

POLICY P1: Old Oak South

VISION

V1. Old Oak South will be centred on an exceptionally-designed, world-class Old Oak Common Station. The largest sub-surface station ever built in the UK provides a once in a life time regeneration opportunity to act as a catalyst for the delivery of a new commercial hub that will support London's growth and role as a global city. It will also ensure that Old Oak South becomes part of a new major town centre.

V2. Old Oak Common Station will be a major transport interchange delivering excellent local, regional and national connections. The station will integrate comfortably with the surrounding street network, interchange facilities, land uses and multi-functional open civic spaces. There will be new Local Parks, integrated with new station public realm and / or other squares, canalside spaces and a network of new smaller spaces. Development will facilitate new links to Wormwood Scrubs with streets and spaces embedding and showcasing green infrastructure.

V3. A new commercial hub home to tall buildings will deliver a range of employment spaces over and / or adjacent to the station along with new town centre uses and new residential uses on the upper floors.

V4. Old Oak High Street will be the focus of a major new town centre that connects directly into North Acton, Old Oak North and areas beyond. This new town centre will be delivered over the lifetime of the plan. If proven to be feasible early delivery of the High Street could help to fully integrate Old Oak Common Station into its surroundings once opened. New connections to the east, west and south will also play an important role in connecting the station into its surroundings.

V5. Away from areas around the station, Old Oak South will include a mix of high density residential, employment, cultural and community uses; designed as a vibrant network of new neighbourhoods. Development will celebrate the area's unique railway heritage, the Grand Union Canal and the locally cherished Wormwood Scrubs.

- Discussion on environmental issue – Birchwood Nature Reserve (also see section below on Old Oak North). The Old Oak S section on Green Infrastructure - PC1 j(iv) says – ‘enhancing the Birchwood Nature Reserve if retained in its current location or re-provided in accordance with policy EU1 and EU2’.
- This would be good to mention.
- Also, over here is a Crossrail depot - built with insubstantial foundations. You can't build anything on top of it. There is a huge amount of developable land in the area and I can't see this staying here for ever and a day.
- What we then have is terrible urban landscape here across the canal in all weathers with people trying to get from between here and Clapham junction and HS2 and Heathrow – 650metres with only one change.
- Policy P1c talks about contributing to the establishment of a canal side food and beverage quarter – and contributing to A4 and A3 uses at the – crossings of major routes so the environmental area may be at risk at that crossing.
- Yes, and from tall buildings - so their story line for this area is that you put high-rises at the main intersections for so called *legibility* – so here this is the park square and also a basin that gives Car Giant high value property around here.
- They have one at Paddington that is quite nice.
- What they don't say is that here is Powerday, which is going to stay for quite a long time – and at one point they said they were going to have people living here – but that would be absolutely filthy – if we have our windows open the are absolutely black.
- There is such conflicting views about this – some saying no dust.
- It could just be from the railway line. Mm I'm near Powerday too and don't get dusty / dirty.
- They say the continuing recycling will impact on value of properties in the meantime.
- These could be businesses
- Or a solution would be to leave development until later on.
- Birchwood is referred to P1 – j4 – green infrastructure
- I hope there is enough thought going into the station design at Old Oak South – essential here and elsewhere – Crossrail will be 10 years old by the time we get HS2 here –
- Whats the welcome going to be especially when you get the extension from Birmingham to Huddersfield – how is the interchange with an option of Euston going to cope without

POLICY

Proposals should plan positively to deliver the place vision by contributing and / or delivering where appropriate and relevant as follows:

Land Uses

- a) Supporting the creation of a thriving network of mixed use, high-density neighbourhoods that contribute to the delivery of 41,300 new jobs and a minimum of 3,000 new homes;
- b) Establishing a commercial hub around Old Oak Common Station and along Old Oak High Street, that supports London's growth, by delivering a significant amount of B1 floorspace;
- c) Contributing to the delivery of Old Oak High Street major town centre by delivering a range of permanent town centre uses, including top-up convenience stores, cafés, bars, restaurants, social infrastructure and comparison retailers, that meet needs of employees, residents and interchange passengers along the High Street and within and around Old Oak Common Station;
- d) Contributing to the establishment of a canalside food and beverage quarter along the Grand Union Canal by focusing the delivery of A3 and A4 uses at crossings of major routes;
- e) Contributing to the activation of Old Oak South and creation of a cultural quarter by supporting the delivery of cultural and catalyst uses along, or close to, Old Oak High Street major town centre and other areas of good public transport access;
- f) Focusing the delivery of business hotels in accessible locations around Old Oak Common Station and along Old Oak High Street;
- g) Supporting neighbouring Harlesden district town centre by including a Harlesden Enhancement Strategy within any submitted Town Centre Uses Statement where the proposal in Old Oak South provides over 5,000 sqm of town centre uses;
- h) Encouraging the early activation of Old Oak South by delivering a range of meanwhile active

additional safety valves? This is required, Otherwise, people are going to be walking across the canal here to Hythe Road station.

- Don't you think there is a positive aspect to that – people having some engagement with the area – and not just passing through?
- It would underpin the viability for example of having a meeting facility on top of the station.
- There is nothing in the policy about anything above the station.
- A bit at the W end of public open space – the E end. They have problems of costs of putting stanchions to do this and also amongst the present lines of Great Western line. But if we could get to surmount all that, the possibility of greater mobility and moving people off cars starts to open up.
- The main thing for residents in respect of Old Oak South (aside from transport implications)– is that this will be very tall and very dense development and given that the 'sensitive edges' seem to have been abandoned we don't know how there can be any appropriate links with the surrounding areas.
- They want to put the high-rise buildings near to the railway tracks so there is less amenity impact.
- Discussion focused on infrastructure.
- Recycling we need to look at. Are they are not going to put in more sewers etc?
- The area is poorly provided for in this respect– so they talk of sustainability.
- Presumably the OPDC is having conversations with Thames water authorities – on water supply and sewers. Does Thames Water have a strategy for the area? What are they going to be doing for the Car Giant and Old Oak S sites?
- It's a very poor area around the edges and its one of the areas that will have to come up with a plan for local employment which will all be part of the developer contributions –
- One issues that the C of E has been raising is provision of local employment – and with such a major development it will it bring in outside workers. If so will there be camps? This would bring its own problems. There needs to be some sort of analysis of accommodating this. Will there be special housing? Local people should really be resistant to workers camps.
- Are there any precedents for having residents' committees around the construction period?

uses across Old Oak South in particular along new routes that connect into Old Oak Common Station;

Public Realm and Movement

- i) Contributing to and/or enabling, the delivery of a permeable, inclusive and accessible street network by:
 - i) where feasible, contributing to, and enabling, the delivery of the new major routes of Old Oak High Street, Grand Union Street, Park Road and Wormwood Scrubs Street;
 - ii) contributing to the delivery of new and

improved walking and cycling routes to Old Oak North, Wormwood Scrubs, Old Oak Common Lane, Acton Wells, the Grand Union Canal, and within the surrounds of Old Oak Common Station to Wormwood Scrubs;

- iii) working positively with stakeholders to deliver new crossings over and/or under railway infrastructure and the Grand Union Canal; and
- iv) integrating Old Oak Common Station and Old Oak Common Lane Station with the public realm, street network and transport interchange facilities.

- Do we have details of what's happening site by site?
- Yes, a site allocation list on page 50, a delivery capacity study and also a list in section DI2 (Timely delivery and optimised phasing) – delivery and optimised phasing.
- Some areas have so much of the development. 41,000 commercial jobs in Old Oak South. 6,300 homes in North Acton – all quite concentrated.
- Is there a point to be made about the quantum of development? Yes, it is reduced on the Car Giant site.
- If saying minimum, it could be maximum - so pressure will be on Car Giant to go up.
- Where are the other? 3000 home in Old Oak South, 6300 in Old Oak North, 2600 in Old Oak Common Lane
- It's all a bit disturbing to see endless roads of similar type of blocks – although they do seem to be getting in some good architects in. Car Giant might be the best quality.
- Perhaps need to be something in the policy accommodates a way in which concerns of residents can be accommodated.
- Will there be more churches? We don't yet know where these will be but the OPDC have taken on board the need to accommodate places of worship. Think they have agreed to provide space being provided and the church would deliver / build a church school and chapel and community space.
- Does the church do anything on primary health?
- It would be good to see a model of this.
- How can local surrounding people have access to the new resources here.
- The rub will be in the negotiations about what gets in there.

Green Infrastructure and the Environment

- j) Delivering a high quality, well-connected, network of multifunctional publicly accessible open spaces, including:
- i) the Old Oak South Local Park provided as a series of connected spaces across the Elizabeth Line Depot and areas surrounding Old Oak Common Station;
 - ii) the canalside Local Park along the Grand Union Canal provided between Old Oak North and Old Oak South;
 - iii) supporting the delivery of a publicly accessible open space over the western portion of the HS2 Station Box if demonstrated to be feasible;
 - iv) enhancing the Birchwood Nature Reserve if retained in its current location, or reprovided in accordance with policies EU1 and EU2; and
 - v) integrating green spaces and other green infrastructure along Old Oak High Street and other streets.

Heritage and Character

- k) Strengthening local identity and character by:
- i) conserving and enhancing the Grand Union Canal Conservation Area and its setting; and
 - ii) ensuring future local character is informed by the area's existing character including the historic railways and Grand Union Canal, Wormwood Scrubs and surrounding residential areas.

Building Heights

- l) Contributing to a variety of building heights that respond to public transport access and sensitive locations by:
- i) supporting the delivery of the tallest buildings around Old Oak Common Station where feasible and any enabling works that are included within the High Speed Rail (London - West Midlands) Act 2017;

- ii) delivering a range of building heights including tall buildings at points of the greatest activity across Old Oak South with a focus on Old Oak High Street;
- iii) delivering heights of generally 6 to 8 storeys fronting directly onto the Grand Union Canal with opportunities for tall buildings at key crossing points such as Old Oak High Street, Park Road and Grand Union Street;
- iv) appropriately responding to existing residential areas, including Wells House Road, Shaftesbury Gardens and Midland Terrace; and
- v) appropriately responding to Wormwood Scrubs as Metropolitan Open Land.

Infrastructure

- m) Supporting local, regional and national connectivity by ensuring the timely delivery of Old Oak Common Station and associated interchange facilities as integral parts of the built environment;
- n) Enabling comprehensive development and supporting sustainable communities by contributing to the delivery of infrastructure requirements as set out in the OPDC Infrastructure Delivery Plan, including a:
 - i) new primary school;
 - ii) new community hub facility; and
 - iii) new public access sports and leisure centre.

Development and Phasing

- o) Supporting the comprehensive redevelopment of Old Oak South by working positively with stakeholders to support the relocation, reconfiguration and/or development, over and around, existing and future railway infrastructure including the Old Oak Common Station and tracks, Elizabeth Line Depot and sidings, and the Intercity Express Programme Depot, where feasible;
- p) Working positively with the Department for Transport and High Speed 2 Limited to facilitate

<p>the delivery of Old Oak Common Station in accordance with the High Speed Rail (London – West Midlands) Act 2017;</p> <p>q) Supporting the delivery of early connections to Old Oak Common Station, including the coordinated delivery of Old Oak High Street, and other publicly accessible open spaces where feasible and where they support the timely and cost effective delivery of Old Oak Common Station;</p> <p>r) Ensuring different phases of development contribute to the delivery of a network of distinct, but related, neighbourhoods; and</p> <p>s) Ensuring public transport access supports comprehensive high density development.</p>	
<p>POLICY P2: Old Oak North</p>	<ul style="list-style-type: none"> • It could be useful to have a discussion with the cluster of artists at Hythe Road / top of Scrubs Lane. It is though very difficult to get much interest (one artist who attended the conference) • The most immediate development here is Car Giant and the impact on artists with studios near here. • The West London Line Group is concerned that the interchange is not big enough to cope with the traffic that it should do, which includes other railways coming to the site. We don't have an artist's impression of how the station will look – could any of the artists help with this? The present thinking is there should be two overgrown Crossrail, the Great Western Main Line and HS2 – we think the area needs to be bigger. • This perhaps needs to be discussed more in the transport discussion. • P2 – land uses – section d(iv) says providing floor space used by creative businesses in accordance with policy E1 (a broader policy about protecting existing economic and employment functions). • I suspect the OPDC will only put in policy that which Car Giant is happy with. • Policy employment policies talk about recognised providers who have a proven record of successfully supporting business tenants. • This could be ACAVA (a charity) who are looking to negotiate to be part of it all and also Marcus Blackman – who has a business that rents out studios. He rents directly from Car

VISION

V1. Old Oak North will be a new, well-connected and inclusive community, comprising a network of locally distinctive high density neighbourhoods. Built out over many years, the area will be part of a new major town centre and cultural quarter for west London that will be home to a range of catalyst uses. People will benefit from a vibrant mix of town centre and community uses, focused along Old Oak High Street, around Hythe Road station and at crossing points of key routes along the Grand Union Canal. The area will provide new homes catering for a range of needs, along with a mix of new small and medium sized employment spaces.

V2. A proposed new London Overground station at Hythe Road, new bus routes and a new street network centred on Old Oak High Street will make Old Oak North an accessible and well-connected place. Within Old Oak North, new exceptionally designed streets and open spaces will address issues of severance created by the area's existing topography and infrastructure. New multi-functional spaces will be provided at Old Oak Gardens, Grand Union Square, Stamford Gardens and along the Grand Union Canal Local Park. This new network of streets and open spaces will connect into Scrubs Lane, Willesden Junction, Old Oak South and Wormwood Scrubs. Tall buildings will help people to navigate through the area will provide significant benefits to the local community.

V3. Buildings and the public realm will celebrate local heritage assets, including the Grand Union Canal and the Rolls Royce Building, and will positively address challenges presented by the surrounding railway infrastructure. A retained and appropriately designed Old Oak Sidings waste facility has the potential to play an important role in supporting both the construction and the future functioning of the area, by helping to manage waste and meet utility requirements.

Giant, we don't, our building is not owned by Car Giant. Also, there is the Light Factory they run the buildings themselves. It will be them rather than the artists negotiating on this.

- Yes but you will need to ensure that the wording of the policy doesn't exclude the kind of people particularly those in studios.
- How will the infrastructure will all work – road and rail?
- The aqueduct proposed by car giant
- Isn't this causing problem – engineeringly challenging?
- There are concerns about what is below the ground and remediation of soil.
- Yes, some is dubious.
- About these viaducts – our experience of them in London is not good,
- The OPDC wants this to be clear and open.
- The A40 flyover is pretty grim everywhere this look like the same.
- The viaduct will be short.
- The architects for Car Giant proposals this quite near the back – on the south side
- They will need to do more work on this to convince us that this will be a human space.
- They seem to have a market there (looking at image)
- At one time, they were talking about shops being built in.
- If you look at Ladbroke Grove under the viaduct and Portabella, it's a bit better than it was.
- When they were first talking about this they were suggesting things for the community – a play group, if you closed some of this off there could be community arts room.
- Yes other arches in London have been of value, and used for things such light industry (in Camden) – but this looks more continental with big open spaces for bicycle storage and open events.
- You would then have to be careful.
- Through flow and linkages are needed, so that it doesn't become an isolated bit.
- All these buildings that they are looking to put up along scrubs lane; how will materials get in an out and what's going to happen to the traffic? Its hell at the moment with the bridge down to one lane of traffic.
- This will be a big thing across the area.
- They will need to put another road in.
- I wonder if this is worth suggesting?

POLICY

Proposals should plan positively to deliver the place vision by contributing and / or delivering where appropriate and relevant as follows:

Land Uses

- a) Supporting the creation of a thriving, mixed use, high-density network of new neighbourhoods that contribute to the delivery of 5,100 new jobs and a minimum of 8,300 new homes including early development that contributes approximately 2,400 new homes to OPDC's 0-10 year housing supply;
- b) Supporting the creation of a cultural quarter by establishing Old Oak North as a vibrant London destination by delivering a range of cultural and catalyst uses along the Old Oak High Street major town centre and at busy destinations along the Grand Union Canal;
- c) Contributing to the provision of a range of homes across the place including:
 - i) focusing a higher amount of family-sized housing around Old Oak Gardens and Stamford Gardens; and
 - ii) focusing a higher amount of smaller housing units around the Rolls Royce Building.
- d) Supporting the local economy by delivering a range of high quality B1 workspaces across Old Oak North including:
 - i) Focusing B1a and B1b uses along Old Oak High Street and at Hythe Road station to support their role as key destinations and as part of a major town centre;
 - ii) B1 uses along Park Road to support its role as a key east-west movement route;
 - iii) B1 uses within and around the Rolls Royce Building to support its role as an SME business hub;
 - iv) B1 uses at locations where high levels of residential amenity are not able to be achieved; and
 - v) Re-providing existing floorspace used by

- Perhaps there is a need for (at the end, where they talk about development and phasing) to suggest that there should be community / residents' committees that are established to oversee the construction period.
- Why not go for a road, when there is rail and canal that could be used for moving construction materials.
- Yes, people say that, but the planners say it's impossible and the developers say no. Even from the rail you would need roads to move materials from rail or the canal.
- The canal is accessible for car giant, but they say that it is too shallow or too narrow
- But this could be raised again.
- Yes.
- There are so many railway lines across the piece - it can be possible as long as they have loading facilities.
- When they are putting up these buildings on Scrubs Lane its going to be very difficult
- The OPDC in conjunction with Network Rail to facilitate this.
- There may be problems with heritage issues – Rolls Royce and others the site. There are conservation buildings on Scrubs Lane, Tom Cardis flagged up some old buildings along the canal (at the recent board meeting) that need to be looked at. They are very old and small – he said they should be protected.
- The architects for Car Giant site seems to be a lot more sympathetic / responsive – much more so than Oaklands.
- Is there something that people want to say here about the heritage of this area – not much more than the Rolls Royce building noted so far.
- There are some buildings there that are right up to the canal side and are pretty derelict. They are not terribly wonderful.
- They are vernacular.
- But would be good to have a little park here.
- Are there people who is very keen about these buildings? They should widen the path here if they are not of value. JG said he wasn't very impressed with them.
- We definitely need to widen the path here – its hell to get through with so many bikes suddenly coming along here.

creative businesses in accordance with policy E1.

- e) Contributing to the delivery of Old Oak High Street as part of a major town centre by delivering a range of permanent town centre uses that meet the needs of employees, residents and interchange passengers:
- i) along Old Oak High Street;
 - ii) at key points along Park Road including around Hythe Road Station;
 - iii) at crossings of major routes along Grand Union Canal with a focus on A3 and A4 uses

to help deliver a canalside food and beverage quarter.

- f) Encouraging the early activation of the area by supporting a range of active meanwhile uses across Old Oak North including:
- i) along Old Oak High Street;
 - ii) town centre uses along Park Road during early phases of development prior to the phased delivery of Old Oak High Street;
 - iii) at Grand Union Square and around Hythe Road Station; and
 - iv) at the Rolls Royce Building during the early

- There is a nature reserve here which the road cuts in half. (*see more on this in section on Old Oak S*)
- But community would perhaps should say it is valued.
- Its Birchwood nature reserve (see section about re-provision).
- There is a bridge from Car Giant and walk a bit along and this is where it is – Birchwood – there is a big metal fence here on the canal side– you can see that they are building like mad beyond it.
- One other point that may be of interest to Harlesden people is that they say they have a requirement to contribute to Harlesden’s enhancement strategy – but only the larger developments coming through need to contribute. **This is P2 Old Oak North land uses section (g)** (*supporting neighbouring Harlesden district town centre by including a Harlesden Enhancement Strategy within any submitted Town Centre Uses Statement, where the proposal in in Old Oak N provides over 5000 sqm of town centre uses*).
- E2(f) talks of is on meanwhile uses.
- NB the proposals over 5000 sqm here was much lower - 2500 sqm - in the previous reg 18 version of the local plan.
- I see this is good connection between Harlesden and Old Oak. There will be people for instance who want to shop and park in Harlesden and walk down and would imagine that this would continue. The connection could be synergistic.
- It not clear that they have a mechanism for this occurring. In the last version of the Local Plan, they said they would have a joint committee involving Brent – so this may be something for the Harlesden Neighbourhood Forum would want to get involved in.
- I don’t understand this no car thing – they are going to have buses on some roads and some people will have to have deliveries. There will have to have some access to cars
- Yes, but not peoples’ own private cars.
- So, if you are rich you can get a taxi each day, but if you are a cleaner and need your car to get to work?
- The number of buses that come through Harlesden is amazing. We also have small bus routes that go to neighbourhoods.
- Scrubs Lane is a big route – you would have thought there would be more to connect it with Harlesden – there is only one bus at present.

phases of development.

- g) Supporting neighbouring Harlesden district town centre by including a Harlesden Enhancement Strategy within any submitted Town Centre Uses Statement where the proposal in Old Oak North provides over 5,000 sqm of town centre uses;
- h) Recognising the supplementary rail freight designation on the European Metal Recycling site unless its designation is no longer required by Network Rail;

Public realm and movement

- i) Contributing to, and enabling, the delivery of a permeable, inclusive and accessible street network to improve access across Old Oak North and into the wider area by:
 - i) ensuring timely access to existing and/or new public transport to support high density development;
 - ii) contributing to, and enabling, the delivery of the key streets of Old Oak High Street, Hythe Road, Grand Union Street and Park Road;
 - iii) contributing to the delivery of Old Oak High Street as a new walking, cycling, bus and vehicular route that connects to Old Oak South and Willesden Junction Station, or as a walking and cycling route if demonstrated to be undeliverable as a vehicular route;
 - iv) contributing to the delivery of a new east-west walking, cycling and vehicular route on Grand Union Street that connects Old Oak South to Scrubs Lane;
 - v) contributing to new and improved walking and cycling routes to Scrubs Lane at Laundry Lane, Hythe Road and on the northern side of the Grand Union Canal;
 - vi) supporting a new walking and cycling route via a green bridge to Wormwood Scrubs;
 - vii) addressing challenges to connectivity created by local topography and ensuring the creation of an accessible and inclusive public realm;
 - viii) improving permeability for all transport

- TFL have asked for a contribution from the N Kensington Gate development towards transport improvements, which may include additional buses. So it seems to be on the radar but would be good to mention this in the plan and should be picked up in responses to the consultation.
- One of the things we and Old Oak Neighbourhood Forum have been pushing for is the new station at Westway Circus, the new W London line station under the roundabout at Shepherds Bush. This may help in terms of Scrubs Lane, as TFL are saying that Hythe road station is going to be the station from Clapham station to support this area – plus the HS2. This would be on the over ground and comes from Shepherds Bush. It would be good to have to be extra stops along the line - such as the Hythe Road.
- Another thing to think about is schools and health infrastructure coming in to Old Oak North. They mention a new primary school in the Car Giant site and a health and community hub.
- They also say there will be a new primary school in Old Oak South – but don't mention secondary schools.
- They do mention one, but it's in N Acton – not in the Old Oak
- It would be good to look at this. Someone mentioned at the board meeting this week that there had been a proposal for an all through school in the area, but Tom Cardis said this would only be required in the very long distance of the plan; beyond this plan period. But people say there is pressure on existing secondary schools and that people already can't get children into secondary schools. It could be that people suggest not necessarily a new secondary school but perhaps support for expansion of existing.
- Or one of these primary schools having space to eventually become an all through school.
- Brent has a policy of not supporting all through schools – because the don't think they really work.
- The school (Burlington Banes) on Scrubs Lane just become an all through school. It's one of these academies – and a church school.
- It has always been a church school, it's just become an academy.
- They had capacity to expand and the school is very oversubscribed.
- Another academy school opened by Grenfell tower recently and are talking about opening a third in Park Royal. How much development are they going to do in PR?

modes across the existing Hythe Road embankment, with a preference for this to be in the form of a raised viaduct if proven to be feasible;

- ix) contributing to, and enabling, the timely delivery of new connections over and/or under railways and the Grand Union Canal including south to connect into Old Oak South and north to connect to Willesden Junction and Harlesden; and
- x) retaining and/or providing sufficient access capacity to Old Oak Sidings and European Metal Recycling sites while in operation.

Green infrastructure and the environment

- j) Contributing to and / or delivering a high quality, well-connected, network of multifunctional publicly accessible open spaces across Old Oak North. This should include:
 - i) a Local Park of a minimum 2 hectares in size across Old Oak Gardens and Stamford Gardens including a high quality green link;
 - ii) a Local Park along the Grand Union Canal provided between Old Oak North and Old Oak South of a minimum 2 hectares in size, including Grand Union Square and Park Road Gardens;
 - iii) Rolls Royce Gardens;
 - iv) embedding green infrastructure along Old Oak High Street and within other streets;
 - v) supporting delivery of new multi-functional canal basins and waterspaces where they provide amenity, leisure and sustainable drainage functions; and
 - vi) Contributing to the enhancement of railway embankments to increase biodiversity value in accordance with policy EU2 and to provide visual amenity;
- k) Minimising the impact on the sewer network and reducing the risk of flooding by implementing sustainable drainage systems across Old Oak North including connecting to the Grand Union

- Not much – there is a new one coming up near the PR station with very high density – higher than London Plan requirements.
- How do they get away with this? You would have thought that with Grenfell, they would have taken the opportunity to consider on this.

<p>Canal, and new water infrastructure where feasible; and</p> <p>i) Support health and well-being by ensuring sensitive uses are located away from pollution sources and that new development mitigates the impacts of noise and air pollution generated by rail transport and the surrounding uses including Old Oak Sidings waste facility and access road.</p>	
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Heritage and character

- m) Strengthening local identity and character by:
- i) conserving and enhancing the Grand Union Canal Conservation Area, Kensal Green Cemetery Registered Park and Garden, the proposed locally listed Rolls Royce Building and their settings; and
 - ii) ensuring future local character is informed by the area's existing heritage including the railways, Grand Union Canal, as well as existing industrial heritage to deliver a network of locally distinctive neighbourhoods.

Building heights

- n) Contributing to a variety of building heights that respond to the area's public transport access and sensitive locations by delivering:
- i) the tallest buildings around the proposed Hythe Road London Overground Station and at points of greatest activity along Old Oak High Street including around Grand Union Square;
 - ii) increased heights and massing adjacent to railway lines to mitigate impacts on the public realm and residential amenity;
 - iii) delivering heights of generally 6 to 8 storeys fronting directly onto the Grand Union Canal alongside opportunities for tall buildings at crossings of key streets including Old Oak High Street, Park Road and Grand Union Street.

Infrastructure

- o) Contributing to the delivery of infrastructure requirements as set out in OPDC's Infrastructure Delivery Plan, including a:
- i) new primary school within the Cargiant site allocation;
 - ii) new health hub facility within the Cargiant site allocation;
 - iii) new community hub facility; and

<p>iv) new public access sports and leisure centre.</p> <p>p) Enabling local and regional connectivity to support high density development including:</p> <ul style="list-style-type: none"> i) the provision of, and/or timely access to, new and/or existing public transport facilities; and ii) supporting a new Hythe Road London Overground Station, including as a viaduct if proven to be feasible; <p>q) Making efficient use of Old Oak Sidings by:</p> <ul style="list-style-type: none"> i) safeguarding the site for continued use as a waste management site with additional capacity; ii) supporting and/or enabling the site to deliver an energy from waste facility that contributes to a decentralised energy network for the wider area; and <p>iii) supporting the delivery of an integrated utility hub on the site.</p> <p>r) Safeguarding land to meet utility requirements and ensuring their design mitigates the impacts on surrounding residential and amenity uses;</p> <p>Development and phasing</p> <p>s) Contributing to and/or enabling delivery of Old Oak High Street and other routes to provide connections to Willesden Junction Station and Old Oak South;</p> <p>t) Ensuring different phases of development contribute to the delivery of a network of distinct, but related, neighbourhoods;</p> <p>u) Ensuring development is supported by a new and enhanced street network and significant public transport accessibility improvements.</p>	