



# **Public Realm and Green Infrastructure Supplementary Planning Document (SPD)**

**Adoption Statement**

**13 June**

This adoption statement has been prepared by the Mayor of London's Old Oak and Park Royal Development Corporation (OPDC) pursuant to Regulations 11 and 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

**Notice is hereby given that:**

(a) on 13<sup>th</sup> June 2024 OPDC adopted the Public Realm and Green Infrastructure Supplementary Planning Document (SPD);

(b) a number of modifications were made to the SPD pursuant to section 23 of the Planning and Compulsory Purchase Act 2004 (the Act). These are set out in the Appendix;

(c) any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision; and

(d) any such application must be made promptly and, in any event, not later than 3 months after the date (13<sup>th</sup> June 2024) on which the SPD was adopted.

(e) A copy of the documents can be viewed on OPDC's webpages and in the following locations during opening hours:

- OPDC offices, 1st Floor, Brent Civic Centre, Wembley, HA9 0AF
- Wembley Library, Brent Civic Centre, Wembley, HA9 0AF
- Harlesden Library, Craven Park Road, NW10 8SE,
- Brent Hub Community Enterprise Centre, 6 Hillside, NW10 8BN
- The Collective, Old Oak Lane, NW1 6FF

## Appendix

### Modifications Schedule

The modification reference corresponds with the **Track Changes Public Realm and Green Infrastructure SPD (showing changes following consultation)**.

The Consultation Statement reference relates to consultation responses which can be found within Table 1 of the **Consultation Statement**.

Both documents can be viewed on OPDC'S webpages: [OPDC planning policy | London City Hall](#)

Modification reference	Reason for modification
N/A	Text removed as public consultation is no longer live and to reflect adoption status
1/3	To clarify relevant highways authority for different street types. Amended para 1.10
1/5, 1/6, 1/10	To clarify application of the SPD related to development and ensure best practise. Amended para 1.19
1/9	To ensure all technical language is clearly explained
2/6, 2/7	To clarify Design and Access Statement should include information on both day and night. Amended Principle EDIP1 and EDIP2
2/8	To aid additional cross references to other guidance regarding cycle infrastructure, cycle design standards. Amended signpost list
2/10	To clarify road and personal safety. Amended para 5.116
2/15	To clarify additional cross references to other guidance regarding access control. Amended signpost list
2/16	To clarify kerb height and aid additional cross references to other guidance regarding accessible bus stop guidance. Amended Principle MIP1(part k)
2/21	To clarify additional cross references to other guidance regarding cycling quality criteria, cycling analysis, TfL action plan and access control. Amended signpost list
2/23	To add flexibility and additional cross reference to other guidance regarding traffic signs. Amended Principle MIP3 and signpost list
2/25	To clarify integration of cycle parking stands with planters. Amended para 6.48

<b>Modification reference</b>	<b>Reason for modification</b>
2/31	To prioritise car free development in line with Local Plan policies. Amended Principle MIP6 outline sentence
2/35	To clarify bus stop island safety and accessibility regarding width. Amended Figure 6.12 and para 6.71
2/35	To add further caveat that the design must be informed by pedestrian and cyclist comfort analysis. Amended para 6.87
2/36	To clarify the need for push buttons at pedestrian crossing facilities. Amended para 6.69
2/36	To aid additional cross references to other guidance regarding DfT requirements related to inclusive and accessible movement. Amended Principle PMIP1
2/38	To correct caption error. Amended figure 6.14 caption
2/39	To remove car parking shown in the figure. Amended figure 6.14
2/40, 2/43	To remove pelican crossings and include requirement of PelX crossings. Amended para 6.75 and para 6.88
2/43	To clarify the need to accommodate all waiting pedestrians comfortably to minimise risks of crowding. Amended para 6.90
4/2	To include connectivity from Park Royal to West Acton. Amended Fig 5.2 & Fig 6.1
4/7	To recognise lack of space as a conflict between pedestrians, wheelchair users and cyclists
4/12	To aid additional cross references to other guidance regarding HGV and safety of vulnerable road users. Amended Principle MIP5
4/15	To correct typo error. Amended Figure 6.12
4/16	To correct DfT standards for loading bays. Amended Figure 6.16
5/18	To clarify the need for topographical analysis for impact on key views. Amended Principle OS-HCDP1 (part d)
6/10	To recognise consideration of boaters regarding events and canalside activities. Amended Para 5.171
6/13	To clarify provision of suitable alternative which provides sufficient space for pedestrians and cyclists. Amended Principle OS-MIP1

<b>Modification reference</b>	<b>Reason for modification</b>
6/13	To identify sufficient towpath width for both pedestrian and cyclist safety and the towpath's constraints and accommodation of operational functions. Amended Para 7.25
6/15	To further recognise the need for raingardens and swales to provide clean up of run off water before entering waterbodies. Amended Principle LOS-GIBP1 (part c)
7/8	To identify the need for SuDS to mimic natural catchment processes and identify the importance of appropriate maintenance and management plans. Amended para 5.35
7/12	To identify the need to remove invasive non-native species and maintain continual management. Amended Principle GIBP1
13/1	To correct error in public open space boundary. Amended Figure 2.3
14/4	To further recognise the need to align desire lines along pedestrian routes. Amended Principle MIP2
14/6	To identify the need to provide contact information for management and maintenance issues. Amended Principle MMP1.
16/1	To clarify environmental issues related to graffiti and litter. Amended Para 5.168