPDC Place Review Group and OPDC Community Review Group; and</li> <li>iii. engage positively and proactively with OPDC and relevant statutory consultees as early as possible in the design process.</li> </ol> </li> <li>2. <b>For</b> major development proposals, <b>they</b> should, where relevant and appropriate:               <ol style="list-style-type: none"> <li>i. demonstrate use of best practice in developing project briefs;</li> <li>ii. clearly demonstrate how different options for site development have been considered as part of the pre-application process;</li> <li>iii. undertake proactive engagement with the community and potential end users to inform design in line with OPDC's Statement of Community Involvement (SCI);</li> <li>iv. <b>consider committing</b> to providing a Section 106 monitoring contribution if the original design team is not retained for the detailed design stage; and</li> <li>v. for outline or hybrid applications, include binding design codes with the application material to inform design within development parameters at the reserved matters stage.</li> </ol> </li> <li>3. <b>For</b> proposals referable to the Mayor, <b>they</b> should, where relevant and appropriate provide digital modelling and supporting data</li> </ol>	

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>in an agreed format with OPDC officers during the development of design and at submission.</p> <p>5.5 Delivering on the principles of Good Growth will require a high quality development design process. The requirements for achieving high quality design are set out in the NPPF, the London Plan, Policy SP9 (Built Environment), the Places Chapter and the Design Chapter. <a href="#">These policies' requirements</a><a href="#">The principles for securing high quality design</a> should be embedded from the beginning of the development design process and should be proportionate to the size and/or potential impact of the proposal.</p> <p>5.6 The development design process should deliver a high quality proposal supported by appropriate evidence that has been informed by an iterative process with clear development options considered with OPDC officers and submitted as part of planning applications for determination. OPDC will expect applicants to demonstrate a commitment to high quality design and not to include inappropriate substitutions which compromise the quality of design. To support this approach, mechanisms, such as Section 106 agreements and conditions will be used to ensure that design quality is carried through into the detailed design and construction of the development.</p> <p>5.7 The OPDC Place Review Group is an independent body used by OPDC to advise on the production of planning policy and development proposals. This group draws on its membership of experts from planning, landscape architecture, architecture, conservation, engineering and other built environment sectors. The OPDC Community Review Group is formed of local community representatives. The advice provided to OPDC by both these groups is valuable to the development design process. Proposals will be expected to be reviewed by these groups where relevant and appropriate. Further details regarding these groups is available on OPDC's website.</p>	

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>5.8 A critical component of successful proposals is ensuring that the design considers the people using and impacted by the development. As such, major applications will be supported where they demonstrate effective engagement with local communities and potential end users of the development. Further information is set out in OPDC's SCI. Continued learning following the implementation of development is also important. <del>Developers will be required to undertake post-occupancy surveys to support the delivery of high quality places (see Policy D13).</del></p> <p>5.9 Amendments to the design of major applications can have a significant impact on the quality of the design by virtue of their scale and impact on surroundings, <del>A s106 monitoring contribution can be offered to provide reassurance that if the original architects or landscape architects are not retained for the detailed design stage, the OPDC can commission design advice to ensure that the original design quality is maintained in its consideration of detailed design proposals. To manage any potential change to the design team, OPDC will expect a Section 106 monitoring contribution to be payable if the original architects or landscape architects are not retained for the detailed design stage. The contribution will be used to secure design advice on revisions to the scheme to ensure that the original design quality is maintained through detailed design.</del> Contributions will need to be agreed on a case-by-case basis depending on the site specific circumstances.</p> <p>5.10 Major outline or hybrid applications should be supported by design guidelines secured as part of Section 106 agreements and / or planning conditions to ensure the delivery of high quality detailed design at reserved matter stage(s). Design codes should relate specifically to the proposal. Applicants will be expected to discuss the scope of their content with the case officer early in the development design process to ensure a sufficient level of detail is provided. OPDC will expect design codes to include a sufficient level of detail for ground floors and where</p>	

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			development addresses the street and wider public realm. 5.11 Proposals referable to the Mayor are defined in the glossary. Given the potential significant impact of these proposals, these schemes will require substantial analysis during their determination. To support this process, proposals will be expected to provide digital models and any other relevant data to OPDC, in formats agreed by OPDC officers, during pre-application discussions and at submission.	
MINOR/2/D5/8	5.42	5.43	Tall buildings should deliver significant benefits for both the surrounding built environment and existing and future <a href="#">local</a> communities...	To provide clarity that tall buildings can deliver significant benefits for all communities.
MINOR/2/D5/9	5.42	5.43	Due to the prominence of tall buildings and interest of existing communities, OPDC will expect applicants to demonstrate proactive engagement with the community and other stakeholders <a href="#">on issues including the location, height, scale, massing and design of tall buildings</a> to enable the design of proposals to respond to comments.	To provide clarity regarding potential issues to inform engagement with the community and other stakeholders.
MINOR/2/D8/4	D8(b)	D7(b)	OPDC will give great weight to the conservation and enhancement of the significance of designated heritage assets, including their settings. Proposals harming the significance of a designated heritage asset <a href="#">will require clear and convincing justification should be justified</a> having regard to their heritage interest, reasonable alternatives to avoid or mitigate harm and delivery of public benefits;	To clarify the need to provide clear and convincing justification for the harm to the significance of a designated heritage asset.
MINOR/2/D8/6	5.61	5.62	Designated heritage assets within the OPDC area consist of Statutory Listed Buildings and conservation areas. These benefit from protection in the NPPF <a href="#">and legislation</a> , which should be implemented alongside policy D7 8(b)...	To clarify that legislation is also used to conserve and enhance heritage assets.
MINOR/2/D8/8	Table 5.2	Table 5.2	<del>These includes proposals for designated</del> statutory listed buildings and structures, <a href="#">Registered Parks and Gardens locally listed buildings and structures</a> , and conservation areas. <a href="#">areas of local character and other buildings of local heritage interest.</a>	To provide comprehensive information for designated heritage assets relevant to the OPDC area.
MINOR/2/D9/4	5.72	5.73	...Dedicated playspace should also be protected from areas that are exposed to wind and to air <a href="#">and noise</a>	To ensure exposure to noise from within play space is addressed.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			pollution hotspots in accordance with policies <a href="#">EU4</a> and <a href="#">EU5</a> .	

## Environment and Utilities

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/EU2/5	6.21	6.21	People's health is positively affected when they come into contact with nature, <a href="#">and urban greening can make a significant contribution to improvements in local air quality.</a>	To clarify the role of urban greening in improving air quality.
MINOR/2/EU3/6	EU3 d)	EU3 d)	...Thames River <a href="#">Basement-Basin</a> Management Plan;	To reference the correct document title.
MINOR/2/EU3/7	EU3 e)	EU3 e)	<del>undertake Flood Risk Assessments (FRAs) for schemes meeting the thresholds set out in DEFRA and EA guidance or within the critical drainage areas (CDA) identified in figure 6.4;</del>	To provide additional clarity on where an FRA will be required.  Modification superseded by M5/PS/Q3k
MINOR/2/EU3/18	6.36	6.36	Thames Water has indicated that the <a href="#">existing</a> Counters Creek <a href="#">catchment area combined sewer</a> <a href="#">currently</a> has no capacity to accept increased flows...	To clarify that capacity concerns relate to the catchment area and not a single sewer.
MINOR/PS/OPDC M12 (1)	6.38	6.38	Where development cannot divert surface water into the Grand Union Canal, or can only meet part of it's the requirement via this route, applicants will be required to provide on-site attenuation to achieve the greenfield runoff rate. <a href="#">OPDC's Integrated Water Management Strategy identifies that a greenfield run off rate for a central location in the OPDC area is 12.5 litres per second per hectare (L/s/ha). However, it recognises that this may vary significantly across the OPDC area and runoff rates should be confirmed at a site specific scale.</a> Where on-site attenuation is provided, priority should be given to the provision of above ground vegetated space including green space, raingardens and green roofs. In accordance with the Mayor's drainage hierarchy, below ground attenuation will only deemed acceptable where all above ground options have been appropriately explored. Where onsite attenuation cannot achieve run-off rates, applicants should consider off-site strategic attenuation measures, integrated within public open spaces and highway networks.	To clarify that there is a single run-off rate applicable to the OPDC area.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/EU3/6	6.39	6.39	... Thames River <a href="#">Basement-Basin</a> Management Plan.	To reference the correct document title.
MINOR/2/EU3/7	6.40	6.40	All developments that are located in flood risk areas which meet the thresholds set out in DEFRA and EA guidance <a href="#">and/or are within the CDAs identified in figure 6.4</a> should undertake a Site Specific Flood Risk Assessment (FRA) to ensure that the development will remain safe and will not increase flood risk to others...	To provide additional clarity on where an FRA will be required.
MINOR/2/D6/4	6.52	6.52	...The design and layout of the new development including the orientation, massing and height of buildings and location of social infrastructure, <a href="#">green infrastructure</a> and open space influence exposure to poor air quality...	To clarify that green infrastructure can also influence exposure to air pollution.
MINOR/2/EU4/3	6.54	6.54	OPDC will adopt EU established health-based standards and objectives for a number of air quality indicators (NOX, PM10 and PM2.5) until these are superseded by UK standards. <a href="#">In addition, the London Environment Strategy has committed to establishing new targets for air quality with the aim of meeting World Health Organization guidelines by 2030...</a>	To reference the Mayor's commitment achieving World Health Organisation (WHO) guidance with respect to air quality in the London Environment Strategy and Draft New London Plan.
MINOR/2/EU6/13 and MINOR/2/EU6/14	EU6b)	EU6b)	Any <a href="#">allocated or</a> existing waste management site(s) lost to a non-waste use will be required to provide equivalent or enhanced compensatory site provision which <a href="#">normally</a> meets the maximum throughput that the lost site <a href="#">could</a> achieve. Site provision should be made in the most appropriate location, according to the following sequential manner: i. within the OPDC area; or ii. within the relevant waste authority area based on where the lost site is located; or iii. within Greater London;	To provide clarity that the policy would apply to allocated waste sites, even if that are not currently in a waste management use, and to maximum throughput that sites could achieve.
MINOR/PS/Q19	6.90 and 6.96	6.90 and 6.96	6.90. Major development proposals will be expected to demonstrate through submission of a circular and sharing economy statement within Sustainability Statements, how the principles of the circular and sharing economy have been incorporated into the design, construction, operational use of and end life disassembly of new development. At Old Oak and Park Royal there are many opportunities to adopt circular and sharing economy principles and practice. <a href="#">The following list includes some examples of these opportunities including:</a> a) Food: Park Royal is one of	To amend wording in supporting text which could be considered as policy.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>the biggest centres for food processing in the UK. Industrial and domestic food waste could be collected and treated to create nutrient, energy, CO2, water and other products that could be reused locally to produce energy, food and resources for the pharmaceutical and other industries thereby turning a product that is expensive to dispose of and is polluting into a high value resource. The process <a href="#">can should</a> be applied to the whole supply chain so that waste is reduced at the point of supply (see Policies P4 and P5). b) Water: Water can be harvested, stored, treated and reused on site thereby relieving pressure on the sewers, reducing demand for potable water, and contributing to the quality of green infrastructure (see Policy EU3). c) Energy: Renewable and low carbon energy including free sources of heat from the sewers, canal, data centres, Energy from Waste (EfW) and other sources can be harvested and used to provide heat and cooling to homes. Renewable electricity can be generated and supplied to homes and commercial space. Storage can be used to balance supply and demand and community interest companies could be formed to take part in supply and demand management (see Policy EU10). d) Materials: Low impact, renewable materials can be specified in development. Materials that can easily be recovered at the end of their life <a href="#">should can</a> be used and assembly of materials and products (whether in buildings or white goods etc.) <a href="#">should can also</a> be designed for disassembly (see Policy EU8). e) Fabrication: use of off-site and modular construction can reduce waste and enhance efficiency of construction. <a href="#">There is an opportunity for</a> <a href="#">Light</a> weighting of buildings and buildings, that can be disassembled and reused, <a href="#">should to be</a> embedded in the design process. Building facades and other elements that will be replaced or repaired over their life <a href="#">have the potential to should</a> be designed so they enable repair, reuse or refurbishment at low cost. Leasing of short and medium life products <a href="#">should can also</a> be considered (see Policies SP2 and EU8). f) Mobility: <a href="#">Promotion of</a></p>	

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p><del>Walking</del> and cycling <del>should be promoted</del> as the preferred choice where possible and practical; <del>promotion of</del> low carbon and zero emission vehicles <del>should be promoted</del> that provide energy storage when not in use to the power network (see Policy T4); and <del>design of</del> new mobility services <del>should be designed</del> to maximise asset utilisation. These <del>should can</del> be supported by sensor networks, predictive analytics and user-facing digital services to help optimise use of system and deliver a high quality user experience. g) Transport: <del>Promotion of M</del>measures such as car clubs <del>should be promoted, in accordance with (see Policy T4) that are. These should be</del> accompanied by suitable electric vehicle charging infrastructure <del>which should be designed to limit excessive peaks in electrical demand and where possible, utilise locally generated renewable energy.</del> h) Communal space: Providing space in communal areas for facilities that people need, but do not often use. Examples could be laundry facilities, communal kitchen space, spare rooms for visitors and hardware and tools (see Policy D34). i) Maker and mender centres: Locations in the neighbourhood where communities can take, make and repair products. These centres could be designed to take all sorts of products from bulky furniture to electrical items as long as they can be reused, repaired or repurposed. The centres could be kitted out with machinery and facilities to help repair from 3D printers to routers and laser cutters. They would help reduce waste and provide new jobs. These facilities would be part of the social infrastructure (see Policy TCC4). j) Skills sharing: providing space or an online platform for the community to share their skills and resources (see Policies D4 and EU11). k) Logistics: <del>Consolidation of M</del>movement of goods <del>should be consolidated</del>, smart technology used to optimise use of vehicles; last mile deliveries <del>should be</del> by clean vehicles <del>and</del> at times when they cause least disruption; reverse logistics should be adopted to support waste reuse where possible; new technologies like drones can be used to enhance optimisation and reduce impacts on</p>	



Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>roads. Nonroad based transport including rail and water should be fully integrated and used to support movement of goods and waste (see Policies T7, T8 and EU11). l) Flexible design: <del>In accordance with Policy SP2, buildings and public space should be designed</del> buildings and spaces so that they are to be highly adaptable to economic, demographic/social, technical and commercial and environmental change. <del>They should be designed for flexibility, interoperability, disassembly and reuse. Consideration should be given to</del> sharing and leasing of space over different timescales to optimise use. <del>This could include sharing spaces between different uses at different times of the day and night</del> Maker space, for example, could be rented out for different periods of time and by the desk, room or whole facility. m) Digital platforms: <del>These should be provided</del> to help communities connect and share space, resources, time, experience and skills and enable <del>community ownership of assets (energy, mobility, shared space, social and cultural infrastructure, goods and services) should be enabled and supported</del> (see Policies EU11 and DI3). n) Waste: <del>There are Opportunities</del> should be maximised for the separation and collection of recyclables and minimising waste during the life of the building through innovative use of collection methodologies/ technologies, and a coordinated campaign of communications and engagement on waste minimisation and recycling (see Policy EU6). o) Smart monitoring: Exploring the use of smart technology to measure, monitor and track waste collection, processing and resource utilisation to enable better waste management practices and to enhance resource recovery (see Policy EU11). 6.96... h) <del>Innovation in the use of rapidly renewable materials should also be promoted. The use of rapidly renewable materials.</del> These are materials that are defined as natural, non-petroleum based building materials that have harvest cycles under 10 years. Such materials include bamboo, straw, cork, natural</p>	

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>linoleum products (such as Marmoleum), wool, wheatboard and strawboard. The USA based Leadership in Energy and Environmental Design (LEED) assessment process, which is the biggest green building certification system in the world, is promoting the use of these materials as they can contribute to better land management and biodiversity and generate income for farmers; and i) Responsible sourcing of materials. <a href="#">This is encouraged by the London Plan and required by BREEAM. Developments are increasingly using materials from suppliers who participate in responsible sourcing schemes that are accredited and recognised across industry. Such schemes include but are not limited to the BRE BES 6001 Framework Standard for Responsible Sourcing and FSC and PEFC certified timber. The UK government established Central Point of Expertise on Timber (CPET) has carried out work demonstrating that sustainable timber can be procured at little or no extra cost. <a href="#">OPDC's Environmental Standards Study has also demonstrated that the use of suppliers that operate Environmental Management Systems certified against ISO 14001 or EU Eco-Management and Audit Scheme (EMAS) standards can be delivered at no additional cost. <del>Materials should also be procured from suppliers that operate Environmental Management Systems certified against ISO 14001 or EU Eco-Management and Audit Scheme (EMAS) standards, covering all stages of material manufacturing. These schemes are regularly used on major projects by developers like Lend Lease, British Land and Hammersons and can be delivered at no additional cost as evidenced in OPDC's Environmental Standards Study.</del></a></a></p>	

Transport

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/T1/4	7.7	7.7	Applicants will be required to use the Healthy Streets guidance to guide street design <a href="#">for both vehicular and non-vehicular routes...</a>	To clarify the implementation of the Healthy Streets Approach.
MINOR/2/T1/13	7.9	7.9	20 mile per hour speeds will be expected to be implemented in, <a href="#">consultation with the local highway authorities</a> , through both design features and signage on all new and existing roads, except the A40 and A406 which are part of the Transport for London Road Network (TLRN)...	To clarify the role of local highways authorities.
MINOR/2/T1/10 and MINOR/2/OONDFP/19	7.9	7.9	...All new and improved roads must be built to adoptable standards. <a href="#">As part of development management discussions, OPDC will consult with the local highways authorities to identify any streets sought for adoption. If streets are identified, OPDC will secure through section 106 agreements that these new streets are offered for adoption to the relevant Local Highway Authority. and a Any agreement between the developer and decision to adopt streets will need to be made in</a> the relevant local highway authorities <a href="#">to adopt a road will need to be secured in accordance with section 38 of the Highways Act 1980...</a>	To enable streets to be offered to local highways authorities.
MINOR/PS/Q20	7.10	7.10	To achieve a connected place and reduce existing severance across Old Oak and Park Royal new and improved bridges and underpasses will be required. In accordance with Policy SP7, it will be important that the bridges and underpasses are integrated into the proposed street network and serve key desire lines. <a href="#">The street network must also be accessible for all users, ensuring that gradients improve on 1:20 and adequate seating is designed in from the outset.</a> The Healthy Streets for London vision requires the <a href="#">delivery of adequate seating within sStreets that are also should be</a> well-lit and safe environments.	To amend wording in supporting text which could be considered as policy.
MINOR/PS/Q5(13) MM2/PS/Q3d  MM/PS2/OPDC/T2/1	T2(a), 7.14	T2(a), 7.14	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="#">and figure 7.5 and the walking interventions identified within the Infrastructure Delivery Plan (IDP);</a>	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p>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. <a href="#">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.</a> Figure 7.5 shows the indicative future key walking routes in Old Oak and Park Royal. In <del>Old Oak, in</del> addition to the key walking routes identified, other local streets would also contribute towards the walking network. <a href="#">OPDC's IDP identifies further details of 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.</a></p>	<p>To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change in land use designations, references to walking routes have been amended.</p>
<p>MINOR/PS/Q5(14) MM2/PS/Q3d</p>	<p>T3(a), 7.21, 7.24</p>	<p>T3(a), 7.21, 7.24</p>	<p>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 and infrastructure identified in the IDP</a>;</p> <p>7.21. OPDC will support the delivery of a comprehensive cycle network that improves cycle permeability throughout the OPDC area. OPDC will seek to enhance access to rail stations where there should be significant provision for high quality cycling infrastructure. Figure 7.7 shows the indicative future cycle network in Old Oak and Park Royal <a href="#">and further details are provided in OPDC's Infrastructure Delivery Plan (IDP).</a></p> <p>7.24 . New and enhanced bridges and underpasses, <a href="#">are depicted in the place policies and</a> 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...</p>	<p>To ensure appropriate infrastructure information is contained within the Local Plan</p>

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/T3/11	T3(e)	T3(e)	deliver and/ or contribute to new and improved cycling connections to and through rail stations ensuring <a href="#">sufficient cycle infrastructure allows</a> seamless interchange between public transport and cycling;	To reflect the need for cycle infrastructure at rail stations.
MINOR/2/T3/12	T3(h)	T3(h)	(h)deliver and/ or contribute towards the provision of cycle hire across Old Oak and Park Royal, <a href="#">including from independent providers which may include complementary independent local cycle hire operators.</a>	To clarify the need to complement existing cycle hire infrastructure.
MINOR/PS/ Q21	7.25	7.25	<del><a href="#">Investments in-The importance of delivering</a> “end-of-journey” cycle facilities in the form of secure cycle parking, lockers and showers <a href="#">for places of work are recognised in the London Cycle Design Standards. also vital. Major employers, businesses and landowners should invest in this infrastructure, recognising its value and importance to businesses, tenants and employees.</a> OPDC will work to develop training and guidance and improve awareness of the benefits of cycling to employees, to encourage more cycling...</del>	To amend wording in supporting text which could be considered as policy.
MINOR/2/T3/13	7.27	7.27	...OPDC will also support proposals for infrastructure which will enable other complementary cycle hire schemes to be developed and implemented across the area. <a href="#">Any proposals will need to be delivered in consultation with the local highways authorities</a> ...	To clarify the role of local highways authorities.
MM17/PS/Q3e			Docking stations must be appropriately embedded into the public realm in accordance with Policy <del>D2D1</del> .	To clarify the function of policies to guide development.
MINOR/2/T4/13	T4(a)(ii)	T4(a)(ii)	(ii) <del><a href="#">strongly encouraging requiring</a></del> car-free development for residential developments located in <a href="#">existing or planned</a> areas with PTAL between 4 and 6B;	To ensure general conformity with Publication London Plan.
MINOR/2/T4/13	7.29	7.29	OPDC will <del><a href="#">strongly encourage require</a></del> development to be car free <a href="#">on sites where the highest existing or planned PTALs fall within 4-6b.</a>	To ensure general conformity with Publication London Plan.
MINOR/PS/Q5(16)	T5(a), 7.42	T5(a), 7.42	Development proposals will be supported where they: a) deliver/ contribute towards rail infrastructure and capacity, <a href="#">including the range of rail interventions identified within the Infrastructure Delivery Plan, and</a>	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<p><del>place policies which aim to enhance rail capacity within Old Oak and Park Royal;</del></p> <p>Interventions aimed at enhancing rail capacity within Old Oak and Park Royal are identified in place policies and further details are set out in OPDC's Infrastructure Delivery Plan (IDP).</p>	

## Housing

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/H1/1	H1 b)	H1 b)	<del>b) supporting the delivery of 13,670 homes between 2019 and 2029 the 10-year net housing delivery targets for the OPDC area, as set out in the most up-to-date London Plan</del>	To make specific reference to the actual 10-year target to clarify conformity with the Publication London Plan.
MINOR/2/H2/1	N/a	8.26	<u>This policy provides the opportunity to deliver homes that can meet the needs of London's essential workers who maintain the function and resilience of the city, such as those working in health, fire, police, transport and support services. OPDC will work with the host local authorities to identify how this can be achieved through their respective housing allocations policies.</u>	To recognise, in accordance with the Publication London Plan, that delivery of affordable housing can help to meet the need of essential workers.
MINOR/2/H2/11	8.25	8.28	At the start of the design process, applicants should work positively with OPDC and other relevant stakeholders, <u>including the host borough,</u> to consider how the design of proposals can support the delivery of a range of tenures on the site and specifically, the requirements for the delivery of <u>social rent/London Affordable Rent</u> housing. Applicants should engage with a Registered Provider partner at the pre-application stage to determine the most appropriate affordable tenure mix on a site.	To ensure that the host borough is engaged in the design of developments to promote the delivery of social rent/London Affordable Rent housing.
MINOR/2/H2/7	8.26	Deleted para	<del>Starter Homes may be included as part of the affordable housing product range and be considered as an intermediate product in accordance with the</del>	Starter Homes are not considered to meet the Mayor's definition of genuinely affordable housing.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<a href="#">requirements of the Housing and Planning Act 2016, once they come into force.</a>	
MINOR/PS/Q23	H4 a)	H4 a)	a) Where it is appropriate family housing should be located <a href="#">as a priority</a> : i) at the ground or first floor of developments with direct access to a garden or other secure private and/or communal open space for doorstep play; and ii) close to usable publicly accessible open space and appropriate social infrastructure.	To clarify the potential locations of family housing within developments.
MINOR/2/H5/1	8.48	8.50	Conversions can also increase the supply of smaller homes. However, the potential cumulative stress from conversions of larger dwellings to smaller homes on both the supply of family sized homes and on on-street parking provision, waste collection and other social amenities needs to be weighed against the wider economic benefits from such conversions and the resultant overall growth in the number of new homes. <a href="#">It is also recognised that in appropriate locations the general character of an area will change over time when conversions and/or redevelopment of existing housing will result in net additional housing provision.</a>	To clarify conformity with Publication London Plan policy H2 in that it may be appropriate for general character to change where small site redevelopment can increase the number of homes.

## Employment

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MM/PS2/OPDC/E1/1 MINOR/PS2/OPDC/E1A	E1	E1	are comprised of uses suitable for broad industrial type activities, <a href="#">as defined in line with</a> Mayoral policy and/or guidance, that contribute to meeting the strategic target of <a href="#">40,400-36,350</a> new jobs in Policy SP5 and the relevant place jobs targets in chapter 4;	To respond to the Inspector's Interim Findings and mitigate loss of housing capacity, Channel Gate and other locations will be released from SIL for mixed use development and Old Oak North will be retained as SIL.  These modifications have resulted in updated employment floorspace and job phasing and capacities.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MM/PS2/OPDC/E1/2 MINOR/2/E1/1	E1b)	E1b)	b) achieve no net loss of industrial floorspace <a href="#">capacity</a> and where feasible, intensify the use of sites, in particular on Site Allocations and on other sites identified in OPDC's Park Royal <a href="#">and Old Oak North</a> Intensification Studies;	<p>To provide clarity that the policy applies in circumstances where there was reduced or no existing industrial floorspace on site i.e. where sites have been cleared in advance of the submission of a planning application.</p> <p>To respond to the Inspector's Interim Findings and mitigate the loss of housing capacity, new sites will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change in land use designations, references to Park Royal as the sole industrial area and references to Old Oak as the only mixed use area have been removed and references made to new supporting studies.</p>
MINOR/2/E1/4	E1c)	E1c)	c) provide a mix of unit sizes <a href="#">and in particular, including</a> small business units. Existing small business units should be reprovided;	To provide clarity on the need for a mix of unit sizes, including larger and smaller premises.
MINOR/2/E1/1 MINOR/PS/OPDC M16 (3) MINOR/PS2/OPDC/E1A	9.9	9.9	<a href="#">Policy E1 seeks to, as a minimum, protect existing industrial floorspace capacity or the potential industrial floorspace that could be accommodated on site. Wherever feasible, sites should deliver high plot ratios through industrial intensification.</a> Applicants must set out all options explored for intensification in their Planning Statements. OPDC will only accept schemes that do not result in intensification if robust evidence has been provided by the applicant demonstrating that it is not feasible. <a href="#">It is important that appropriate industrial use classes are secured in order to ensure floorspace can permanently accommodate industrial uses, and thereby maintain no net loss or deliver a net gain of industrial floorspace capacity as well as protecting the function and integrity of SIL.</a>	To provide clarity about how policy applies in particular circumstances.



Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS2/OPDC/E1/1 MM17/PS/Q3e	9.11	9.11	OPDC will apply <a href="#">the</a> agent of change' principle, in accordance with policy D56, when considering the impact of proposals adjacent to SIL to ensure that development will not harm the functioning of existing or future employment and industrial activities in SIL and vice versa, proposals for broad industrial type activities on the edge of SIL will need to adequately protect the amenity of adjacent mixed use developments.	Typographical error  To clarify the function of policies to guide development.
MM/PS2/OPDC/E2/5 MINOR/PS2/OPDC/E2A	9.15	9.15	The delivery of high density development outside of designated SIL will mean that some existing employment sites will be redeveloped. However, there are opportunities to reprovide (co-locate) existing floorspace as part of future redevelopment in these areas. <a href="#">There is approximately 87 ha of industrial land and 255,835 sqm of industrial floorspace in the de-designated SIL area in Old Oak2.</a> OPDC will seek to re-provide <a href="#">this</a> industrial floorspace as part of new mixed use development outside of SIL, unless it can be demonstrated that it is not compatible or would compromise the delivery of relevant Place policies or Site Allocation targets. <a href="#">ThisAny</a> re-provision, along with the industrial intensification in <a href="#">Park Royal</a> SIL (see Policy E1) will help deliver an overall net gain of floorspace suitable for broad industrial type activities across the OPDC area, <a href="#">as required by the Mayor's London Plan. It is important that, where required, appropriate industrial use classes are secured in order to ensure floorspace can permanently accommodate industrial uses, and thereby maintain no net loss or deliver a net gain of industrial floorspace capacity.</a> OPDC will monitor the loss/gain of industrial floorspace through its Authority Monitoring Report (AMR) to ensure that overall, development is resulting in a net gain in floorspace suitable for broad industrial type activities.	To respond to the Inspector's Interim Findings and mitigate the loss of housing capacity, new sites will be released from SIL for mixed use development and Old Oak North will be retained as SIL. To reflect this change in land use designations, references to Park Royal as the sole industrial area and references to Old Oak as the only mixed use area have been removed and associated considerations have been amended. To provide clarity on Publication London Plan and how policy applies in particular circumstances.
MINOR/PS/OPDC M16 (2)	N/A	9.19	<a href="#">In accordance with D14b, where appropriate, OPDC would make use of compulsory purchase powers to facilitate business relocations. This would be considered on a case by case basis.</a>	To clarify the potential use of compulsory purchase powers to facilitate business relocations.
MINOR/2/E3/5	9.24	9.25	<a href="#">OPDC will consider the most appropriate type or nature of provision under policy E3a) on a site by site</a>	To provide clarity on the flexible application of the policy.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<a href="#">basis</a> . The <a href="#">agreed</a> arrangements for affordable workspace including the quantum, type, rent levels, management and timescales will be secured via a legal agreement. Affordable workspace should also accord with relevant London Plan policy requirements.	

#### Town centre and community uses

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/Q5(17) MINOR/PS/Q5(18) MINOR/PS/Q5(19)	TCC4(c) and (d(i))  10.26	TCC3(c) and (d(i)),  10.23	(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; d) locating new social infrastructure: i) in locations identified in the Places <a href="#">chapter shown in Figure 10.6A</a> and <del>for</del> 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;  OPDC will work positively with social infrastructure providers wishing to deliver new or expanded facilities that help to meet existing and future needs within the OPDC area and its surrounds. OPDC will also support facilities that better meet the needs of the area's existing population and will work positively with other local authorities in accordance with the Duty to Cooperate to consider how OPDC can help address wider needs for social infrastructure provision arising from development, where necessary and appropriate and so long as OPDC is able to achieve its homes and jobs targets, particularly in site allocations (see Policy SP10,	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
	10.27	10.24	<p>chapter 3). 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 further details are set out in</a> OPDC's Infrastructure Delivery Plan (IDP).</p> <p><a href="#">Figure 10.6A, the place policies and t</a>he IDP identifies the specific places required to deliver education, health, community and sports and leisure facilities. <a href="#">Further details on the specification requirements are set out in</a> OPDC's IDP.</p> <p>Development proposals will need to have regard to this and ensure that land required for these facilities is safeguarded in accordance with policy SP10. Where development proposals are having to provide social infrastructure to meet a significantly greater need than that of just their own development, OPDC will look to employ a retrospective pooling contribution mechanism, to provide additional planning contributions towards delivery of the facility from other developments which benefit from the social infrastructure.</p>	
MM/PS2/OPDC/TCC4/5 MINOR/ 2/TCC4/15	10.32	10.29	<p>In respect of health, <del>the</del> modelling <a href="#">undertaken by the Clinical Commissioning Groups (CCGs)</a> shows the need for 1,564sqm of on-site health facility space within the Local Plan period <a href="#">supported by expansions to existing facilities in the area</a>. The Local Authorities and <del>Clinical Commissioning Groups (CCGs)</del> have confirmed that the preferred approach for the delivery of <del>this</del><a href="#">the on-site</a> floorspace is within one building, which allows the provision of health services at scale and provides for cost efficiencies. The Social Infrastructure Needs Study has assessed <a href="#">the on-site needs for this facility, which shows the need for this facility within the Cargiant site allocation different site options for the new facility and identifies the Cargiant site allocation in Old Oak NorthNorth Acton and Acton</a></p>	<p>The Inspector's Interim Findings conclude that site allocations 2 and 3 would not be viable and capable of effective delivery for mixed use within the plan period. Consequently, given the withdrawal of the Housing Infrastructure Fund Bid, site allocation 4 is also no longer viable as a standalone proposition for mixed use. Therefore, to respond to the Inspector's Interim Findings and mitigate the loss of housing capacity, new sites will be released from SIL for mixed use development and Old Oak North will be retained as SIL.</p> <p>This change in land use designations has resulted in updated development capacity, population modelling and health facility needs.</p>

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			<a href="#">Wells as the preferred option</a> , based on current projections.	
MM/PS2/OPDC/TCC4/6  MINOR/ 2/TCC4/6 MINOR/ 2/TCC4/12 MM14/PS/Q5(20)	10.33	10.30	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, <a href="#">including space for libraries</a> , and could include facilities such as public toilets, a community café, faith space, youth space and halls for hire. <a href="#">New community spaces should be made appropriately available and affordable to the local community</a> . Current modelling shows that one of these community hubs should be located in <a href="#">Old Oak North (P2)Channel Gate (P9)</a> and the <a href="#">location of the other hub should be kept under review in Old Oak South (P1)</a> .	The Inspector's Interim Findings conclude that site allocations 2 and 3 would not be viable and capable of effective delivery for mixed use within the plan period. Consequently, given the withdrawal of the Housing Infrastructure Fund Bid, site allocation 4 is also no longer viable as a standalone proposition for mixed use. Therefore, to respond to the Inspector's Interim Findings and mitigate the loss of housing capacity, new sites will be released from SIL for mixed use development and Old Oak North will be retained as SIL.  This change in land use designations has resulted in updated development capacity, population modelling and community facility needs.
MINOR/PS/Q5(21)	10.35	10.32	...The most up-to-date position on all required social infrastructure provision is set out in <a href="#">the Local Plan with further detail in</a> OPDC's IDP.	To ensure appropriate infrastructure information is contained within the Local Plan
MINOR/PS/Q3x	TCC6 d)	TCC5 d)	securing contributions towards and/or the provision of public art; <del>and requiring schemes providing over 2,500sqm of town centre uses to submit an appropriate Cultural Action Plan.</del>	To clarify the function of policies to guide development.
MINOR/2/TCC6/6	TCC6 c)	TCC5 c)	requiring proposals to contribute towards and/or deliver public access and affordable indoor and outdoor sports and leisure facilities, including playing <a href="#">fields pitches</a> , that:...	To ensure consistency with terminology in national guidance.
MINOR/PS/Q5(22)	TCC6(c(iv))	TCC5(c(iv))	delivers new public sports and leisure centres in locations identified in <a href="#">place policies supporting text</a> and the Infrastructure Delivery Plan (IDP).	To ensure appropriate infrastructure information is contained within the Local Plan
MINOR/PS/Q5(23)	10.50	10.47	...Specific large-scale public access facilities should be provided in the locations identified in <a href="#">place policies supporting text and in</a> OPDC's Infrastructure Delivery Plan (IDP)...	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/2/TCC6/6 MINOR/PS/Q5(22)	10.52	10.49	OPDC will also support applications for and secure the delivery of and/or contributions towards outdoor sports and leisure facilities including playing <a href="#">fields pitches</a> , that serve needs and provide public and affordable access.	To ensure consistency with terminology in national guidance and ensure the plan is effective.
	TCC6 c (iv)	TCC5 c (iv)	delivers new public sports and leisure centres in locations identified <a href="#">in place policies supporting text and</a> the Infrastructure Delivery Plan (IDP).	

#### Delivery and implementation

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/Q5(29)	DI1(b)	DI1(b)	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 <del>for</del> in the <a href="#">further detail set out in the Infrastructure Delivery Plan (IDP) by:...</a>	To ensure the effectiveness of the Plan.
MINOR/PS2/OPDC/DI/1	11.5	11.5	This station is planned to open <del>in 2026</del> <a href="#">after 2028</a>	To recognise the change in delivery date for HS2.
MINOR/PS/Q5(24)	11.7	11.7	OPDC's Infrastructure Delivery Plan (IDP) <a href="#">identifies sets out further details on</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>	To ensure appropriate infrastructure information is contained within the Local Plan

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/Q5(25)	11.11	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 <a href="#">the Local Plan and the further detail set out in</a> OPDC's IDP.	To ensure appropriate infrastructure information is contained within the Local Plan
MINOR/PS2/OPDC/D1/2	11.20	11.20	Policy SP10 recognises the importance of timely delivery and figure 3.16 provides an overview of OPDC's indicative phasing plan, which is heavily influenced by the planned delivery of the new Old Oak Common station <del>in 2026</del> .	To recognise the change in delivery date for HS2.
MINOR/PS2/OPDC/DI/3	11.23	11.23	Following the opening of Old Oak Common station <del>in 2026</del> <a href="#">from 2028</a> (and potentially in advance of that where feasible) sites needed to support the development of the station and other complex sites could have the potential for redevelopment.	To recognise the change in delivery date for HS2.
MINOR/PS/Q5(28)	Table 11.1	Table 11.1	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 the further detail set out in</a> OPDC's IDP.	To ensure appropriate infrastructure information is contained within the Local Plan
MM/PS2/OPDC/DI2/4 MINOR/PS2/OPDC/P1/1	Table 11.1	Table 11.1	The place is in mixed landownership, but Segro are a major landowner holding the freehold for the Victoria Road Industrial Estate. North Acton has already experienced significant redevelopment in recent years with a number of sites in the area having already progressed significantly through the planning process. To the south, land can be brought forward in the next 0-10 years. To the north of the place in Acton Wells, development is likely to be longer term. The majority of this land is required for HS2's construction and is therefore unlikely to be brought forward until <del>post 2026</del> <a href="#">the late 2020s</a> . There are also significant infrastructure requirements for these sites, including a new access to North Acton station, a new London Overground station at Old Oak Common Lane and the need for infrastructure associated with the West London	An update to the Social Infrastructure Needs Study has been produced to updated to identify the social infrastructure needed to meet the needs of the updated development capacity and phasing. This has resulted in changes to the location, phasing and quantity of social infrastructure across the OPDC area.

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
			Orbital Route. <del>The Acton Wells sites North Acton and Acton Wells is-are</del> also identified <del>as an area of search</del> for the delivery of a new <del>secondary school, which will provide for the early and medium term on-site secondary school place requirements resulting from development in the area.</del> <a href="#">health hub.</a>	
MINOR/PS/Q5(26)	11.33(b)	11.33(b)	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 <del>for the further detail set out in the IDP.... OPDC is also has also</del> <a href="#">work</a> ing 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 <del>and with further detail provided</del> in the IDP;	To ensure appropriate infrastructure information is contained within the Local Plan
MINOR/2/G43	11.36	11.36	The Localism Act (2011) introduced neighbourhood planning, giving local communities the powers to establish neighbourhood forums and to develop neighbourhood plans for their local area. Neighbourhood planning is a valuable tool, giving local communities a powerful say on how they wish to see their area regenerated. To support the delivery of this Local Plan, OPDC is committed to working closely with and providing support to emerging and established Neighbourhood Forums in the development of their neighbourhood plans. <a href="#">Currently there are the Harlesden and Old Oak neighbourhood forums within the OPDC area who are progressing the development of their neighbourhood plans.</a> Further details on <a href="#">how OPDC supports neighbourhood planning this</a> can be found in OPDC's SCI.	To reflect existing neighbourhood forums and areas.
MINOR/PS/Q3ab and MINOR/PS/OPDC M17(2)	11.38	11.39	Paragraph deleted  <del>(a) highlight any immediate teething problems by management companies outside of the planning process regarding the performance of the relevant building or development; that can be addressed and solved;</del>	As required by the Planning Inspector's Main Modification MM443 to remove section (e).

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/OPDC M17(3)	11.39	11.40	Paragraph deleted  ...OPDC will also publish a Supplementary Planning Document providing further guidance <del>to identify which specific policy objectives will be subject to post occupancy evaluation.</del>	As required by the Planning Inspector's Main Modification MM443 to remove section (e).
MINOR/PS/Q5(27)	11.50	11.51	c) supporting the delivery of infrastructure identified in <a href="#">the Local Plan and further detailed in</a> OPDC's Infrastructure Delivery Plan (IDP), and the creation of development opportunities arising from the provision of that infrastructure.	To ensure appropriate infrastructure information is contained within the Local Plan

## Glossary

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS2/OPDC/G/1	Glossary	Glossary	Community facilities/ <del>uses</del> : Facilities such as libraries, places of worship, halls for hire, youth space and training and meeting space. This list is not exhaustive and other uses can be included.	To correct typographical error
MINOR/PS2/OPDC/G/2	Glossary	Glossary	A <del>Competitive</del> Competitive Marketing Strategy	To correct typographical error
MINOR/PS/OPDC M12	Glossary	Glossary	The rate of rainwater runoff which takes place before a site is developed. <a href="#">It is calculated as the peak rate of run-off for a specific return period due to rainfall falling on a given area of vegetated land. OPDC's Integrated Water Management Strategy identifies that a greenfield run off rate for a central location in the OPDC area is 12.5 litres per second per hectare (L/s/ha). However, it recognises that this may vary significantly across the OPDC area and runoff rates should be confirmed at a site specific scale.</a>	To provide an expanded definition of Greenfield run off rates and define the rate specific to OPDC area.
MINOR/General15	Glossary	Glossary	<del>Industrial Uses: Broad industrial type uses which are suited to industrial areas. These can include: general industrial; light industrial; research and development; storage and distribution; waste management and recycling; some transport related functions; utilities; wholesale markets; and other industrial related activities (i.e. some creative industries).</del>	To remove an old reference in the Glossary which was replaced by the term: Broad Industrial Type Activities.



Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS/OPDC M17	Glossary	Glossary: Life Chances	<del>An approach that promotes bringing residents together rather than dividing them, enabling people to realise their potential and aspirations and make a full contribution to the economic success of their city. It aims to achieve equal life chances for all. The opportunities that each person has to improve their quality of life and how likely it is that their life will turn out a certain way. How societies operate can positively or negatively affect a person's life chances. A person's life chances can be limited if discrimination, exclusion and disadvantage (a lack of equal opportunities) exists.</del>	To clarify the definition
MINOR/2/G13	Glossary	Glossary	<p><del>Metropolitan Park: These are large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities at a sub-regional level. They are readily accessible by public transport and are managed to meet best practice quality standards.</del></p> <p>Sites of Metropolitan Importance are selected on a London-wide basis <a href="#">reflecting their strategically-important conservation sites for London</a></p>	To ensure consistency with London Plan definitions.
MINOR/General14	Glossary	Glossary	<p><del>Social rent (including London Affordable Rent)</del> Low-cost rented homes intended for low-income households, typically nominated by London Boroughs, who are unable to secure or sustain housing on the open market.</p>	To ensure consistency with London Plan definitions.
MINOR/PS/Q1e	Glossary	Glossary	Provide a definition of place as: <a href="#">“The result of a complex interplay of different elements, e.g. the cultural and social factors which have combined to create identity, the physical or built elements that make up the place and the people associated with it through memories, association and activity. Also referred to as ‘sense of place’.”</a>	To correct a desktop publishing error.

## Appendix

Ref.	Submission policy/ Para/figure	Updated policy/ Para/figure	Modification	Reason
MINOR/PS2/OPDC/AP/1	A1.28	A1.27	Route, Infrastructure and Place Names	To correct typographical error

## Table of Further Minor Modifications proposed in September 2021, November 2021, January 2022 and February 2022.

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.

Date of modification	Modification reference	Location	Modification
September 2021	MINOR/2/PSF/26/7	Policies Map	Depiction of HS2 safeguarding area.
September 2021	MINOR/2/PSF/33/4	OPDC Local Plan, para 6.133	Where land is <b>suspected</b> , 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.
September 2021	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) ; and</del> h) 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>
September 2021	MINOR/2/PSF/64/10	OPDC Local Plan, para 7.8	<del>In Old Oak, Outside of designated Strategic Industrial Location (SIL) areas</del> 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.
September 2021	MINOR/2/PSF/64/11	OPDC Local Plan, para 4.61	g) <del>removing through traffic on the Big X;</del> h) <del>supporting fast and reliable bus services and increasing capacity, including the potential for a complementary night shuttle bus service for shift workers;</del> i) <del>removing and rationalising car parking;</del> j) <del>supporting more efficient freight movements;</del> k) <del>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;</del> l) <del>creating new public spaces and support street greening within the town centre;</del>

Date of modification	Modification reference	Location	Modification
			m) <u>creating and upgrading pedestrian and cycles lanes facilities to deliver a joined up, accessible walking and cycle route network.</u>
September 2021	MINOR/2/PSF/66/43	OPDC Local Plan, 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 20,100,850 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>
September 2021	MINOR/2/PSF/66/70	OPDC Local Plan, para 7.25	<del>Investments in</del> <u>The importance of delivering "end-of-journey" cycle facilities in the form of secure cycleparking, lockers and showers for places of work are recognised in the London Cycle Design Standards also vital.</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>
September 2021	MINOR/2/PSF/96/6	OPDC Local Plan, 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 passivesurveillance 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>
September 2021	MINOR/2/PSF/96/7	OPDC Local Plan, 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 garage with mixed use development where this is in accordance with other relevant policies.</u>
September 2021	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.
September 2021	MINOR/2/PSF/110/2	P7 d)  OPDC Local Plan, Para 4.106	Focusing town centre, <u>employment, social infrastructurecommunity</u> , cultural and catalyst uses and Use Class E, <u>B2 and B8 uses that are appropriately designed and serviced to support the</u> <del>within</del> North ActonNeighbourhood Town Centre <u>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 usesB2, B8 uses, Use Class E</u> and community and cultural uses.
September 2021	MINOR/2/PSF/110/3	TCC2 c)	<u>c) Existing town centre uses should be protected, unless:</u> <u>i. it is no longer economically viable as demonstrated by accounts data and through</u>

Date of modification	Modification reference	Location	Modification
			<p>competitivemarketing for a period of at least 12 months; or</p> <p>ii. the facility can be appropriately replaced or provided elsewhere in the locality; <del>or</del></p> <p><del>iii.</del> the facility is located within Park Royal SIL and exceeds the floorspace threshold in PolicyTCC1 c) ii; or</p> <p><del>iv.</del> It is demonstrated that reprovision would compromise the delivery of housing and job targets, particularly within Site Allocations.</p>
September 2021	MINOR/2/PSF/115/4	Figure 3.15and Tall Building Statement Update figure 2	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.
September 2021	MINOR/2/PSF/117/14 and 117/79	Front cover  OPDC Local Plan, 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>
September 2021	MINOR/2/PSF/117/91	OPDC Local Plan, 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>
September 2021	MINOR/2/PSF/117/108	OPDC Local Plan, 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
September 2021	MINOR/2/PSF/117/136	OPDC Local Plan, 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>
September 2021	MINOR/2/PSF/117/147	P8	<p><b>Public realm and movement</b></p> <p>a) Contributing to and /or enabling improvements to existing routes and junctions and delivery of new routes as shown in figure 4.27;</p> <p>b) Ensuring new and improved routes can accommodate walking, cycling, bus and other vehicular traffic during the construction and operational phases by:</p> <ul style="list-style-type: none"> <li>i. delivering improvements to underpasses;</li> <li>ii. delivering segregated cycle lanes along Victoria Road, Old Oak Common Lane, <u>Union Way Park Road</u> and where possible on Old Oak Lane; and</li> <li>iii. widening Old Oak Common Lane to include generous footpaths and segregated cyclelanes.</li> </ul>
September 2021	MINOR/2/PSF/117/204	OPDC Local Plan, para 10.4	The town centre hierarchy looks to focus town centre uses into <u>four-three</u> principal locations:

Date of modification	Modification reference	Location	Modification
September 2021	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 <del>new-proposed</del> London Overground station at Old Oak Common Lane and the need for infrastructure associated with the West London Orbital Route.
September 2021	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 <del>neighbourhood town-centre</del> , including the Oaklands site.
September 2021	MINOR/2/PSF/117/220	Table 11.1	Channel Gate is currently in mixed land ownership, <del>and portions have been but is being</del> acquired through the High Speed Rail (London – West Midlands) Act 2017 for the construction of the HS2 route and station at Old Oak Common.
September 2021	MINOR/2/PSF/131/8	OPDC Local Plan, para 4.58	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>
September 2021	MINOR/2/PSF/133/5	P7 m)	Safeguarding <del>for and if relevant and appropriate, contribute to and / or deliver the potential</del> <del>proposed</del> Old Oak Common Lane Station and land for the delivery of the West London Orbital Line station and services within Acton Wells
September 2021	MINOR/2/PSF/133/6	OPDC Local Plan, 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
September 2021	MINOR/2/PSF/133/7	P7C2 b) ii)	is integrated with <del>a proposed potential new</del> Old Oak Common Lane Station;
September 2021	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:
September 2021	MINOR/2/PSF/133/9	OPDC Local Plan, 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</del>

Date of modification	Modification reference	Location	Modification
			<p>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.</p>
September 2021	MINOR/2/PSF/133/10	OPDC Local Plan, para 4.129	<p>The station is being designed to serve the North London Line Richmond branch and the proposed but there are also proposals for a West London Orbital line route, running from Hounslow to Brent Cross and making use of on the existing Dudding Hill Line, with trains potentially stopping at Old Oak Common Lane Station. This is one of the schemes identified in table 10.1 in the London Plan and supported by its policy T1. Proposals should safeguard for the delivery of any infrastructure associated with this connection and if appropriate, contribute to or otherwise facilitate delivery of the scheme.</p>
September 2021	MINOR/2/PSF/133/12	Infrastructure Delivery Plan – TR4	<p>Phase: 21+ Years 0-20 years</p> <p>Comments: The station has 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. The business case for the station estimates it would support the delivery of 80 additional homes and 800 Full Time Equivalent jobs. As such, it is not currently considered to be needed to support the quantum of development envisaged in the Local Plan and is therefore, it is considered a desirable, rather than necessary, piece of infrastructure.</p> <p>Proposals should safeguard for station delivery. Proposed east west pedestrian and cycle link (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>
September 2021	MINOR/2/PSF/133/11 MINOR/2/PSF/133/13	Infrastructure Delivery Plan – TR9	<p>Phase: 21+ Years 0-20 years</p> <p>Comments: The WLO project is strongly supported by OPDC, and OPDC is working with partners in the WestLondon Alliance and TfL on developing proposals.</p> <p>The project is supported by the London Plan but is at a comparatively early stage of development and currently has no committed funding and. Modelling undertaken in 2017 for the potential-proposed Old Oak Common Lane station suggested that the station would have limited impact on capacity required to support growth within OPDC at this stage. As such, this project is currently considered a desirable, rather than necessary, piece of infrastructure for the</p>

Date of modification	Modification reference	Location	Modification
			<p>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>
September 2021	MINOR/2/PSF/141/1	OPDC Local Plan, Para 10.29	<p>In respect of health, <del>the</del> modelling undertaken by the Clinical Commissioning Groups (CCGs) 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 healthservices at scale and provides for cost efficiencies. <u>However, requirements will need to be kept underreview, including the potential for a second facility in the longer-term.</u> The Social Infrastructure NeedsStudy 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 NorthNorth Acton and Acton Wells as the preferred option,</u> based on currentprojections.</p>
November 2021	MINOR/2/PSF2/64/11A  Respondent/comment ref 64/11	OPDC Local Plan, Para 4.61	<ul style="list-style-type: none"> <li>• <u>removing through traffic on the Big X;</u></li> <li>• <u>supporting fast and reliable bus services and increasing capacity, including the potential for a complementary nightshuttle bus service for shift workers;</u></li> <li>• <u>removing and rationalising car parking;</u></li> <li>• <u>supporting more efficient freight movements;</u></li> <li>• <u>better connecting the six rail stations surrounding Park Royal, via the Big X with better public realm, crossings, trafficcalming, CCTV, lighting and signage to support walking and cycling;</u></li> <li>• <u>creating new public spaces and support street greening within the town centre;</u></li> <li>• <u>creating and upgrading pedestrian and cycles-lanesfacilities to deliver a joined up, accessible walking and cyclistroute network.</u></li> </ul>
November 2021	MINOR/2/PSF2/64/11  Respondent/comment ref 64/11	OPDC Local Plan, Para 4.97	<ul style="list-style-type: none"> <li>• <u>removing through traffic on the Big X;</u></li> <li>• <u>supporting fast and reliable bus services and increasing capacity, including the potential for a complementary nightshuttle bus service for shift workers;</u></li> <li>• <u>removing and rationalising car parking;</u></li> <li>• <u>supporting more efficient freight movements;</u></li> <li>• <u>better connecting the six rail stations surrounding Park Royal, via the Big X, with better public realm, crossings, trafficcalming, CCTV, lighting and signage to support walking and cycling;</u></li> <li>• <u>creating new public spaces and support street greening within the town centre;</u></li> <li>• <u>creating and upgrading pedestrian and cycles-lanesfacilities to deliver a joined up, accessible walking and cycle route network.</u></li> </ul>

Date of modification	Modification reference	Location	Modification
November 2021	MINOR/2/PSF2/96/3 Respondent/comment ref 96/3	OPDC Local Plan, para 4.108	At the time of the publication of this Local Plan, the Quattro site in Acton Wells is safeguarded within the West London Waste Plan (2015). Proposals should accord with this designation or any future policy guidance provided within an updated West London Waste Plan or other Development Plan Document. <u>If the site 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. In regard to this, the waste site ceased operation in November 2018 when the site was first used by HS2 Ltd and its waste use has been relocated by Quattro to other sites elsewhere in West London.</u>
November 2021	MINOR/2/PSF2/66/73 Respondent/comment ref 66/73	OPDC Local Plan, para 8.25	<u>Following adoption of the Local Plan, OPDC will also revisit this policy and its associated viability evidence at the earliest opportunity within 5 years of adoption of the Local Plan</u> to ensure that any increased development value can maximise the delivery of social rent or London Affordable Rent homes
November 2021	MINOR/2/PSF2/66/75 Respondent/comment ref 66/75	OPDC Local Plan, para 9.9	<u>Wherever feasible, sites should deliver high plot ratios through industrial intensification where feasible, subject to transport impacts, agent of change, delivery of a high quality public realm, and all other relevant planning policy considerations.</u> Applicants must set out all options explored for intensification in their Planning Statements. OPDC will <u>only</u> accept schemes that <u>provide industrial intensification, except where</u> robust evidence has been provided by the applicant demonstrating that it is not feasible <u>and/or the considerations above cannot be met.</u>
November 2021	MINOR/2/PSF2/68/11 Respondent/comment ref 68/11	Channel Gate Development Framework Principles- Principle 9	<b>Principle 9: Building Heights and Massing</b> Proposals should deliver the place vision by contributing a variety of building heights across Channel Gate that respond to sensitive locations and optimise development capacity by delivering: a) generally, 6 to 10 storeys along Victoria Road; b) generally, 6 to 8 storeys fronting the Grand Union Canal; c) lower heights and appropriate massing adjacent to the Island Triangle; d) increased heights and massing adjacent to rail lines and freight activity to mitigate impact on residential amenity; e) tall buildings at appropriate locations throughout Channel Gate, including key junctions and spaces, where they assist with legibility and place making; <u>and</u> f) heights appropriate to support intensified / multi-storey industrial uses on the Willesden Freight Terminal; <u>and</u> <u>g) Tall buildings that have a massing and materiality that responds to any sensitive locations.</u>
November 2021	MINOR/2/PSF2/68/12 Respondent/comment ref 68/12	Channel Gate Development Framework Principles Para 7.2	7.2. In less sensitive locations, there is the scale and opportunity for development to deliver increased building heights. Tall buildings would be considered appropriate in principle throughout most of Channel Gate, where they assist with legibility and place making <u>and where their massing and materiality responds to any nearby sensitive locations.</u> Tall buildings may be supported at key crossings of the Grand Union Canal, subject to site specific considerations.
January 2022	MINOR/2/PSF2/OPDC/4.58	OPDC Local Plan, para 4.58	The site is adjacent to the Twyford Waste <u>and Recycling Centre Transfer Station</u> which is safeguarded for waste apportionment purposes through the West London Waste Plan 2016 <sup>65</sup> (see Policy EU6). <u>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. 100 Twyford Abbey Road is also a safeguarded</u>



Date of modification	Modification reference	Location	Modification
			site through the West London Waste Plan (2015). If 100 Twyford Abbey Road 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.
January 2022	MINOR/2/PSF2/OPDC/9.19	New addition to OPDC Local Plan, para 9.19	Conversely, given the long-term phasing of certain sites outside of SIL, there is potential for premises and sites to stay in productive use as interim employment uses prior to their planned redevelopment for mixed use in line with Table 3.1. Any proposals to support the effective functioning of these uses ahead of the sites' comprehensive development would be assessed against policy TCC8 (Meanwhile Uses) and other relevant planning policies.
	MINOR/2/PSF2/OPDC/10.60	OPDC Local Plan, para 10.60	Meanwhile uses are likely to play a huge role in early place making in the OPDC area, particularly in Old Oak, where there will be many temporarily vacant land parcels awaiting development in the longer term and where meanwhile uses can help provide facilities to support its designation as a Cultural Quarter (see Policy SP6). (see Policy SP6). Meanwhile uses can also support the effective use of land, in advance of comprehensive development, through the provision of interim employment uses.
	MINOR/2/PSF2/OPDC/E2	New Addition to Policy E2	Provides "meanwhile" uses in accordance with Policy TCC8
February 2022	MINOR/2/PSF2/OPDC/Numbering	General	References to policies and supporting text updated to reflect removal of policies such as D1 and TCC3.
February 2022	MINOR/2/PSF2/OPDC/General	General	Factual, formatting, grammar or tense errors corrected.
February 2022	MINOR/2/PSF2/OPDC/foreword	Foreword	New foreword provided.
February 2022	MINOR/2/PSF2/OPDC/3.3	Para 3.3	The Mayor's London Plan identifies that the OPDC area can deliver a minimum-indicative 25,500 homes
February 2022	MINOR/2/PSF2/OPDC/3.39	Para 3.39	OPDC's Cultural Principles document sets out how the OPDC area could play a significant role in supporting the Mayor's aspirations to promote London as the world's cultural and arts capital as set out in the Mayor's Draft Culture Strategy.
February 2022	MINOR/2/PSF2/OPDC/3.79	Para 3.79	Tall buildings are defined in OPDC's evidence base1 as buildings providing above 15 or more residential storeys or being 48 metres above ground level.
February 2022	MINOR/2/PSF2/OPDC/Table 3.1	Table 3.1	First row, fifth column. Provide reference that commercial or industrial floorspace is provided in Net Internal Area (NIA)
February 2022	MINOR/PS/Q5(3))	Para 4.20	Tracked change Local Plan modified to align with Schedule of Minor Modifications (MINOR/PS/Q5(3))

Date of modification	Modification reference	Location	Modification
			"set out in the <u>Local Plan and the further detail set out in the</u> IDP, in accordance with Policy SP10."
February 2022	MINOR/2/PSF2/OPDC/4.50	Para 4.50	Alongside the canal, there are a number of <u>current and proposed</u> Local Heritage Listings which should be used to inform the design of development in areas adjacent to the canal.
February 2022	MINOR/2/PSF2/OPDC/4.58	Para 4.58	Amend publication date of the West London Waste Plan to 2015 from 2016.
February 2022	MINOR/2/PSF2/OPDC/4.95	Para 4.95	The housing target will be reviewed as part of future iterations of the Local Plan <u>and further guidance for the potential delivery of these sites will be included in a Park Royal Supplementary Planning Document (SPD).</u>
February 2022	MINOR/2/PSF2/OPDC/4.147	Para 4.147	The existing Collective development demonstrates the development potential within Atlas Junction <u>town centre.</u>
February 2022	MINOR/PS/OPDC M6(2)	Para 4.225	Tracked change Local Plan modified to align with Schedule of Minor Modifications (MINOR/PS/OPDC M6(2)) <u>including over- and adjacent-station development.,</u> where <u>deliverable viable.</u>
February 2022	MINOR/2/PSF2/OPDC/6.78	Para 6.48	TfL have <u>recently proposed to</u> introduced an ultra-low emission zone (ULEZ) that <u>would cover</u> the OPDC area. This is an area within which all cars, motorcycles, vans, minibuses, buses, coaches and heavy goods vehicles (HGVs) <u>will</u> need to meet exhaust specific emission standards (ULEZ standards) or pay a daily charge to travel.
February 2022	MINOR/2/PSF2/OPDC/8.5	Para 8.5	The London Plan identifies that the Old Oak and Park Royal Opportunity Areas have the capacity to deliver <u>at least an indicative</u> 25,500 homes.
February 2022	MINOR/2/PSF2/OPDC/General	E1d)	d) provide adequate servicing and delivery space in accordance with Policy T87. Particular consideration should be given to the need for appropriate yard space provision to allow for the viable function of businesses
February 2022	MINOR/2/PSF2/OPDC/11.13	Para 11.13	The Community Infrastructure Levy (CIL) is a levy on new development 'of an amount per square metre Gross Internal Area (GIA)' of net additional floorspace. It is usually set at a different rate for different types 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. OPDC is the CIL charging authority for the OPDC area. <u>The infrastructure projects or types of infrastructure that a CIL charging authority intends to spend CIL income on is set out in a 'Regulation 123' List. Infrastructure in a Regulation 123 List cannot also be funded by money raised through Section 106 agreements, to avoid double dipping, i.e. a developer being required to pay twice for the same piece of infrastructure.</u> OPDC's draft CIL charging schedule <u>and Regulation 123 list are</u> available on OPDC's website.
February 2022	MINOR/PS2/OPDC/P1/1	Glossary	Tracked change Local Plan modified to align with Schedule of Minor Modifications (MINOR/PS2/OPDC/P1/1))  High Speed 2 is a planned rail line dedicated for high speed trains that will connect London to Birmingham <u>after 2028</u> <del>from 2026</del> and then, along a Y shaped route, to Crewe and Manchester in the West and the East Midlands, South Yorkshire and Leeds in the East from 2033.
February 2022	MINOR/PS/Q1e	Glossary	Tracked change Local Plan modified to align with Schedule of Minor Modifications (MINOR/PS/Q1e)

Date of modification	Modification reference	Location	Modification
			<p>The result of a complex interplay of different elements, e.g. the cultural and social factors which have combined to create identity, the physical or built elements that make up the place and the people associated with it through memories, association and activity. Also referred to as 'sense of place'.</p> <p>Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity.</p>
February 2022	<p>MINOR/2/PSF2/OPDC/A1.2</p> <p>MINOR/2/PSF2/OPDC/A1.3</p> <p>MINOR/2/PSF2/OPDC/A1.5</p> <p>MINOR/2/PSF2/OPDC/A1.6</p> <p>MINOR/2/PSF2/OPDC/A1.9</p>	Appendix	<p>A1.2. The OPDC has a number of key aims, including:</p> <ul style="list-style-type: none"> <li>a) transforming one of London's most inaccessible areas into a well-connected, world-class transport interchange;</li> <li>b) enabling delivery of new housing and commercial development, surrounded by sustainable and thriving neighbourhoods and valued open space;</li> <li>c) protecting, intensifying and strengthening <u>Park Royal Strategic Industrial Locations</u>; and</li> </ul> <p>A1.3. 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></p> <p>A1.5. <u>This document</u> <u>OPDC's Local Plan</u> is a Development Plan Document (DPD) and is part of the <u>Government's</u> planning policy system introduced by the Planning and Compulsory Purchase Act 2004.</p> <p>A1. <u>76.</u> Alongside the National Planning Policy Framework (NPPF), London Plan, Old Oak and Park Royal Opportunity Area Planning Framework, West London Waste Plan DPD, any 'made' Neighbourhood Plans and any adopted Supplementary Planning Documents (SPDs), OPDC's Local Plan, <u>once adopted, will be is</u> a key planning policy document against which planning applications within the OPDC area will be assessed (see figure A1.1).</p> <p>Paras A1.9 and A1.10 deleted:</p> <p><u>Relation to Local Authority Planning Documents</u></p>

Date of modification	Modification reference	Location	Modification
	<p data-bbox="331 501 680 528">MINOR/2/PSF2/OPDC/A1.11</p> <p data-bbox="331 687 680 715">MINOR/2/PSF2/OPDC/A1.35</p>		<p data-bbox="992 165 2130 300"><del>Until OPDC adopts its own Local Plan for the OPDC area, the development plan documents (DPDs) from the London Boroughs of Brent, Ealing and Hammersmith and Fulham, that applied to the OPDC area and that that were either adopted, or in production, at the time of OPDC's establishment (1st April 2015), will continue to form part of OPDC's Development Plan.</del></p> <p data-bbox="992 341 2114 459"><del>As OPDC progresses its Local Plan, the weight of these Local Authority DPDs covering parts of the OPDC area will diminish as they are superseded by the growing material weight of OPDC's Local Plan. The exception to this rule is the West London Waste Plan, which was adopted by OPDC Board in July 2015 as a DPD.</del></p> <p data-bbox="992 501 2107 596"><del>A1.11. Delete: The OAPF should be read in conjunction with the Local Plan, but as this draft Local Plan progresses through its various regulatory stages, its policies accrue greater weight than the guidance and principles in the OAPF.</del></p> <p data-bbox="992 667 2007 694"><del>Para A1.35 minor amendment to refer to 'a' potential new London Overground Station.</del></p> <p data-bbox="992 730 1715 758"><del>Figure A1.4 New and Updated Supporting studies referenced.</del></p>
February 2022	MINOR/2/PSF2/OPDC/A1.33	Appendix para A1.33	<p data-bbox="992 823 2141 1066">Catalysed by this new station, the OPDC area can play a significant role in supporting good growth in London through the delivery of a new commercial centre, a new major town centre, new high density residential neighbourhoods, protecting and enhancing the Park Royal industrial location and providing a full range of supporting ancillary uses. The scale of development envisaged currently represents one of the UK's largest regeneration projects, identified in the London Plan as being capable of delivering an <b>indicative minimum</b> 25,500 homes and 65,000 jobs and with the potential for development to generate an additional £7.6 billion per annum of gross value added to the UK economy.</p>