

Reference: OPDC/001**OPDC Response to Planning Inspector's Initial Questions (ID-01)****10 December 2018**

Please note that should any amendments to the below OPDC Officer Responses be made, these will be published separately as an updated version of this document and referenced accordingly. Once agreed by the Planning Inspector, the below proposed modifications will be included in a Post Submission Schedule of Modifications. The schedule will be published in due course and updated as required.

	Inspector's Initial Questions	OPDC Officer Response
Q1	The third sentence of paragraph 3.27 has some duplicated/garbled text. Could the OPDC confirm a correction as a minor modification, please?	<p>This is a desktop publishing error and will be corrected as a minor modification as follows:</p> <p>It will make a significant contribution to London's commercial space pipeline, at a time when other large commercial projects in London at a time when other current major regeneration schemes would be completed, or nearing completion, such as Kings Cross, Paddington and White City.</p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q1	In the copy of the plan which has been submitted to me the colour registration of figures 3.10, 3.15, 3.16, 4.5 and 10.3 is unclear. On figure 3.10 the key shows Old Oak Street as lime green but it appears yellow on the figure itself. Similarly, on figure 3.16, the key shows ongoing industrial intensification as a lime green but on the figure itself it appears yellow. On figure 3.15, the key for areas where tall buildings are an appropriate form of development in principle and the specific locations where tall buildings are an appropriate form of development in principle are both the same dark purple but on the figure itself they are shown in differing shades of purple. The key to figure 4.5 indicates three different kinds of frontage but only one appears on the figure itself. Is that correct? On figure 10.3 the colouration of Clusters and of Metropolitan Town Centre appears indistinguishable in the key but appears on the figure itself as two different shades of purple.	<p>These are graphical errors which will be corrected as set out below. These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p> <ul style="list-style-type: none"> Figure 3.10 – the different yellows depicted for Old Oak Street was due to a desktop publishing error. This will be corrected by aligning the two shades of yellow. Figure 3.15 – the different purples was due to a transparency desktop publishing error. This will be corrected by aligning the transparency levels of Areas where tall buildings are an appropriate form of development in principle within the map and the key. Figure 3.16 – the different yellows depicted for Ongoing industrial intensification was due to a desktop publishing error. This will be corrected by aligning the two shades of yellow. Figure 4.5 – the inclusion of Active Frontage and Positive Frontages within the key was due to a desktop publishing error of using a standardised key. This will be corrected by removing the text and associated images from the key for Active Frontage and Positive Frontages. Figure 10.3 – the depiction of Metropolitan Centres will be amended to enable them to be clearly differentiated from Clusters in both the map and the key. <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q1	The map base for figures 3.3, 4.13 and 4.17 appears to show the route of the spur from the Elizabeth Line to the overground route from Euston to Watford Junction. Is that an error?	<p>This is a graphical error. The Department for Transport and TfL have formally withdrawn support for Elizabeth Line Spur. Exploration of delivering the Chiltern Line to Old Oak Common Station is underway. The delivery of this would prohibit the delivery of the spur. Other text and diagram references to the spur have been removed from the Local Plan, to ensure consistency figures 3.3 ,4.13 and 4.17 will be amended to remove the route of the spur.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q1	Policy EU8(h) appears to duplicate policy EU7.	<p>Although policies EU8(h) and EU7 are related in the requirement to reuse and recycle, EU8(h) provides specific guidance for the minimum content of reused or recycled materials. As such, this requirement is considered to be appropriate to be included in the Sustainable Materials policy (EU8), rather than the broader Circular and Sharing Economy policy (EU7).</p>
Q1	In the Glossary, the definition against the term Place repeats the definition against the term Permitted Development.	<p>This is a desktop publishing error. The Regulation 18 draft Local Plan Glossary provides a definition of place as:</p> <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>This definition will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q2	I am not clear about the relationship between the various figures within the plan and the Policies Map; for example, the mixed use area on figure 3.7 does not appear on the Policies	<p>Figures illustrating policies within the Local Plan should not be considered as inset maps to the Policies Map. Figures within the Local Plan are indicative and have been included to help illustrate spatial implementation of policies. Given their indicative function, they could be regarded as inset figures to the key diagram.</p>

	<p>Map, the provisions of figure 3.13 do not appear to be translated to the Policies Map, nor do the tall buildings provisions of figure 3.15, the Local Nature Reserve provisions of figure 6.3, the Metropolitan town centre provisions of figure 10.3 or some of the detailed provisions of figures 4.2, 4.5, 4.6, 4.7, 4.10, 4.13, 4.15, 4.17, 4.19, 4.21, 4.23, 4.25, 4.27, 4.30, 4.32, 4.34, 4.36, 4.38, 4.40, 4.42, 4.44 and 4.45. To what extent are the figures within the text to be regarded as inset maps to the Policies Map?</p>	<p>The Local Plan Appendix paragraph A1.26 defines the difference between the figures in the Local Plan and the Policies Map as follows:</p> <p><i>"A1.26 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."</i></p> <p>The submitted Proposed Minor Modifications Schedule (KD4) includes a modification to include the above sentence within paragraph 1.23 of the Introduction to the Local Plan (MINOR/General1).</p> <p>Due to the indicative function of the figures in the Local Plan it is not considered appropriate to depict these on an Ordinance Survey map as required for Policies Maps by Town and Country Planning (Local Planning) (England) Regulation 9 (2012). This is a common approach used in Local Plans to help to illustrate the broad locations of development, particularly in areas of change including site allocations. Examples include Croydon Local Plan (2018), London Legacy Development Corporation (2014), Tower Hamlets Core Strategy (2010) and emerging Local Plan (2018) and Lambeth Local Plan (2015).</p> <p>With regard to the individual figures identified:</p> <ul style="list-style-type: none"> Figure 3.7 Mixed use area – the mixed use area is indicative as the exact locations have yet to be defined. The mixed use area seeks to illustrate the mix of uses sought by Local Plan policies outside of town centres, Strategic Industrial Locations, the proposed commercial centre, existing residential areas and publicly accessible open spaces. As stated above, due to its indicative function it is not considered to be appropriate to depict this on the Policies Map. Figure 3.13 Open spaces and Figure 3.15 tall buildings – the content of these figures are indicative as the exact locations have yet to be defined. These designations seek to illustrate the locations of publicly accessible open spaces, green streets and urban greening corridors. As stated above, due to their indicative function, it is not considered to be appropriate to depict this on the Policies Map. Figure 6.3 Local Nature Reserve – Local Nature Reserves are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act (1949) by principal local authorities. Guidance for the management of the Local Nature Reserve at Wormwood Scrubs would be provided by the London Borough of Hammersmith and Fulham in their role as local authority. As such, the Local Plan does not provide policy for the management of the Local Nature Reserve and figure 6.3 depicts the Local Nature Reserve for information purposes only. OPDC as the local planning authority for Wormwood Scrubs is responsible for Sites of Importance for Nature Conservation; therefore, the Policies Map depicts these and not the Local Nature Reserve. Figure 10.3 Metropolitan town centres – the Policies Map depicts policy guidance only within the OPDC boundary. The Local Plan does not include policies for Metropolitan town centres as these are located outside of the OPDC area. However, it was considered appropriate to reflect their locations to provide context for the town centre hierarchy of west London. The hatching included within Old Oak South is a desktop publishing error and is proposed to be removed. Place Policy diagrams (including figures 4.2 – 4.45) – Although only 650 hectares in size, there is huge diversity across the OPDC area in terms of land use, transport access, environment, topography, communities and heritage. Place and Clusters policies provide specific guidance at a greater level of detail than the Strategic Policies in Chapter 3 and the Development Management policies later in the Local Plan. Each Place and Cluster policy is supported by an indicative diagram to illustrate the implementation of the policy. As stated above, due to their indicative function, it is not considered to be appropriate to depict all the components of Place Policy diagrams on the Policies Map. <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>Many of the policies in the plan set process requirements rather than performance requirements, by which I mean that they require a planning application to be validated by being accompanied with certain documents rather than requiring a completed development to fulfil certain criteria. Examples are:</p>	<p>Noted. Please see proposed responses below.</p>
Q3	<p>• Policy SP3(d) "Proposals should undertake Health Impact Assessments (HIAs) as part of major development proposals, to assess the development's impacts on health. HIAs should include recommendations to mitigate any negative impacts of major developments on health and should be conducted early enough in the planning process to influence the design and/or implementation of the</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of documents set out in OPDC's Validation Check list. The need for, and contents of, a Health Impact Assessment are defined in paragraph 3.19. Therefore, to avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy SP3 and relevant supporting text as follows:</p> <p>Proposals should:</p> <ol style="list-style-type: none"> improve health and reduce health inequalities; design and operate internal and external spaces to improve health and wellbeing, reduce health inequalities and enable healthy lifestyles; and ensure adequate access to facilities and services that support health, wellbeing and healthy lifestyles.

	<p>proposal.” (Comment; this places no obligation on a development actually to minimize adverse effects on health, it simply requires the production of a document to assess the matter).</p>	<p>d) undertake Health Impact Assessments (HIAs) as part of major development proposals, to assess the development’s impacts on health. HIAs should include recommendations to mitigate any negative impacts of major developments on health and should be conducted early enough in the planning process to influence the design and/or implementation of the proposal.</p> <p>3.19. Health impact assessments (HIAs) will be required for major development proposals. HIAs help to ensure that health and wellbeing are fully considered as part of new development proposals. The process looks at the positive and negative impacts of a development as well as assessing the indirect implications for the wider community. The aim is to identify the main impacts and seek to maximise benefits and mitigate or avoid potential adverse impacts. HIAs should be undertaken at the earliest stage possible to ensure that any required alterations to proposals can be made with minimal disruption.</p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy SP8(d) “Proposals should deliver and/or positively contribute towards a varied, well-designed, integrated and high quality green infrastructure and open space network, by ensuring that major development proposals are delivered in accordance with an appropriate Green Infrastructure and Open Space Strategy and Management Plan.” (Comment; there is no specific requirement for any development to achieve any level of performance in relation to the assessment criteria set out in paragraph 3.68 which describes what matters must be covered in the GIOSSMP).</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of documents set out in OPDC’s Validation Checklist. The Green Infrastructure and Open Space Strategy and Management Plan (GIOSSMP) would present information to demonstrate how proposals accord with a range of Local Plan policies referred to in paragraph 3.68. The need for, and contents of, a Green Infrastructure and Open Space Strategy are also defined in paragraph 3.68. Therefore, to avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy SP8 as follows:</p> <p>Proposals should deliver and/or positively contribute towards a varied, well-designed, integrated and high quality green infrastructure and open space network, by:</p> <p>a) providing for the needs of people living, working and visiting the area by:</p> <p>i) conserving and enhancing existing green infrastructure and open spaces identified in the Policies map. Any loss or relocation should accord with the requirements of Policy EU1;</p> <p>ii) providing sensitive enhancements and improvements to access existing open spaces; and</p> <p>iii) appropriately providing and/or positively contributing to new green infrastructure and open spaces, that meet the needs of the development in terms of their quantum, quality, access and function, including delivering 30% of the developable area outside of Strategic Industrial Locations (SIL) as publicly accessible open space in accordance with Policy EU1, including delivering 3 new local parks in Old Oak, each of at least 2ha;</p> <p>b) improving the ecology of the area and ensuring an overall net gain in biodiversity by:</p> <p>i) conserving and enhancing existing biodiversity habitats. Any loss or relocation should accord with the requirements of Policy EU2; and</p> <p>ii) delivering and/or positively contributing to new biodiversity habitats.</p> <p>c) successfully integrating with the wider green infrastructure and open space network, including the Grand Union Canal, Wormwood Scrubs and All London Green Grid.;and</p> <p>d) ensuring that major development proposals are delivered in accordance with an appropriate Green Infrastructure and Open Space Strategy and Management Plan.</p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy SP10(i) “Proposals should enable a comprehensive and integrated approach to the delivery of development and infrastructure that, where appropriate, is accompanied by an Infrastructure Delivery Strategy.” (Comment; an Infrastructure Delivery Strategy is simply a document presumably required for validation purposes; there is no requirement here for any particular infrastructure to be delivered by any particular development.)</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of documents set out in OPDC’s Validation Check list. The Infrastructure Delivery Strategy would present information to demonstrate how proposals accord with policies SP10(c) to (h). The need for, and contents of, an Infrastructure Delivery Strategy are also defined in paragraph 3.93. Therefore, to avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy SP10 as follows:</p> <p>Proposals should enable a comprehensive and integrated approach to the delivery of development and infrastructure that:</p> <p>a) supports and brings forward development in accordance with, or in advance of, the phasing identified in figure 3.16, to support OPDC’s homes and jobs targets, particularly through the redevelopment of sites identified for redevelopment in the first 10 years and/or Site Allocations in table 3.1;</p> <p>b) ensures that an optimised and comprehensive approach is taken to the development of the Site Allocations in table 3.1, so that the Site Allocation homes and non-residential floorspace targets can be met or exceeded;</p> <p>c) contributes appropriately and proportionately towards required infrastructure identified in OPDC’s Infrastructure Delivery Plan (IDP), at a rate and scale sufficient to support the area’s development and growth;</p> <p>d) where applicable, connects into area-wide infrastructure and enables the connection of others into such infrastructure;</p> <p>e) safeguards land required to deliver area-wide and site-specific infrastructure identified in OPDC’s IDP and/or policies in the Local Plan;</p> <p>f) is appropriately phased to fit in with the programmed delivery of other development and infrastructure for the area and that impacts, including construction and servicing, are planned in a complementary manner and provide appropriate mitigation;</p> <p>g) supports an integrated and comprehensive approach to the design, construction and management of the proposed development; and</p> <p>h) is appropriately designed so that the built form complements and does not unduly restrict development on adjacent and connected sites.;and</p>

		<p>i) where appropriate, is accompanied by an Infrastructure Delivery Strategy.</p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy D1 (Comment; the requirements of this policy are entirely related to the process of drawing up a planning application, there is nothing substantive with which the development as built is to comply). 	<p>OPDC notes that Policy D1 provides policy for the delivery of a process. However, OPDC considers that delivering on the principles of Good Growth will require a high quality development design process. Therefore, this policy will be critical to helping to deliver the NPPF (2012) core planning principle (paragraph 12) for seeking to secure high quality design, Delivering Good Design as set out in Draft New London Plan Policy D2, delivering the principles of Good Growth set out in Local Plan policy SP2 and the highest design quality as set out in policy SP9.</p>
Q3	<ul style="list-style-type: none"> Policy D3(c) "Proposals will be supported where they engage with relevant stakeholders to inform proposals at the earliest opportunity." (Comment; a proposal is inanimate and so cannot engage; only its proponents can engage, so this policy would be judging applicants, not developments; playing the man, not the ball.) 	<p>To help to ensure Policy D3(c) is effective and provides clear guidance, OPDC proposes to amend Policy D3(c) and supporting text as follows:</p> <p>Proposals will be supported where they:</p> <p>a) deliver development that is compliant with the latest guidance on accessible and inclusive design as an integral part of their design;</p> <p>b) deliver accessible design solutions that meet the requirements of all users at all stages of their lives and contribute positively to removing barriers that currently exist; and</p> <p>c) demonstrate whether engagement with relevant stakeholders has to informed the design of proposals at the earliest opportunity.</p> <p>5.25. Applicants will be required to work with a range of stakeholders to achieve this aspiration and demonstrate whether this engagement has informed the design of development within proposals' Design and Access Statements. Stakeholders include the OPDC Place Review Group, OPDC Community Review Group, local access groups and the GLA Strategic Access Panel. This engagement will be expected throughout the design development process in accordance with Policy D1.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy D5(c) and (d) "Proposals for tall buildings will be supported as an appropriate form of development in principle where they undertake proactive engagement with the community and other relevant stakeholders, including the Greater London Authority and Historic England; and accord with relevant guidance for RAF Northolt safeguarding zones including consulting with the Defence Infrastructure Organisation on any proposals of 91.4m above ground level." (Comment; other than the compliance with the RAF safeguarding zones, this policy judges the applicants, not the application. Paragraph 5.40 gives some indications of the kind of policy considerations that should be taken into account but it does not go so far as saying what the policy should be). 	<p>Policy considerations for the determination of tall building proposals are set out in Draft New London Plan Policy D8 and will be used to determine planning applications as part of the development plan. OPDC has not sought to repeat this policy guidance. To help to ensure Policy D5 is effective and provides clear guidance, OPDC proposes to amend Policy D5 and supporting text as follows:</p> <p>Proposals for tall buildings will be supported as an appropriate form of development in principle where they:</p> <p>a) accord with latest relevant national guidance, London Plan policies, Policy SP9 and relevant policies within the Places Chapter;</p> <p>b) deliver significant benefits for the surrounding area and communities including promoting legibility to destinations;</p> <p>c) demonstrate whether undertake proactive engagement with the community and other relevant stakeholders, including the Greater London Authority and Historic England has informed the design of proposals; and</p> <p>d) accord with relevant guidance for RAF Northolt safeguarding zones including consulting with the Defence Infrastructure Organisation on any proposals of 91.4m above ground level.</p> <p>Old Oak and Park Royal is located within the safeguarding zone surrounding RAF Northolt and consultation should be carried out with the Defence Infrastructure Organisation on any buildings which exceed the height threshold of 91.4m above ground level.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy D6(a), (h(i)) and (i(i)) "Proposals will be required to deliver an appropriate standard of amenity by: (a) submitting a Daylight, Sunlight and Microclimate Assessment where the scale of proposed buildings has the potential to affect the amenity of sensitive neighbouring uses; (h) minimising the effects of the urban heat island effect by: (i) requiring proposals referable to the Mayor of London to undertake modelling to identify potential impacts on the urban heat island effect; and (i) minimising excessive wind speeds generated by development by (i) requiring proposals referable to the Mayor of London to undertake wind tunnel modelling early in the design process." (Comment; the 	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of Daylight, Sunlight and Microclimate Assessments as set out in OPDC's Validation Check list and for supporting processes for these assessments. To help to ensure the policy is effective, OPDC proposes to amend Policy D6 and relevant supporting text as follows:</p> <p>Proposals will be required to deliver an appropriate standard of amenity by:</p> <p>a) submitting a Daylight, Sunlight and Microclimate Assessment where the scale of proposed buildings has the potential to affect the amenity of sensitive neighbouring uses;</p> <p>b) achieving the benchmarks for amenity set out in table 5.1 or alternatives agreed with OPDC;</p> <p>c) implementing the Agent of Change principle so that:</p> <p>i) new development does not materially affect the ongoing functioning of existing employment uses and/or town centre uses; and</p> <p>ii) new development does not cause unacceptable harm to the amenity of existing uses;</p> <p>d) maximising the quality and availability of daylight and direct sunlight within buildings and to the public realm;</p> <p>e) delivering appropriate levels of privacy;</p> <p>f) ensuring bedrooms are located away from and / or designed to mitigate light pollution;</p> <p>g) ensuring proposals that include residential private and / or communal open space:</p>

	<p>requirement to submit an assessment or model is simply an application validation requirement which says nothing about the standards of daylight, sunlight or microclimate which the completed development must achieve.)</p>	<p>i) receives direct sunlight for a reasonable period of the day; ii) supports integrated solutions for food growing; and iii) are located away from and/or designed to mitigate air, light and noise pollution.</p> <p>h) minimising the effects of the urban heat island effect including by: i) requiring proposals referable to the Mayor of London to undertake modelling to identify potential impacts on the urban heat island effect; and ii) mitigating overheating of buildings and the public realm where impacts are identified by utilising appropriate mitigation measures.</p> <p>i) minimising excessive wind speeds generated by development by: i) requiring proposals referable to the Mayor of London to undertake wind tunnel modelling early in the design process; and ii) mitigating negative impacts on buildings and the public realm where identified including through the use of green infrastructure.</p> <p>5.52. High density development can give rise to the urban heat island effect. As Building Regulations become more stringent, buildings are increasingly suffering from overheating. The reasons for this are complex and are set out in the OPDC Environmental Standards Study but multi-storey high density development is particularly susceptible to overheating. In light of this, proposals referable to the Mayor of London (defined in the Mayor of London Order 2008) should undertake urban heat island and wind modelling to identify and assess the cumulative impact of existing and committed development and to mitigate impacts where necessary.</p> <p>5.53. The use of green infrastructure including but not limited to trees, open space, embankments, water features, the Grand Union Canal, fountains and streams and open water bodies can significantly reduce the urban heat island effect. However, these elements need to be carefully designed in order to balance the need for winter solar gain and sufficient daylight, with protection against overheating. Dynamic models should be used and the effectiveness of these interventions assessed as part of a post occupancy survey (see Policy D13) to evaluate building performance. Green infrastructure can also be an effective way to screen and protect sites against turbulence, wind tunnelling and noise caused by high density development.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy D7(b) "Proposals that impact on a key view will be supported where they define, assess and justify their impact on any other views relevant to the proposal and clearly demonstrate how it delivers a positive contribution to the relevant key views" (Comment; the first part of this policy seems to be judging a proposal by whether it has supporting justification rather than by whether it would adversely affect a key view in actuality).</p>	<p>The policy aims to provide information to provide clarity for the content of Townscape/Visual Impact Assessment as set out in OPDC's Validation Check list and for supporting processes for these assessments. To help to ensure the policy is effective, OPDC proposes to amend Policy D7 as follows:</p> <p>Proposals that impact on a key view will be supported where they+ a) contribute positively to the character and composition of identified key views relevant to the proposal; and b) define, assess and justify their impact on any other views relevant to the proposal and clearly demonstrate how it delivers a positive contribution to the relevant key views.</p>
Q3	<p>• Policy D8 requires a justification to be submitted with an application, a sequential approach to be followed in its formulation and a Heritage Impact Assessment to be submitted. (Comment; these are all process requirements; they say nothing about the qualities which the development itself has to achieve).</p>	<p><u>Policy D8(b)</u> Historic England responded to the First Regulation 19 consultation recommending that Policy D8 should provide policy for how designated heritage assets will be considered rather than defer to the NPPF and national guidance. Specifically, this will ensure accordance with NPPF paragraphs 9, 12 and 126.</p> <p>In response to this comment, OPDC and Historic England worked together to develop a policy for conserving and enhancing designated heritage assets. This was included as Policy D8(b). OPDC welcomes the Inspector's further view on its inclusion.</p> <p><u>Policy D8(c)</u> OPDC considers that the sequential approach set out in D8(c) to be appropriate for inclusion to inform the consideration of proposals which have the potential to affect the significance of non-designated heritage assets. The requirements for providing information justifying harm or demolition of non-designated assets will enable officers to determine applications in accordance with Policy D8(a) and NPPF (2018) paragraphs 192 and 197.</p> <p><u>Policy D8(d)</u> Historic England raised a similar point in their response to the Second Regulation 19 consultation (reference d/D8/5). To address this point, OPDC officers have proposed the following minor modification (reference MINOR/2/D8/5). This is set out in the Proposed Minor Modifications Schedule (document KD4).</p> <p>Proposals which have the potential to impact upon any affected heritage assets and their settings will should be supported by a where they submit a Heritage Impact Assessment that sets out:</p>

Q3	<p>• Policy EU3(c) and (e) “Development proposals will be supported where they ensure sufficient capacity within the sewerage network by, as part of applicants’ Water Efficiency, SuDS and Drainage Statement, demonstrating how the development will enable capacity to be released within the existing combined sewer network to accommodate additional foul water flows, without compromising the ability of other developers to meet future development needs and undertake Flood Risk Assessments (FRAs) for schemes meeting the thresholds set out in DEFRA and EA guidance.” (Comment; If the sewerage network has sufficient capacity but a Drainage Statement has not been submitted, would planning permission be refused? Conversely, would a development be supported simply because a FRA has been undertaken, regardless of the actual likelihood of it being flooded?)</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and for defining the content of Water Efficiency, SuDS and Drainage Statements and Flood Risk Assessments as set out in OPDC’s Validation Check list. The need for a Water Efficiency, SuDS and Drainage Statement and a Flood Risk Assessment are defined in paragraph 6.39 and 6.40 respectively. Therefore, to avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy EU3 as follows:</p> <p>Development proposals will be supported where they:</p> <p>a) work positively with OPDC and its development partners to deliver an integrated strategy for managing foul and surface water and for supplying potable and non-potable water;</p> <p>b) Provide sufficient attenuation storage capacity to ensure the peak rate of surface water runoff generated during rainfall events up to the 1 in 100 years plus a 40% climate change allowance, does not exceed greenfield run-off rates by applying the following hierarchy:</p> <p>i) delivering where appropriate and through agreement with the Canal and River Trust, outfalls to the Grand Union Canal, where the water is of an adequate quality, in accordance with the Water Framework Directive or any subsequent standards, and would not have a detrimental effect on the ecological and chemical status of waterbodies;</p> <p>ii) providing on-site source control to attenuate on-site. The priority for on-site attenuation should be the provision of vegetated Sustainable Drainage Systems (SuDS), with other solutions, including below ground attenuation, only deemed acceptable where all vegetated options have been fully explored; and iii) Where source control SuDS features cannot achieve sufficient attenuation, delivering and/ or contributing to strategic SuDS, which should be incorporated into streets, open spaces and other public realm areas;</p> <p>c) ensure sufficient capacity within the sewerage network by, as part of applicants’ Water Efficiency, SuDS and Drainage Statement, demonstrating how the development will enable capacity to be released within the existing combined sewer network to accommodate additional foul water flows, without compromising the ability of other developers to meet future development needs;</p> <p>d) comply with any relevant requirements of local authority Surface Water Management Plans (SWMPs) and the Thames River Basement Management Plan;</p> <p>e) undertake Flood Risk Assessments (FRAs) for schemes meeting the thresholds set out in DEFRA and EA guidance;</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy EU4 (a) and (b) “Development proposals will be supported where they appropriately minimise air pollution and make a positive contribution to overall improvement in air quality by (a) submitting an Air Quality Assessment (i) for all major planning applications; and/or (ii) where the proposed development includes new uses or buildings that have the potential to generate air pollution; and/or (iii) where a sensitive use is proposed in close proximity to an existing source of air pollution; (b) ensuring the Air Quality Assessment required under (a) considers: (i) the potential impacts of pollution from the development on the site and on neighbouring sites; (ii) potential exposure to pollution above the Government’s air quality objective concentration targets; and (iii) the impacts of demolition, construction and operational phases of development”. (Comment; other than the requirement to minimize air pollution, this policy sets out no substantive requirements for a development to achieve, only processes for an application to go through; the meat of the policy is in subsequent sections (c) to (k)).</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and for defining the content of an Air Quality Assessment as set out in OPDC’s Validation Check list. This will ultimately aid proposals to minimise air pollution and make a positive contribution to an overall improvement in air quality. This is a key priority for OPDC and the Mayor of London. However, to ensure the policy is effective, OPDC proposes to amend Policy EU4 and the relevant supporting text as follows:</p> <p>Development proposals will be supported where they appropriately minimise air pollution during the demolition, construction and operational phases of development on the site and on neighbouring sites and make a positive contribution to overall improvement in air quality by:</p> <p>a) submitting an Air Quality Assessment:</p> <p>i) for all major planning applications; and/or</p> <p>ii) where the proposed development includes new uses or buildings that have the potential to generate air pollution; and/or</p> <p>iii) where a sensitive use is proposed in close proximity to an existing source of air pollution;</p> <p>b) ensuring the Air Quality Assessment required under a) considers:</p> <p>i) the potential impacts of pollution from the development on the site and on neighbouring sites;</p> <p>ii) potential exposure to pollution above the Government’s air quality objective concentration targets; and</p> <p>iii) the impacts of demolition, construction and operational phases of development;</p> <p>c) ensuring the Air Quality Assessment required under a) identifies delivering mitigation measures to be implemented to reduce:</p> <p>i) emissions, particularly of nitrogen oxide and particulate matter, including PM10 and PM2, to meet the Air Quality Positive objective; and</p> <p>ii) exposure to acceptable levels;</p> <p>d) implementing the recommendations of the Old Oak and Park Royal Air Quality Study (AQS) summarised in table 6.1;</p> <p>e) helping to reduce pollution in air quality focus areas, identified in figure 6.6, to comply with the most up to date national air quality standards;</p> <p>f) delivering and/or contributing to the provision of new automatic monitors and diffusion tubes, with equipment to monitor NO2 and PM10 at locations identified in figure 6.6;</p> <p>g) complying with the relevant borough’s Air Quality Action Plans (AQAPs) and the mitigation measures identified therein;</p> <p>h) meeting EU or subsequent nationally established health-based standards and objectives for NO2 and PM10 and other particulates;</p> <p>i) designing and positioning buildings, civic and open spaces to minimise exposure to elevated levels of pollution by avoiding creating street canyons, or building configurations that inhibit effective pollution dispersion. In particular, bus and taxi facilities should be designed to avoid the build-up of pollution;</p> <p>j) minimising emissions from any combustion based sources of energy that are deployed by ensuring low emission plant is used and where appropriate suitable after treatment technologies are adopted; and</p>

		<p>k) designing and positioning any energy facilities within the development area to minimise harmful emissions and maximise the rapid dispersion of any residual pollutants to minimise impact.</p> <p>6.44. Air quality has a significant role to play in health and wellbeing during the demolition, construction and operational phases of development. Poor air quality can reduce life expectancy and contribute to a number of illnesses like asthma.</p> <p>6.45. The 'agent of change' principle will be applied to the assessment and treatment of poor air quality (see Policy D6). Air Quality Assessments should be undertaken to identify the potential for air quality to impact on or be caused by new development and to demonstrate how these impacts are being appropriately mitigated. Air Quality Assessments should be submitted:</p> <ul style="list-style-type: none"> for all major planning applications; and/or where the proposed development includes new uses or buildings that have the potential to generate air pollution; and/or where a sensitive use is proposed in close proximity to an existing source of air pollution. <p>Air Quality Assessments should accord with the requirements of the above policy and any other requirements in Mayoral policy and/or guidance.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy EU5(a) "Development proposals will be supported where they: (a) submit a Noise and Vibration Assessment (NVA) which will be required for all major developments and in respect of all applications where the location is likely to be particularly sensitive to noise. The NVA should cover both the construction and operation phases of development and include predictive noise and vibration modelling to: (i) avoid significant adverse impacts of noise and vibration on health and quality of life as a result of new development; (ii) demonstrate development complies with the most relevant and current building standards (BS); and (iii) identify unacceptable impacts and secure the appropriate delivery of mitigation measures" (Comment; presumably, what the development is to achieve is to avoid significant adverse impacts of noise and vibration on health and quality of life; the rest just sets a process requirement for an application to follow).</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and for defining the content of a Noise and Vibration Assessment as set out in OPDC's Validation Check list. However, to ensure the policy is effective, OPDC proposes to amend Policy EU5(a) and the relevant supporting text as follows:</p> <p>Development proposals will be supported where they:</p> <p>a) submit a Noise and Vibration Assessment (NVA) which will be required for all major developments and in respect of all applications where the location is likely to be particularly sensitive to noise. The NVA should cover both the construction and operation phases of development and include predictive noise and vibration modelling to:</p> <ul style="list-style-type: none"> a) i) avoid significant adverse impacts of noise and vibration on health and quality of life as a result of both the construction and operational phases of new development; b) ii) demonstrate development complies with the most relevant and current building standards (BS); and c) iii) identify unacceptable impacts and secure the appropriate delivery of mitigation measures to address unacceptable impacts; <p>6.60. OPDC will require all major development or developments that are particularly sensitive to noise and/or vibration to undertake a Noise and Vibration Assessment (NVA).</p> <p>6.61. The NVA should demonstrate that development proposals will comply with the most up-to-date British Standards Institution's (BSI's) Building Standards (BS), and it should also demonstrate how significant adverse impacts of noise and vibration on health and quality of life as a result of new development will be avoided and include predictive modelling to identify appropriate mitigation measures both at the construction and occupation phases of the development.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy EU6(d)(i) "Major development proposals will be supported where they demonstrate; (i) through a Site Waste Management Plan, waste will be managed, both during construction and operation, as high up the waste hierarchy as possible". (Comment; presumably, the policy is that Major development proposals will be supported where their waste, both during construction and operation will be managed as high up the waste hierarchy as possible. The Site Waste Management Plan is simply a process requirement for an application to be validated.)</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and for defining the content of a Site Waste Management Plan as set out in OPDC's Validation Check list. However, to ensure the policy is effective, OPDC proposes to amend Policy EU6(d) and the relevant supporting text as follows:</p> <p>d) Major development proposals will be supported where they demonstrate:</p> <ul style="list-style-type: none"> i) through a Site Waste Management Plan, that their waste will be managed, both during construction and operation, as high up the waste hierarchy as possible; ii) a collaborative approach with the Waste Authorities and OPDC is being positively adopted to help deliver strategic waste management systems in order to meet national and London waste recycling targets; iii) adequate provision for waste storage and collection within developments, in accordance with the London Waste Recycling Board's (LWARB) guidance on recycling and storage, ensuring: <ul style="list-style-type: none"> A) source segregation of bio-waste and other recyclables; B) control of odour, nuisance and air and noise pollution from waste storage and collection; and C) working with relevant local waste authorities to ensure waste collection approaches align with current and future waste collection arrangements;

		<p>6.66. Waste is a major issue for London. London is seeking to reduce waste and in particular waste sent to landfill by promoting the waste hierarchy, as set out in the London Plan (see figure 6.8). It gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill). Developments should demonstrate how they have considered managing waste in accordance with the waste hierarchy through design, construction and operation within a Site Waste Management Plan as part of their submitted Sustainability Statement.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy EU7. This is entirely phrased as a requirement for validating an application. (Comment; presumably the policy is that major development proposals should be built of materials capable of disassembly and re-use and using components and building systems which are leased or rented). 	<p>The policy aims to provide an appropriate and efficient approach for defining the content of a Circular and Sharing Economy Statement as set out in OPDC's Validation Check list. However, to ensure the policy is effective, OPDC proposes to amend Policy EU7 as follows:</p> <p>Major development proposals will be supported where: required to submit a Circular and Sharing Economy Statement, demonstrating:</p> <ol style="list-style-type: none"> how the design and construction of the development enables buildings and their constituent materials, components and products to be disassembled and reused at the end of their useful life; where, so far as is possible, the circular and sharing economy has been promoted through leasing or rental arrangements for building systems, products and materials; how sharing economy principles have been adopted in the design, construction and on-going operation of the development; and how circular economy principles have informed the design and implementation of energy (including heating and cooling), water and waste infrastructure. <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector. These should be read alongside the proposed amendments made in response to Question 19.</p>
Q3	<ul style="list-style-type: none"> Policy EU9(a)(iv), (v) and (vii). "Major development proposals will be supported where they carry out post-construction audits to demonstrate that the carbon reduction measures have been fully implemented and are achieving the calculated CO2 reduction targets; (v) demonstrate that the risks of overheating have been addressed through the design of the development. To address the risks of overheating, applicants for major developments should accord with the Mayor's cooling hierarchy and carry out modelling in line with the most up to date guidance from the GLA and CIBSE. Modelling should take account of the predicted risks of climate change; (vii) submit an energy statement which shows compliance with this policy". (Comment, it's not clear how a post-construction audit, a modelling exercise or an energy statement will do more than produce documents required for validating an application; parts (i), (ii) (iii) (omitting the phrase "design buildings to") and (vi) make it clear what the development must achieve). 	<p>The policy aims to provide an appropriate and efficient approach to ensure development minimises carbon emissions and overheating. However, to ensure the policy is effective, OPDC proposes to amend Policy EU9(a) and relevant supporting text as follows:</p> <ol style="list-style-type: none"> Major development proposals will be supported where they: <ol style="list-style-type: none"> meet or exceed the on-site carbon emissions targets set out in the London Plan energy hierarchy; where they cannot deliver the London Plan CO2 reduction targets on-site, they make a sufficient financial contribution towards carbon reduction in line with the OPDC's carbon offset policy; design buildings to use low carbon heat sources and when connecting into heat networks, design building services to achieve low flow return temperatures to optimise network efficiency; carry out post-construction audits to demonstrate that the carbon reduction measures have been fully implemented and are achieving the calculated CO2 reduction targets; demonstrate that the risks of overheating have been addressed through the design of the development and accord with the Mayor's cooling hierarchy; and To address the risks of overheating, applicants for major developments should accord with the Mayor's cooling hierarchy and carry out modelling in line with the most up to date guidance from the GLA and CIBSE. Modelling should take account of the predicted risks of climate change; provide appropriate smart technologies and guidance to enable occupiers to monitor and manage their energy use; and submit an energy statement which shows compliance with this policy. <p>6.97. The London Plan requires all new residential development to be zero carbon, with non-residential development meeting this target from 2019. In line with the London energy hierarchy, buildings should be designed to reduce energy demand. This will allow occupants to both minimise their fuel bills and reduce their carbon emissions. This positively supports the governments affordable warmth agenda, designed to take people out of fuel poverty. The Mayor's vision is that London becomes a zero carbon city by 2050. The draft new London Plan (2017) and the London Environmental Strategy encourage Opportunity Areas and in particular, Mayoral Development Corporations to set high standards in environmental sustainability. The draft new London Plan (2017) requires the regulated CO2 emissions for new homes to be reduced by a minimum of 10% against Part L of Building Regulations Target Emission Rates, through energy efficiency alone. Non-domestic development is encouraged to reduce regulated CO2 emissions by 15% or more through energy efficiency measures alone. OPDC expects developments to meet and where feasible improve on these targets. To demonstrate how proposals accord with this policy, an Energy Statement should be included in submitted Sustainability Statements.</p> <p>6.102. Studies have shown that buildings do not perform as well in operation as anticipated when they were being designed. Post-construction Undertaking audits and testing should be undertaken to demonstrate what carbon reduction measures have been fully implemented, whether they are achieving CO2 reduction targets and will help identify and rectify causes of the performance gap resulting from the construction and commissioning of the building.</p>

		<p>6.104. The risks now and into the future of overheating are significant particularly on dense and tall development, in south and west facing apartments and in single aspect units. In preparing an energy statement, developers should set out the design measures that have been introduced to mitigate the risk of overheating and minimise the demand for cooling. Developers should undertake dynamic overheating modelling in line with CIBSE guidance TM52, TM59 and using TM49 guidance in relation to weather data for London, or where these approaches are superseded the most up to date modelling standards and guidance should be followed. Modelling should take account of predicted risks of climate change.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy EU13(e)(ii) "When development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, development proposals will be required: (e) prior to permission being granted to: (i) carry out a Preliminary Risk Assessment, including a desk-top study and production of a conceptual site model; and (ii) produce a Site Investigation Scheme. (Comment; this is just a process requirement, setting out what is needed to validate an application. The policy applicable to the development itself is set out in the subsequent section (f)).</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of documents supporting the implementation of Policy EU13. However, to ensure the policy is effective, OPDC proposes to amend Policy EU13(e) and the relevant supporting text as follows:</p> <p>When development is proposed on or near a site that is known to be, or there is good reason to believe may be, contaminated, or where a sensitive use is proposed, development proposals will be required:</p> <p>e) prior to permission being granted to:</p> <p>i) carry out a Preliminary Risk Assessment, including a desk-top study and production of a conceptual site model; and</p> <p>ii) produce a Site Investigation Scheme</p> <p>f) following planning permission being granted, to effectively treat, contain or control any contamination, in the following sequential manner:</p> <p>i) undertake necessary site investigations;</p> <p>ii) refine the conceptual model;</p> <p>iii) undertake an options appraisal and evaluate options to define a remediation strategy;</p> <p>iv) produce a remediation strategy;</p> <p>v) implement the remediation strategy;</p> <p>vi) submit a verification study; and</p> <p>vii) monitor how well remediation has worked;</p> <p>6.133. Where land is 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.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy T7(a) "Development proposals will be supported where they (a) provide measures to coordinate and reduce freight, servicing and delivery trips by: (i) providing a forecast of delivery activity associated with the development and relevant movement data that OPDC and TfL can use for dynamic modelling purposes; (ii) producing and implementing a Delivery and Servicing Plan; and (iii) utilising freight consolidation centres where feasible and appropriate" (Comment; sub-clauses (i) and (ii) do not require the development to do anything; they require the applicant to provide material to allow the application to be validated.)</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of a Delivery and Servicing Plan as set out in OPDC's Validation Check list. However, to ensure the policy is effective, OPDC proposes to amend Policy T7(a) and relevant supporting text as follows:</p> <p>Development proposals will be supported where they:</p> <p>a) provide measures to coordinate and reduce freight, servicing and delivery trips by:</p> <p>i) implementing a Delivery and Servicing Plan including providing a forecast of delivery activity associated with the development and relevant movement data that OPDC and TfL can use for dynamic modelling purposes;</p> <p>ii) producing and implementing a Delivery and Servicing Plan; and</p> <p>iii) utilising freight consolidation centres where feasible and appropriate;</p> <p>7.51. A Delivery and Servicing Plan (DSP) must be provided by applicants. This needs to demonstrate how deliveries and servicing requirements will be managed, including:</p> <p>a) providing a forecast of delivery activity associated with the development and relevant movement data that OPDC and TfL can use for dynamic modelling purposes;</p> <p>b) how delivery and servicing trips associated with the development will be reduced;</p> <p>c) identification of safe and legal loading locations;</p> <p>d) the use of delivery companies who can demonstrate their commitment to best practice such as FORS members;</p> <p>e) delivery booking systems, which could be implemented to ensure that deliveries are managed according to the capacity of the loading facilities available;</p> <p>f) moving deliveries outside of peak or normal working hours;</p> <p>g) investigating alternative routings to avoid congestion;</p> <p>h) encouraging the adoption of low emission vehicle options (buying or leasing); and</p>

		<p>i)h) encouraging collaboration amongst companies.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy T8(a)(i) and (ii) "Development proposals will be supported where they: (a) provide measures to reduce construction trips by: (i) providing forecast vehicle trip information; (ii) producing and implementing a Construction Logistics Plan and Construction Code of Practice, consistent with TfL guidance", (Comment; by themselves, (i) and (ii) would not achieve (a)).</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and defining the content of a Construction Logistics Plan as set out in OPDC's Validation Check list. However, to ensure the policy is effective, OPDC proposes to amend Policy T8(a) as follows:</p> <p>Development proposals will be supported where they:</p> <p>a) provide measures to reduce construction trips by:</p> <p>i) providing forecast vehicle trip information; ii) producing and implementing a Construction Logistics Plan and Construction Code of Practice, consistent with TfL guidance; iii) utilising construction consolidation centres and lorry holding areas, where appropriate; and iv) managing construction traffic by making use of larger construction vehicles, re-timing deliveries, route planning, and reducing trip generation by using centralised batching plants where feasible;</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy E1(e) "OPDC will protect, strengthen and intensify land within the designated SIL boundary by ensuring proposals demonstrate through a Design and Access Statement that they are well designed for their intended purpose having regard to providing flexibility for a range of broad industrial type activities, including appropriate identified future employment growth sectors. Adequate floor to ceiling heights should be provided having regard to relevant evidence base studies." (Comment; to be effective, the policy should focus on the attributes of the development, not the attributes of a Design and Access Statement (which may be a validation requirement but is not actually part of the development.) Presumably the policy is that developments should provide flexibility to accommodate a wide range of broad industrial type activities and should have adequate floor to ceiling heights.)</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of a Design and Access Statement as set out in OPDC's Validation Check list. The need for, and contents of, a Design and Access Statement in relation to industrial workspace design are defined in paragraph 9.12. Therefore, to avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy E1(e) as follows:</p> <p>OPDC will protect, strengthen and intensify land within the designated SIL boundary by ensuring proposals:</p> <p>e) demonstrate through a Design and Access Statement that they are well designed for their intended purpose having regard to providing flexibility for a range of broad industrial type activities, including appropriate identified future employment growth sectors. Adequate floor to ceiling heights should be provided having regard to relevant evidence base studies.</p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy E5. (Comment. As written this is entirely a requirement for a validation document; it does not set out clearly what a development is expected to achieve in order to be acceptable, although hints are given in the text at paragraph 9.34 but no targets are set).</p>	<p>The policy aims to provide an appropriate and efficient approach for defining the content of the Local Labour, Skills and Employment Strategy and Management Plan (LLSESMP) as set out in OPDC's Validation Check list. This will ultimately aid proposals to facilitate local access to training, employment and economic opportunities. This is a key corporate priority for OPDC. However, to ensure the policy is effective, OPDC proposes to amend Policy E5 as follows:</p> <p>For major development proposals, a Local Labour, Skills and Employment Strategy and Management Plan will be required secured. This will to enable them to demonstrate how they: The Local Labour, Skills and Employment Strategy and Management Plan must be developed in partnership with relevant stakeholders and subject to approval by the OPDC.</p> <p>a) maximise the use of local labour; b) provide construction apprenticeships and vocational training; and c) ensure that small and medium sized local businesses and social enterprises have appropriate access to supply chain opportunities generated by the development.</p> <p>9.34. To ensure proposals for major developments are meeting OPDC's socio-economic regeneration priorities and the requirements of policies SP5 and E5, a Local Labour, Skills and Employment Strategy and Management Plan (LLSESMP) should be developed in partnership with relevant stakeholders, incorporating predictions on labour demand forecasts and likely skills requirements. The LLSESMP must be subject to approval by</p>

		<p>OPDC. The strategy element of the LLESMP should be included within applicant's Socio-Economic Statements and should cover the following key areas:</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<p>• Policy TCC1 (e) and (f) "To support, complement and avoid significant adverse impacts to the role and function of OPDC's designated town centres and the surrounding town centre hierarchy, proposals for town centre uses (e) should be supported by a Town Centre Uses Statement, where they provide over: (i) 5,000sqm of town centre uses in the Old Oak Major Town Centre; or (ii) 2,500sqm of town centre uses elsewhere; (f) should be supported by an impact assessment in accordance with the NPPF and NPPG, where proposals are providing retail, leisure or office development that exceeds the thresholds in (e)(i) and ii." (Comment; A Statement, as required, does not of itself achieve the objectives of the policy and does not make clear what character, scale or form it is that the development itself must take to be acceptable.)</p>	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and defining the content of Town Centre Uses Statement as set out in OPDC's Validation Check list. The need for, and contents of, a Town Centre Uses Statement are defined in paragraph 10.9. Therefore, to avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy TCC1 and relevant supporting text as follows:</p> <p>To support, complement and avoid significant adverse impacts to the role and function of OPDC's designated town centres and the surrounding town centre hierarchy, proposals for town centre uses:</p> <p>a) will be supported in OPDC's designated town centres;</p> <p>b) will be supported outside of designated centres within clusters identified as appropriate for town centre uses in the Places chapter and in accordance with the clusters' associated policy;</p> <p>c) will be supported on the edge of or outside of designated centres where the sequential approach to site identification has been applied in accordance with the NPPF sequential test, except for in the Strategic Industrial Location where town centre uses will only be supported where they do not have an unacceptable adverse impact on the functioning of SIL by:</p> <p>i providing walk-to services for SIL workers, such as cafes or creches, which demonstrably meet a need for walk-to services within the proposed use class;</p> <p>ii being of a small-scale by not exceeding 80sqm of floorspace;</p> <p>iii not resulting in the clustering of town centre uses; and</p> <p>iv where feasible, supporting the viability of the industrial businesses' operation;</p> <p>d) will be supported, where they provide meanwhile space, in accordance with Policy TCC9;</p> <p>e) should be supported by a Town Centre Uses Statement, where they provide over:</p> <p>i 5,000sqm of town centre uses in the Old Oak Major Town Centre; or</p> <p>ii 2,500sqm of town centre uses elsewhere;</p> <p>f) deliver mitigation measures, where identified should be supported by an impact assessment, in accordance with the NPPF and NPPG, where proposals are providing retail, leisure or office development that exceeds the thresholds in set out in paragraph 10.9 e)i. and ii.; and</p> <p>g) 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 set out in paragraph 10.9. in e)i. and ii.</p> <p>10.9. The OPDC area is relatively unique in that the designated town centres at Old Oak, North Acton and Atlas Junction either do not yet exist or are at a very early phase of their development. To ensure that the growth of these centres is carefully managed, OPDC will require development proposals that provide 5,000sqm of town centre uses in the Old Oak Major Town Centre or 2,500sqm of town centre uses elsewhere meet the relevant thresholds to include within their Planning Statement a Town Centre Uses Statement. The Town Centre Uses Statement should include:</p> <p>a) a vision statement, explaining the rationale and intended market profile of the development, including plans for how it will be presented to the market and its long-term management (for example, there might be a single entity managing the asset in a similar way to Covent Garden, Marylebone High Street or Regent Street). The statement should include (but not be limited to):</p> <p>i) evidence on target market;</p> <p>ii) details of unit specification (i.e. size, height, depth);</p> <p>iii) examples of comparable tenants the scheme will target; and</p> <p>iv) planning conditions or obligations being proposed by the applicant; and</p> <p>b) a masterplan detailing:</p> <p>i) the proposed quantum and phasing of town centre uses;</p> <p>ii) the proposed spatial distribution and mix of town centre uses;</p> <p>iii) how these would relate to the existing and planned town centre uses on adjacent sites; and</p> <p>iv) a statement outlining how the proposals would support the wider vision and place making objectives of this Local Plan.</p> <p>10.10. Impact assessments are a national requirement for retail, leisure and office schemes outside of designated town centres. An impact assessment is not usually required within designated town centres but OPDC's Retail and Leisure Needs Study concludes that given that three out of four of OPDC's designated centres are either non-existent or in an early phase of their gestation, there is a need for a greater degree of scrutiny of town centre use proposals as they emerge, to ensure that any proposals complement designated centres within OPDC and its wider hinterland. OPDC will require a full impact assessment for those applications that provide over 5,000sqm of town centre uses in the Old Oak Major Town Centre or 2,500sqm of town centre uses elsewhere are caught by the relevant threshold in the policy. This should address the requirements of the NPPF and its associated National Planning Practice Guidance (NPPG), specifically, ensuring that the scale of the development is appropriate within the wider hierarchy of centres. Where necessary, impact assessments will need to take into account the cumulative effect of permissions. The</p>

		<p>assessment will assess the likelihood of a significant adverse impact on the investment within existing centres, and on their vitality and viability, taking into account the health of the existing centres. Any mitigation being proposed by the applicant should be set out clearly.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy TCC2 (b) "Applications providing outdoor uses such as eating and drinking uses with outdoor seating, event space or street markets will be supported where they do not detract from residential amenity and transport connectivity. Any proposals for event space and/or street markets would need to be accompanied by an appropriate management plan" (Comment; this does not make it clear what the management plan is supposed to achieve). 	<p>The need for, and contents of, a management plan are defined in paragraph 10.14. This seeks to manage impacts on residential amenity, guided by Policy D6, and transport connectivity, guided by Policy SP7. To avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy TCC1 and relevant supporting text as follows:</p> <p>b) Applications providing outdoor uses such as eating and drinking uses with outdoor seating, event space or street markets will be supported where they do not detract from residential amenity and transport connectivity. Any proposals for event space and/or street markets would need to be accompanied by a management plan;</p> <p>10.11. Uses that help to activate the public realm will play an important role in place making. However, the impacts on the amenity of residents and workers would need to be carefully considered. OPDC will require a management plan to be submitted for proposals for outdoor uses defined in TCC2(b) to demonstrate how uses do not detract from residential amenity (see Policy D6) or transport connectivity (See Policy SP7). A management plan Any proposals for street markets would need to be accompanied by a management plan that identifies its hours of operation and storage arrangements when not in use, types of traders, advertising, servicing and pedestrian and transport impacts. A management plan for Event spaces will would need to define also require a management plan regarding types of events, frequency of use, noise levels, advertising, servicing and pedestrian transport impacts.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy TCC5(e) "OPDC will support the provision of a high quality cultural offer in the OPDC area and Cultural Quarter in Old Oak by requiring schemes providing over 2,500sqm of town centre uses to submit an appropriate Cultural Action Plan" (Comment; simply submitting a Cultural Action Plan does not necessarily achieve a high quality cultural offer; what is it that the Cultural Action Plan is expected to achieve in order to make the development acceptable?) 	<p>The need for, and contents of, a Cultural Action Plan are defined in paragraph 10.47. A Cultural Action Plan enables proposals to provide supplementary information to demonstrate how they accord with policies TCC5(b) and (c), thereby contribute to the cultural offer in Old Oak and Park Royal. To avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy as follows:</p> <p>OPDC will support the provision of a high quality cultural offer in the OPDC area and cultural quarter in Old Oak by:</p> <p>a) protecting existing cultural space unless:</p> <ul style="list-style-type: none"> i) it is no longer economically viable as demonstrated by accounts data and through competitive marketing for a period of at least 12 months; or ii) the facility can be appropriately replaced or provided elsewhere in the locality; or iii) the facility is giving rise to unacceptable impacts on residential amenity and/or the transport network; <p>b) supporting applications for new cultural space, where they;</p> <ul style="list-style-type: none"> i) are located within designated town centres or areas of high public transport access and do not give rise to unacceptable impacts on the transport network; ii) meet identified needs; and iii) do not give rise to unacceptable impacts on residential amenity; <p>c) supporting the retention of existing, and the provision of new, artist studios in accordance with the requirements of policies E1- E3; and</p> <p>d) securing contributions towards and/or the provision of public art; and</p> <p>e) requiring schemes providing over 2,500sqm of town centre uses to submit a Cultural Action Plan.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy TCC8 (Comment; this is entirely drafted as a process requirement for a Catalyst Uses Statement as a validation requirement; it does not give any indication of how the development itself is expected to perform against the five criteria set out in part (b) of the policy). 	<p>The policy aims to provide an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of a Catalyst Uses Statement as set out in OPDC's Validation Check list. However, to help to ensure the policy is effective, OPDC proposes to amend Policy as follows:</p> <p>a) Planning applications that satisfy the below criteria will be required to submit a Catalyst Uses Statement:</p> <ul style="list-style-type: none"> i) a use and/or building or a cluster of uses/ buildings that together would function as a single facility, that occupy inclusive of associated public realm, in excess of 10,000sqm and / or 0.25 hectares of land; and ii) within the following types of buildings and/or land uses: <ul style="list-style-type: none"> » Sports stadia and facilities; » Retail and leisure; » Culture, education and health; or » Business and conference space. <p>b) The Catalyst Uses Statement should demonstrate how the proposal performs positively against the five following objectives and associated criteria set out in Table 10.2:</p>

		<p>Proposals that comprise a use and/or building or a cluster of uses / buildings that occupy, inclusive of associated public realm, in excess of 10,000sqm and / or 0.25 hectares of land and are sports stadia and facilities; retail and leisure uses; culture, education and health uses; or business and conference space uses should perform positively against the following five objectives and associated criteria set out in Table 10.2:</p> <p> i) a) Is part of a holistic offer; ii) b) Is financially sustainable; iii) c) Complements the wider environment; iv) d) Generates momentum in delivering the comprehensive redevelopment of the area; and v) e) Leverages HS2 and Crossrail. </p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy TCC9(b) "All major development proposals will be required to submit an appropriate Meanwhile Feasibility Study and if feasible, an appropriate Meanwhile Strategy" (Comment. This seems to be stating a validation requirement rather than indicating how the development itself is expected to perform against the criteria set out in paragraphs 10.66 and 10.67.) 	<p>The need for, and contents of, a Meanwhile Feasibility Study and Meanwhile Strategy are defined in paragraphs 10.66 and 10.67. A Meanwhile Feasibility Study/Strategy enables proposals to provide supplementary information to demonstrate how they accord with policy TCC9(a). To avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy TCC9 as follows:</p> <p>a) OPDC will support proposals for meanwhile uses where the proposed use:</p> <ul style="list-style-type: none"> i) contributes positively to the character and early activation of an area; ii) reinforces the longer term uses planned for the area. Where appropriate, mechanisms should be put in place to support meanwhile occupiers securing permanent spaces within developments; iii) would not impact on the deliverability of Site Allocations identified in the Places chapter (Chapter 4); and iv) does not give rise to an unacceptable impact on residential amenity and on the transport network. <p>b) All major development proposals will be required to submit an appropriate Meanwhile Feasibility Study and if feasible, an appropriate Meanwhile Strategy.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy TCC10(a)(ii) "OPDC will contribute to London's visitor infrastructure and London's overall need for hotel bedspaces by: (a) supporting proposals for new and expansions to existing visitor accommodation where they (ii) are accompanied by an appropriate management plan" (Comment; other than the hint in paragraph 10.69 there is nothing in the policy to indicate what limitations to the development would be required by the management plan to make the development acceptable. As it stands, the policy implies that the mere absence of a document would make the development unacceptable, whereas presumably all that is meant is that an application would not be validated.) 	<p>The need for, and contents of, a Visitor Accommodation Management Plan are defined in paragraph 10.69. A Visitor Accommodation Management Plan enables proposals to provide supplementary information to demonstrate how they accord with policy TCC10(a). To avoid repetition and to help to ensure the policy is effective, OPDC proposes to amend Policy TCC10(a) as follows:</p> <p>OPDC will contribute to London's visitor infrastructure and London's overall need for hotel bedspaces by:</p> <p>a) supporting proposals for new and expansions to existing visitor accommodation where they:</p> <ul style="list-style-type: none"> i) are located in accordance with the NPPF sequential test and close to public transport, in particular rail stations, and do not give rise to unacceptable impacts on the transport network; ii) are accompanied by an appropriate management plan; iii) provide at least 10% of hotel bedrooms as wheelchair accessible and submit Accessibility Management Plans; iv) are not permanently occupied; and v) do not compromise the delivery of housing targets and support the delivery of job targets, particularly within Site Allocations. <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q3	<ul style="list-style-type: none"> Policy DI3(e) "OPDC will proactively engage with stakeholders and encourage active participation in the planning and delivery of development in the OPDC area by (e) requiring developers and/or management companies of major development proposals to undertake a post-occupancy survey." (Comment; it is unclear how a post-occupancy survey will so alter the development proposed as to make it acceptable where the absence of such a survey would make it unacceptable.) 	<p>OPDC considers that Policy DI3(e)'s requirement for developers and/or management companies of major development proposals to undertake a post-occupancy survey to be critical in enabling development to demonstrate after the development is complete that the policy requirements for the design and environmental functioning of development have been achieved. There will typically be a period after occupiers move into new units when problems will be put right by the developer. These issues are often covered by warranties or other forms of guarantee. The Post Occupancy survey will ensure that these issues are picked up and addressed during the first 3-5 years after occupation and development is meeting the standards as permitted through the development management process. This approach is recommended by OPDC's Post Occupation Evaluation Study (2018).</p> <p>Additionally, it will help to deliver OPDC's ambition to ensure developers adopt a culture of continual improvement so that lessons learned can be used to help improve future phases of development and revisions to the Local Plan. This is key for a long-term large scale development as proposed for Old Oak.</p> <p>This approach is echoed in Draft New London Plan Policy SI2(B) which states that "Major development should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and will be expected to monitor and report on energy performance."</p>

		OPDC has committed to develop a Post Occupancy Survey SPD to provide supplementary guidance to policy DI3(e) using recommendations from the Post Occupation Evaluation Study (2018).
Q3	<p>Although many of these requirements for documentation may be necessary to help the OPDC evaluate an application and some are recommended by NPPF or national Guidance, the requirement to produce a document does not, of itself, alter the characteristics of a development to make it more or less acceptable. The requirement for these documents may be better expressed as part of the OPDC's registration requirements (s62(4A) of the 1990 Act and Article 11(3)(c) of the 2015 Town and Country Planning (Development Management Procedure) Order). Those requirements are not examined for their soundness as are the provisions of a Development Plan.</p> <p>My concern with the inclusion of these process policies in the plan in their current form is that, in many cases, they obscure the substance of the OPDC's policy towards development itself. To discover the true meaning and effect of the policies, the reader must look beyond the stated requirement for an Assessment, Statement or Appraisal. Sometimes clues are found within the supporting text of the plan. Sometimes they must be inferred from the simple requirement for a document to be produced. This is unclear and, because it is unclear, it is unlikely to be effective. Effectiveness is one of the tests of soundness and so I invite the OPDC to reflect upon the content and wording of these policies.</p>	<p>OPDC considers the inclusion of process policies alongside performance requirement policies to be an appropriate and efficient approach for both defining requirements for the assessment of planning applications and providing clarity for the content of documents as set out in OPDC's Validation Check list. OPDC has recently published an updated Validation Check List which is aligned with the requirements of Local Plan policies.</p> <p>This is common approach, demonstrated in the following development plan documents:</p> <ul style="list-style-type: none"> • Hammersmith and Fulham Local Plan • Lambeth Local Plan • Draft New London Plan <p>However, OPDC have reviewed the policies set out above and have suggested a number of modifications to clarify the implementation of policies and associated process requirements. These modifications are set out above and will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q5	<p>A number of policies in the plan (SP10(c) § 3.89, P1C1 § OOC.3, P2 § OON.14 and OON.23, P3 § GUC.15, P7 § NA.16 and NA.18, P7C2 § OCL2, T2(a), T3(a) and § 7.24, T5(a), T6(a) and § 7.45, TCC4 (c) and (d) and § 10.26, 10.27, 10.30-10.33 and TCC6(c)(iv)) delegate specific requirements to the OPDC's Infrastructure Delivery Plan.</p> <p>National Guidance (Paragraph 018 Reference ID 12-018-20140306) accepts that the detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However, Guidance is clear that the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.</p>	<p>OPDC notes the guidance set out in NPPF (2012) paragraph 156 requiring Local Plans to set out strategic policies for the provision of infrastructure. OPDC considers that the use of policies in the Local Plan and the Infrastructure Delivery Plan, which sets out detailed infrastructure requirements for the plan period, is the most pragmatic appropriate approach for Old Oak and Park Royal that recognises the need for a level of flexibility while according with the NPPF and National Guidance. Where sufficient clarity is provided through evidence base for the indicative location of infrastructure, this is set out in the Local Plan policies and/or supporting text.</p> <p>This approach reflects the proposed significant scale of change and development, long-term development timeframes of the OPDC area and complexities in delivering development generated by landownerships, viability constraints and site-specific constraints. It also meets the practical need to provide information that can readily be updated to provide clarity to stakeholders and can be used to inform the review of the Local Plan through the annual Authority Monitoring Report.</p> <p>In light of this approach, indicative locations of infrastructure are depicted in the Local Plan and Infrastructure Delivery Plan. Where confirmed locations of infrastructure are known, these are shown on the Policies Map. Locations on the Policies Map are restricted to location of key routes. As greater certainty for the location of infrastructure is determined, the Infrastructure Delivery Plan will be updated through the annual review process and the need for a Local Plan review based on this greater clarity considered.</p> <p>In regard to social infrastructure, supporting text has been used to set out the social infrastructure required for each place; however, identifying specific locations at a greater level of detail than the place scale could infer the precise locations of infrastructure which is not considered to be appropriate until greater certainty can be provided. Therefore, locations of social infrastructure are not depicted on the Policies Map.</p>

	<p>It is not clear to me that the plan as submitted complies with this aspect of national Guidance. The Local Plan should make it clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered (Guidance paragraph 002 Reference ID 12-002-20140306). Where sites are proposed for allocation, sufficient detail should be given to provide clarity to developers, local communities and other interests about the nature and scale of development (Addressing the “what, where, when and how” questions). (Guidance paragraph 010 Reference ID: 12-010-20140306). I invite the OPDC to revisit these references to the Infrastructure Delivery Plan to ensure that there is no material left to the IDP which should in fact be included in the Local Plan itself and indicated on the policies map (or the various figures included in the text of the plan, if they are to count as insets to the Policies map).</p>	
Q6	<p>Policy P1(i)(i) refers to the provision of an Old Oak South Local Park of a minimum of 2hectares in size but I cannot identify the location of this on figure 4.2 or indeed on the Policies Map itself. Should it be shown?</p>	<p>Areas of search for Local Parks are depicted in figure 3.13 supporting policy SP8. This reflects the need for flexibility in the delivery of Local Parks within Old Oak North and Old Oak South.</p> <p>The Old Oak North Development Framework Principles supporting study provides information for the indicative location of the Old Oak North Local Park and the Grand Union Canal Local Park. Therefore, indicative locations are illustrated in figures 4.2, 4.7 and 4.10.</p> <p>Due to the evolving nature of the Old Oak Common Station and HS2 construction work sites, and the delay of development on the Elizabeth Line Depot, flexibility is required for identifying the location(s) of the Old Oak South Local Park.</p> <p>Therefore, indicative locations for the Old Oak South Local Park are not depicted in figure 4.2 or the Policies Map. Supporting text to policy P1 (paragraph OOS.13) makes reference to the policy SP8 and the area of search for the Old Oak South Local Park.</p>
Q7	<p>Paragraph OOS.15 refers to a need to deliver one community hub, one supernursery and one sports centre in Old Oak South. But these do not appear to be shown on figure 4.2 (or indeed on the Policies Map) Should they be?</p>	<p>Please see the response to Question 5.</p>
Q8	<p>The “vision” section of Policy P2 refers to a Grand Union Canal food and beverage quarter (also referred to later in paragraph GUC3(a)) but this does not appear to be shown on figures 4.7 or 4.10 (or indeed, the Policies Map). Should it be?</p>	<p>In addition to the sections referenced in Question 8, policy P2(b) requires development along the Grand Union Canal to contribute to the delivery of the Grand Union Canal food and beverage quarter.</p> <p>The food and beverage quarter has not been shown on figures 4.7, 4.10 or the Policies Map reflecting the need for flexibility for its location during the lifetime of the development of Old Oak North, including meanwhile uses. The Old Oak North Development Framework Principles supporting study provides a high level indicative location.</p> <p>Therefore, any proposal for food and beverage uses would be determined using policy wording.</p>
Q9	<p>Policy SP6 sets out the proposal to create a new town centre hierarchy. Table 10.1 quantifies the A-class floorspace requirements during the Local Plan period. Would the OPDC please direct me to the section(s) of the Retail and Leisure Needs study which assess(es) the impact of this level of growth on other nearby centres such as White City, Brent Cross and Ealing?</p>	<p>The impact of development in the OPDC area on surrounding town centres has been assessed in Section 6.7 of the Retail Leisure Needs Study. This has assessed both the impact of additional A-class floorspace to be provided as well as the retail demand generated by the overall development. Specific mitigation measures to town centres that have the potential to be threatened by retail uses in the OPDC area, Harlesden and Ealing, are set out in Section 7.7.</p> <p>Table 6.12 (page 55) and associated text sets out the impact of development in the OPDC area on existing comparison shopping provision in surrounding centres.</p> <p>Table 6.13 (page 56) and associated text sets out the impact of development on existing convenience shopping provision in surrounding centres.</p> <p>The basis for the Study Area and town centre hierarchy for inclusion in the assessment is set out in Section 6.2 of the report.</p>

		<p>Section 7.7 (page 73) sets out the threats and opportunities to the wider hierarchy of centres. This is based on Appendix B.3 (Network of Centres) and tables CM4 to CM7.</p> <p>OPDC commissioned an addendum to the RLNS in 2018 to support the second revised draft Local Plan. Section 3 of the addendum updates findings from the original study on the capacity for A Class Uses (table 3.1). This identifies a moderate decrease in the quantum of A Class floorspace within the Plan period as a result of a lower level of planned housing delivery. This update forms the basis for the figures set out in Table 10.1 of Local Plan. Section 3.4 of this addendum expands on the original study's assessment of the implications of development in the OPDC area on the wider hierarchy of town centres.</p>
Q10	Policy SP8 requires new development outside the SIL to provide 30% of their developable area as publicly accessible open space (repeated in policy EU1). Would the OPDC please direct me to the relevant passages of the evidence base which establish the viability of this policy requirement?	<p><u>OPDC's Environmental Standards Study</u> page 26 sets out an analysis of publicly accessible open space provision as a basis for the requirement of a minimum of 30% of the developable area outside of SIL as publicly accessible open space. This analysis was comprised of a comparison of high density mixed use schemes (completed and implemented) within London. This comparison identifies a range of percentages – based on the proportion of open space relative to the developable land of the schemes – of between 24.5% and 34.9%. The study recommends the use of 30% for the target as it was a deliverable mid-point of this range of the high density mixed use scheme comparisons.</p> <p>The 30% target was incorporated within the base build cost assumptions for delivering a good design of schemes for each development typology assessed within the <u>Whole Plan Viability Study</u>.</p>
Q11	Would the OPDC please direct me to the passages in the evidence base which indicate how the housing and floorspace targets were arrived at for each site allocation listed in table 3.1.	The evidence base for the site allocation housing and floorspace targets is set out in Appendix B of the Development Capacity Study. The names of the site allocations and sites within the Appendix B are consistent; however, the numbering was amended for the site allocations to reflect the order of the Place Policies and therefore differs from the Development Capacity Study site numbering. For ease of reference, Appendix A to this response includes a table to support referencing.
Q12	Paragraph OON.13 includes the final sentence; "Park Road should be designed for all modes but should not be delivered as a through route for private vehicles" but this does not appear as a requirement in policy P2(g)(ii). Should it?	<p>Policy SP7(g) provides guidance for supporting the delivery of Old Oak Street and Park Road as new through routes for walking cycling and where feasible, buses and providing access only for private vehicles. This guidance is not set out in Place Policies to avoid repetition; however for information purposes is included in paragraphs OON.13 and OON.14. To ensure appropriate policy links are provided, OPDC proposes to amend paragraphs OON.13 and OON.14 as follows:</p> <p>OON.13. Park Road will be an early key route delivered across Old Oak North, connecting Old Oak Common Lane to Scrubs Lane. This vital piece of infrastructure should be delivered within the first 5 years of the plan period, to significantly enhance east west connectivity and permeability and PTALs. The street will also be critical for servicing development plots along its length, which have been identified for early delivery and is key to OPDC delivering 2,800 homes and 1,900 jobs in this place during the first ten years of the plan period. Policy SP7 requires that Park Road should be designed for all modes, but should not be delivered as a through route for private vehicles.</p>
Q13	Paragraph OON.14 says "Old oak Street should be designed to be a vehicular route, where feasible but, as with Park Road, it should not be designed as a through route for private vehicles." but this does not appear as a requirement in policy P2(g)(ii). Should it?	<p>OON.14. Old Oak Street may be delivered later than Park Road but will provide an important connection to Old Oak Common Station and Willesden Junction Station. Policy SP7 requires that Old Oak Street should be designed to be a vehicular route, where feasible, but as with Park Road, it should not be designed as a through route for private vehicles. Infrastructure studies have shown that the delivery of the northern most section of Old Oak Street across Harlesden Place to Willesden Junction is likely to be very challenging to deliver as an all modes route and at the time of the publication of this Local Plan, OPDC would support its delivery as a wide pedestrian and cycle only connection, but stakeholders should refer to OPDC's Infrastructure Delivery Plan (IDP) to find the most up-to-date position on infrastructure requirements.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q14	Policy P3 sets out requirements for development along the canal. Paragraph GUC.3 lists possible mooring locations. Should these be shown on figure 4.10 (and the Policies map)?	<p>Paragraph GUC.3 sets out information to support policy P3(c) for the location of moorings. This information states that moorings will be supported along the length of the canal with a focus at publicly accessible open spaces and other accessible locations including those locations stated in points a to f. Although figures within the Local Plan are indicative, depicting these 6 locations could infer that moorings would only be supported in these locations when OPDC would support moorings along the length of the canal in accordance with policy P3(c). Therefore, mooring locations have not been depicted in figure 4.10 or the Policies Map.</p> <p>The Canal and River Trust have not raised concerns with these locations. OPDC is working with the Canal and River Trust to develop a Canal Place Making Study during early 2019 which will further define mooring locations. This information will be used to inform the Old Oak North and Scrubs Lane Supplementary Planning Documents.</p>
Q15	Paragraph OPR.5 refers to two allocation sites but these are not shown on figure 4.17. Should they be? (and on the Policies map?)	Due to the extensive number of site allocations within the OPDC area they have not been depicted on the indicative figure diagrams supporting Place Policies to assist in the clarity of these diagrams. Therefore OPDC does not consider it appropriate to show the Land at Bashley Road and 40-54a Minerva Road site allocations in figure 4.17. These are shown in figure 3.17 and on the Policies Map (the complete map and individual layer shown on page 16).

Q16	Paragraph NA.8 notes the designation of the Quattro site within the West London Waste Plan and says proposals should accord with this designation but that requirement does not appear in policy P7 or on figure 4.21. Should it?	The policy for the management of the Quattro site in accordance with the West London Waste Plan is set out in Policy EU6(a)(ii). OPDC considers this to be the most efficient approach to provide policies to manage all five West London Waste Plan sites within the OPDC area without repeating policy across a number of Place Policies.
Q17	Paragraph NA.16 notes that the IDP identifies that there is a need for one supernursery and an on-site 9FE secondary school. But there is no indication of this on figure 4.21 (or on the Policies Map) Should there be?	Please see the response to question 5.
Q18	Paragraph 5.8 says that OPDC will expect a s106 monitoring contribution to be payable if the original architects are not retained for the detailed design stage. The contributions will be used to secure design advice on revisions to the scheme to ensure that the original design quality is maintained through detailed design. This is tantamount to an additional fee for processing a planning application over and above the fee allowed by regulation. The test for acceptability of a planning obligation is that it is necessary to make the development acceptable, not necessary to process the application. Can the OPDC please convince me that this provision is not ultra-vires or contrary to the statutory test for a planning obligation?	<p>OPDC considers that this requirement is legally compliant and is necessary to make the development acceptable in planning terms to ensure proposals accord with Policy SP9(a) which seeks to deliver buildings, public realm and infrastructure of the highest design quality. It is not intended to be used to provide funding for processing a planning application.</p> <p>Supplementary guidance for securing this contribution will be provided in the forthcoming Planning Obligations SPD. This will require contributions to cover reasonable costs incurred by the planning authority in securing design review advice and not exceed a capped amount set out in the s106 agreement. An extract of the draft Planning Obligations SPD is provided in Appendix B.</p> <p>This is an approach utilised in Section 106 agreements for decisions made by the London Legacy Development Corporation and has been used in the OPDC area for the First Central development where the original architectural team were replaced.</p>
Q19	A substantial part of paragraph 6.90 appears to be setting out policy not stated in policy EU7 (the clue is in the frequent use of the word "should"). There is a similar use of the word "should" in paragraphs 6.95 (h) and (i) setting out requirements not stated in policy EU8. Should these requirements be included in the policies themselves?	<p>The information set out in paragraph 6.90 sought to provide examples of opportunities to adopt the Circular Economy to support policy EU7 and not provide policy requirements. OPDC recognises that the wording could be viewed as policy. To provide clarity that these paragraphs provide supporting information to policy EU7, OPDC proposes to amend paragraph 6.90 as follows:</p> <p>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. The following list includes some examples of these opportunities including:</p> <p>a) Food: Park Royal is one of 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 can should be applied to the whole supply chain so that waste is reduced at the point of supply (see Policies P4 and P5).</p> <p>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).</p> <p>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).</p> <p>d) Materials: Low impact, renewable materials can be specified in development. Materials that can easily be recovered at the end of their life should can be used and assembly of materials and products (whether in buildings or white goods etc.) should can also be designed for disassembly (see Policy EU8).</p> <p>e) Fabrication: use of off-site and modular construction can reduce waste and enhance efficiency of construction. There is an opportunity for Light weighting of buildings and buildings, that can be disassembled and reused, should to be embedded in the design process. Building facades and other elements that will be replaced or repaired over their life have the potential to should be designed so they enable repair, reuse or refurbishment at low cost. Leasing of short and medium life products should can also be considered (see Policies SP2 and EU8).</p> <p>f) Mobility: Promotion of Walking and cycling should be promoted as the preferred choice where possible and practical; promotion of low carbon and zero emission vehicles should be promoted that provide energy storage when not in use to the power network (see Policy T4); and design of</p>

		<p>new mobility services should be designed to maximise asset utilisation. These should can 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.</p> <p>g) Transport: Promotion of Mmeasures such as car clubs should be promoted, in accordance with (see Policy T4) that are. These should be accompanied by suitable electric vehicle charging infrastructure which should be designed to limit excessive peaks in electrical demand and where possible, utilise locally generated renewable energy.</p> <p>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 D4).</p> <p>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).</p> <p>j) Skills sharing: providing space or an online platform for the community to share their skills and resources (see Policies D4 and EU11).</p> <p>k) Logistics: Consolidation of Movement of goods should be consolidated, smart technology used to optimise use of vehicles; last mile deliveries should be by clean vehicles and 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 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).</p> <p>l) Flexible design: In accordance with Policy SP2, buildings and public space should be dDesigning ed buildings and spaces so that they are to be highly adaptable to economic, demographic/social, technical and commercial and environmental change. They should be designed for flexibility, interoperability, disassembly and reuse. Consideration should be given to Ssharing and leasing of space over different timescales to optimise use. This could include sharing spaces between different uses at different times of the day and night Maker space, for example, could be rented out for different periods of time and by the desk, room or whole facility.</p> <p>m) Digital platforms: These should be provided to help communities connect and share space, resources, time, experience and skills and enable- € community ownership of assets (energy, mobility, shared space, social and cultural infrastructure, goods and services) should be enabled and supported (see Policies EU11 and DI3).</p> <p>n) Waste: There are Oopportunities 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).</p> <p>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).</p> <p>The information set out in paragraph 6.95 sought to provide examples of innovations in the use of sustainable materials. OPDC recognises that wording could be viewed as policy. To provide clarity that these paragraphs provide supporting information to policy EU8, OPDC proposes to amend paragraph 6.95 as follows:</p> <p>h) Innovation in the use of rapidly renewable materials should also be promoted. The use of rapidly renewable materials. 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 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</p> <p>i) Responsible sourcing of materials. 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. 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. 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.</p> <p>These amendments will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector. These should be read alongside the proposed amendments made in response to Question 3 (EU7).</p>
Q20	Is the final sentence of paragraph 7.10 ("The street network must....") setting out a policy not included in policy T1?	<p>OPDC recognises that the final sentence of paragraph 7.10 could be viewed as policy. Policy SP7 requires the delivery of an accessible movement network and policy D3 requires the delivery of development that is compliant with the latest guidance on accessible and inclusive design as an integral part of their design. Including the first part of the referenced sentence of paragraph 7.10 within policy T1 would duplicate these policies. The requirement of policy T1(a) to support and deliver a street network in line with the "Healthy Streets for London" vision would include the need to deliver appropriate seating, lighting and safe environments. Therefore, to prevent repetition within the Local Plan in delivering accessible streets</p>

		<p>and to continue to provide supporting information for delivering the Healthy Streets for London vision OPDC proposes to amend paragraph 7.10 as follows:</p> <p><i>"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. 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. The Healthy Streets for London vision requires the delivery of adequate seating within sStreets that are also should be well-lit and safe environments."</i></p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q21	Is the first sentence of paragraph 7.25 ("Investments in....) setting out a policy not included in policy T3?	<p>OPDC recognises that the first sentence of paragraph 7.25 could be viewed as policy. Policy T3(b) provides guidance to ensure new or enhanced cycle networks, infrastructure and parking accords with the London Cycle Design Standards. To clarify the roles of policy and supporting text, OPDC proposes to amend paragraph 7.25 as follows:</p> <p>Investments in- The importance of delivering "end-of-journey" cycle facilities in the form of secure cycle parking, lockers and showers for places of work are is 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. OPDC will work to develop training and guidance and improve awareness of the benefits of cycling to employees, to encourage more cycling.</p> <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>
Q22	Policy H3 encourages the provision of housing for families. Paragraph 8.33 claims that the SHMA identifies a need for 64% of new market housing to be 3 bedrooms or more. But the policy seeks a provision of only 25% family housing. How is the demand to be met? Has the OPDC obtained provision elsewhere through the Duty to Cooperate?	<p><u>Background for family housing target</u> The ability for OPDC to set a policy to meet demand for market family housing needs to be considered in the context of OPDC's Strategic Housing Market Assessment (SHMA) area, Draft New London Plan requirements for affordable housing and family housing and the need to take account of viability as set out in NPPF paragraph 57.</p> <p>Draft New London Plan Policy H12 (Housing size mix) requires that Local Plans should not set prescriptive size mix requirements for market and intermediate homes. As such, a Local Plan should only set prescriptive targets for London Affordable Rent family housing. OPDC Local Plan Policy H3 (Housing Mix) specifies that developments should deliver a London Affordable Rent housing mix in accordance with OPDC's most up to date SHMA.</p> <p>However, given the demand for market family housing defined in the SHMA, Policy H3 sets an overarching pragmatic target of 25% to deliver both affordable and market family housing.</p> <p><u>Approach for setting the target</u> As set out in the Housing Evidence Statement the SHMA need for family housing needs to be considered against, 50% affordable housing requirements for Mayoral bodies, the design and nature of the proposed development and development viability, which are not considered as part of the SHMA assessment.</p> <p>Regarding viability considerations, evidence shows that across London on average only 20% of housing across all tenures built has been family housing in past 10-years. Developers have also responded to Local Plan consultations to say that a 25% family housing target is too high because of the nature and density of the development. These comments are set out in the Statement of Consultation references H3/2 and 2/H3/1.</p> <p>Regarding design of development, OPDC have not sought to secure a higher family housing target as this would result in many units not having access to appropriate private or communal amenity space or other amenities. These units would therefore be unlikely to be attractive to families with children.</p> <p>OPDC considers that the current target provides delivers the following benefits:</p> <ul style="list-style-type: none"> • It incentivises the housing market to deliver a minimum level of family housing provision slightly above the London average market delivery to date. • It meets the acute need for London Affordable Rent family housing but also provides some market family and intermediate family housing to help meet needs. • It helps to ensure that all family units are appropriately designed and located to be suitable for families. <p><u>Meeting demand and Duty to Cooperate</u> SHMA results were shared and discussed at OPDC's Duty to Cooperate meetings with the three boroughs as set out in the Duty to Cooperate Statement.</p>

		<p>However, given the direction in the Draft New London Plan, the boroughs are constrained in seeking to set housing size targets for family sized market housing and intermediate housing despite the need identified in the SHMA. Therefore, OPDC has not specifically secured delivery of family market units in the boroughs.</p> <p>This approach may need to be reviewed should the current London Plan Examination in Public require changes to the Draft New London Plan Policy H12 regarding setting requirements for family market and intermediate housing.</p>
Q23	is the policy of 25% family housing (policy H3) feasible when policy H4 limits family housing to ground or first floors but the places policies P1, P2, P6, P7 and P11 envisage residential buildings taller than eight floors?	<p>Policy H4(b) permits housing to be located on other levels and the Local Plan recognises in paragraph 8.40 that through careful design, open space can be delivered in other ways. This enables family housing to be delivered on upper floors where there is access to secure private and communal open space that is suitable for children.</p> <p>However, to provide clarity in the implementation of Policy H4(a), OPDC proposes to amend Policy H4(a) as follows:</p> <p>a) Where it is appropriate family housing should be located as a priority:</p> <ul style="list-style-type: none"> 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. <p>This amendment will be included in the Post-Submission Modifications Schedule. This Schedule will be submitted to the Inspector.</p>

Appendix A: Development Capacity Study Appendix B and Site Allocations reference table

Site Allocation reference	Development Capacity Study Appendix B reference	Site name
1	22	Old Oak Common Station and surroundings
2	7	Car Giant
3	8	The Triangle Business Centre
4	9	EMR
5	48	First Central and surroundings
6	52	Bashley Road Metal Refinery
7	53	40-54a Minerva Road
8	46	Park Royal ASDA
9	47	247 Acton Lane
10	29	Boden House
11	28 (partial)	Acton Wells East
12	31	Holbrook House
13	34	Victoria Industrial Estate
14	32	Perfume Factory North
15	38	Perfume Factory South
16	37	The Portal
17	40	2 Portal Way
18	41	3 Portal Way
19	35	Portal West
20	39	Algerian Embassy
21	15	Willesden Junction Maintenance Depot
22	44	Westway Estate
23	19	Oaklands
24	18	Oaklands North
25	45	Old Oak Common Lane sites
26	50	Channel Gate

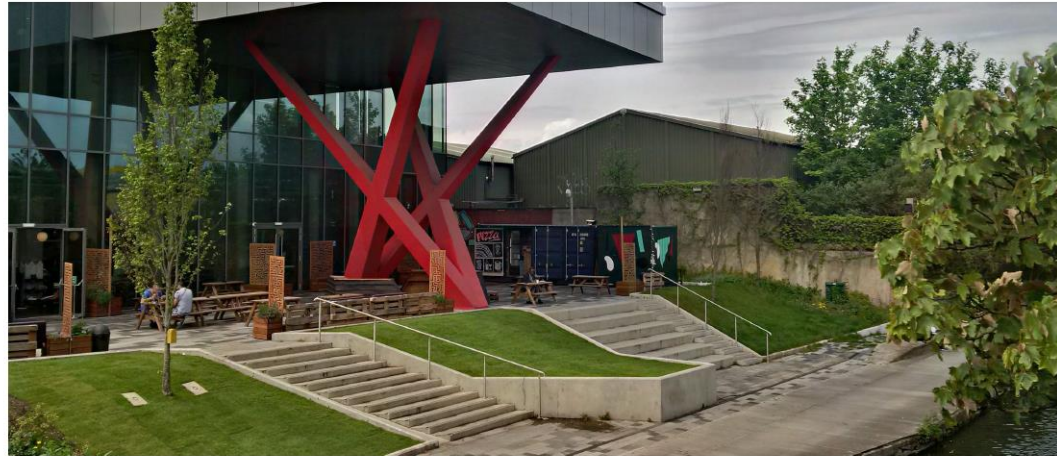
		Harrow Road
27	2	
28	10	Cumberland Business Park
29	12	Mitre Yard
30	13	North Kensington Gate South
31	14	Mitre Wharf
32	24	Big Yellow Storage (Scrubs Lane)
33	27	Tea Crate
34	26	Mitre Industrial Estate

Appendix B: Draft Planning Obligations SPD extract

Design

4.5. High quality design is fundamental to place making and delivering a sustainable, resilient and integrated development. Where necessary it is intended that section 106 obligations will assist in providing, supporting and establishing locally distinctive neighbourhoods that will contribute to creating a new sense of place within Old Oak and Park Royal.

Figure 4.1: The Collective, Old Oak



Obligation	Criteria	Justification	Policy Links
O-D1: Design monitoring contribution	<p>Provision for a design monitoring contribution will be secured for all applications for major development.</p> <p>A financial contribution will be only be payable where the original architect and/or landscape architect are not retained for:</p> <ul style="list-style-type: none">» applications pursuant to design related conditions of the grant of planning permission;» applications for a non-material amendment pursuant to section 96A of the TCPA 1990; and» applications for a variations to conditions pursuant to section 73 of the TCPA 1990. <p>The specific contributions to be paid will cover reasonable costs incurred by the planning authority in securing design review advice and not exceed a capped amount set out in the s106 agreement.</p>	<p>Detailed design proposals or amendments to the design of major applications following planning permission can have a significant impact on the quality of the design if the changes are unsympathetic to the design concepts developed by the original scheme architect. Where the original architect is not retained to oversee the construction phase of the development and champion design quality, there is an increased risk that design quality of the development could be eroded through inappropriate detailed design and design changes. If the original architect and/or landscape architect is not retained then a financial contribution(s) will become payable.</p> <p>If it is required to be paid the financial contribution(s) will be used by OPDC to secure design advice on the approval of design details, and for any applications for revisions to the scheme design. This is to ensure design quality is maintained throughout the detailed design stages and in respect of any proposed design changes.</p>	Policy D1 (Securing High Quality Design)