

Contents

Old Oak North

Proposed/Emerging Phase 1A - Cargiant Potential Impacts & Mitigation Opportunities resulting from the emerging proposals for the incremental redevelopment of Old Oak North

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1.1 Introduction and Planning Context

1.1.1 Purpose of Statement

This statement has been prepared to support OPDC's representations to the Examination in Public of the OPDC Local Plan. Specifically, this statement responds to Cargiant's representations that the implementation of Phase 1A of development at Old Oak North would preclude the ability for Cargiant to continue operations, potentially leading to extinguishment.

OPDC's emerging development proposals for Phase 1A aim to catalyse regeneration at Old Oak North.

It is important to note that OPDC's plans for Phase 1A have not yet been settled: a detailed Phase 1A proposal will only be available following further design work, testing and importantly, engagement with land owners. Equally, the 'Study Area' for Phase 1A (highlighted in Figure 3 and elsewhere in this document) should not be taken as a definitive boundary of Phase 1A; any formal boundary will only be determined following the process explained above.

This statement identifies the areas of interface between the Phase 1A indicative study area and Cargiant's land holdings, and highlights the opportunities and measures that may be available to mitigate potential impacts on Cargiant's business operations which could allow Cargiant to maintain their current operations at Old Oak North over the short to medium term.

This statement therefore presents the following analysis:

- A summary of existing Cargiant operations and current footprint (June 2019).
- Identification of the potential impacts of Phase 1A proposals on existing Cargiant operations.
- Illustration of potential opportunities and options for mitigating the impacts of Phase 1A proposals on Cargiant's core business, whilst allowing Phase 1A to be delivered.

The analysis has been undertaken by AECOM Masterplanners, with input from Ashurst, QUOD, ExOM, Deloitte and the OPDC delivery team.

1.1.2 Phase 1A

The Local Plan reflects the London Plan designation of Old Oak as an Opportunity Area.

The Local Plan considers the regeneration potential of Old Oak over a period of 20 years. Local Plan Policy PC2 includes a 'key diagram' setting out the principles of future development for Old Oak North (Figure 1). Phase 1A is not a specific requirement of the Local Plan but the 'Development Framework Principles' document includes an illustrative layout and emerging masterplan that suggests the regeneration benefits anticipated for Phase 1A, in the context of longer-term development of Old Oak North.

Within the context of Policy P2 and supporting text OON.13, Phase 1A is seen as an opportunity to catalyse regeneration at Old Oak North, and has been developed with the intention of minimising disruption on Cargiant's existing operations.

Figure 2 sets out the Development Capacity and regeneration benefits of Old Oak North anticipated in the 'Development Framework Principles'. It also summarises the amount of development and infrastructure estimated to be delivered in Phase 1A.

Figure 3 shows the key elements of infrastructure assumed to be delivered in Phase 1A and as set out in the 'Development Framework Principles' evidence based document, including connecting infrastructure (bridges, an underpass, roads etc), public open space and land for development.

The indicative Phase 1A study area boundary has been overlaid on this plan for reference.

Information Sources:

1. **OPDC Local Plan: Development Framework Principles, June 2018**

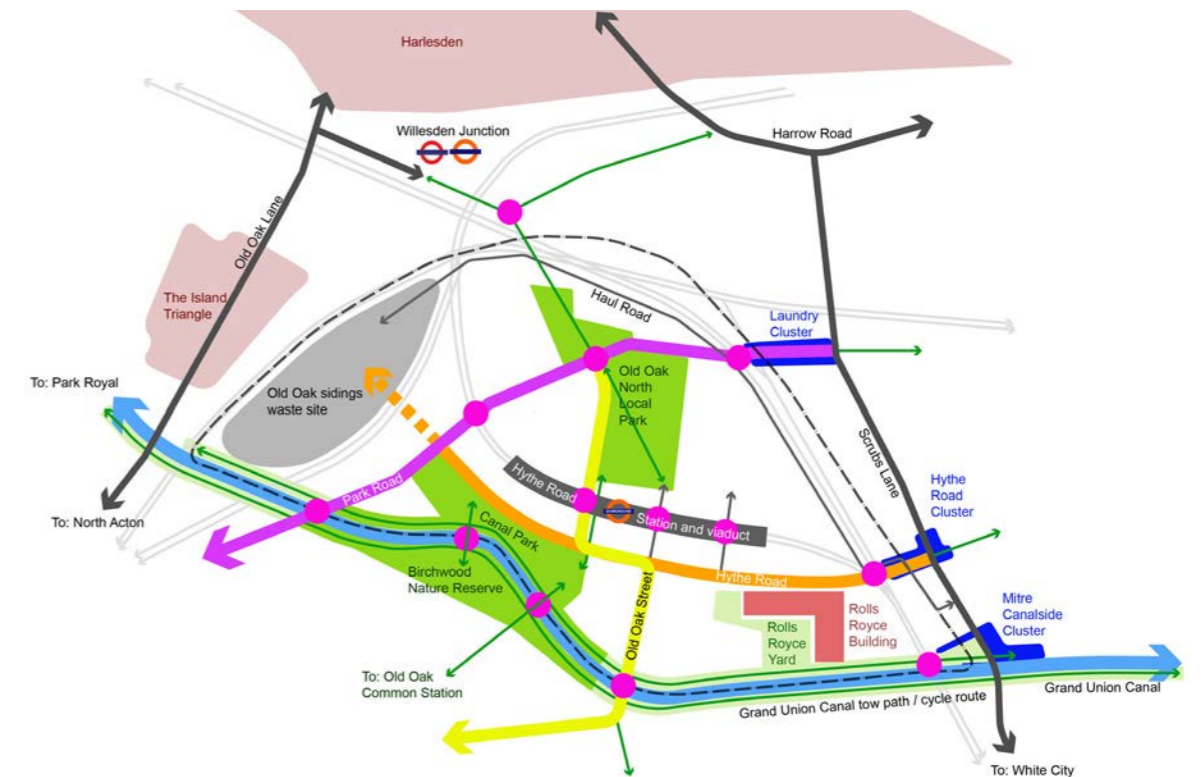


Figure 1: Old Oak North Policy Diagram - Local Plan June 2018

	Old Oak North Total	Phase 1A Only
Homes	6,500 homes	2,800 - 3,300 homes
Jobs	3,600 jobs	1,800 - 2,100 jobs
Open Space	circa. 8.5 ha	circa. 4.0 - 4.3 ha
Social Infrastructure	Sports Centre Primary School Health Hub Community Centre Super Nursery Police Ward Office	Sports Centre - - Community Centre Super Nursery -
Utilities Infrastructure	Energy Centre/ Switch Room	Energy Centre/ Switch Room

Figure 2: Summary Development Description - Old Oak North and Phase 1A

Old Oak North - Development Framework Principles (Local Plan evidence, source: 1)



Figure 3: Old Oak North - Development Framework Principles (Local Plan evidence, source: 1)

1.2 Cargiant Operations 2019 and Potential Impacts of Phase 1A

1.2.1 The Cargiant Business

In summary, Cargiant buys cars, prepares cars for sale and sells cars, mainly to the public but also to other motor retailers. All of the cars bought, prepared and sold are used cars – the business does not deal in brand new cars and is not a franchised dealer for any car brand. Cargiant also sells hire purchase motor finance, mechanical breakdown insurance and a range of applied products that include paint protection, fabric protection and carpet protection.

Car preparation covers many aspects of mechanical and electrical work, body and cosmetic repairs, and car valeting done in-house, together with MOTs which are subcontracted. Collectively, Cargiant calls their car preparation functions the 'Car Processing Plant'. The scale of the business is significantly bigger than most UK motor retailers.

Figure 5 illustrates OPDC's understanding of the extent of Cargiant's operational footprint in 2019. This is based on Cargiant's operational statement *'The World's Largest Car Dealership – A Lifetime to Build (2014)'*, with updates from sources defined below.

1.2.2 Potential Impacts of Phase 1A on Cargiant Operations 2019

OPDC has identified (as shown in Figure 6) the following broad areas of Cargiant's 2019 operational footprint potentially affected by Phase 1A:

1. Apex Industrial Estate (area 15) - Maintenance facility (source: 2) and storage (source: 3);
2. The Gateway Trading Estate (area 13) - partial loss of the Customer Test Route;
3. Triangle Business Estate (area 14), the Test Route for mechanical checks;
4. Area to the north of the Cargiant Car Processing Plant (area 20) - part of the In-Transit area used to hold vehicles in transit between processes (source: 4);
5. Prestige Vehicle Feeder Area (area 18) on Scrubs Lane - provides secure storage for high-value cars awaiting space on the Sales Area.

(Although it is noted that the CBRE report submitted as part of Old Oak Park Limited response on 29th June 2019 values area 18 on the basis that it is a potential investment asset, rather than operational land - Source: 5).

Information Sources:

2. **Provided by Cargiant - Leaflet distributed on Inspectors Site Visit - 06.06.19.**
3. **Stated verbally by Cargiant guides on site visit 06.06.19.**
4. **Note to OPDC by DP9 - 15.11.17.**
5. **Presentation provided on site visit 06.06.19 (REP-42-009)**

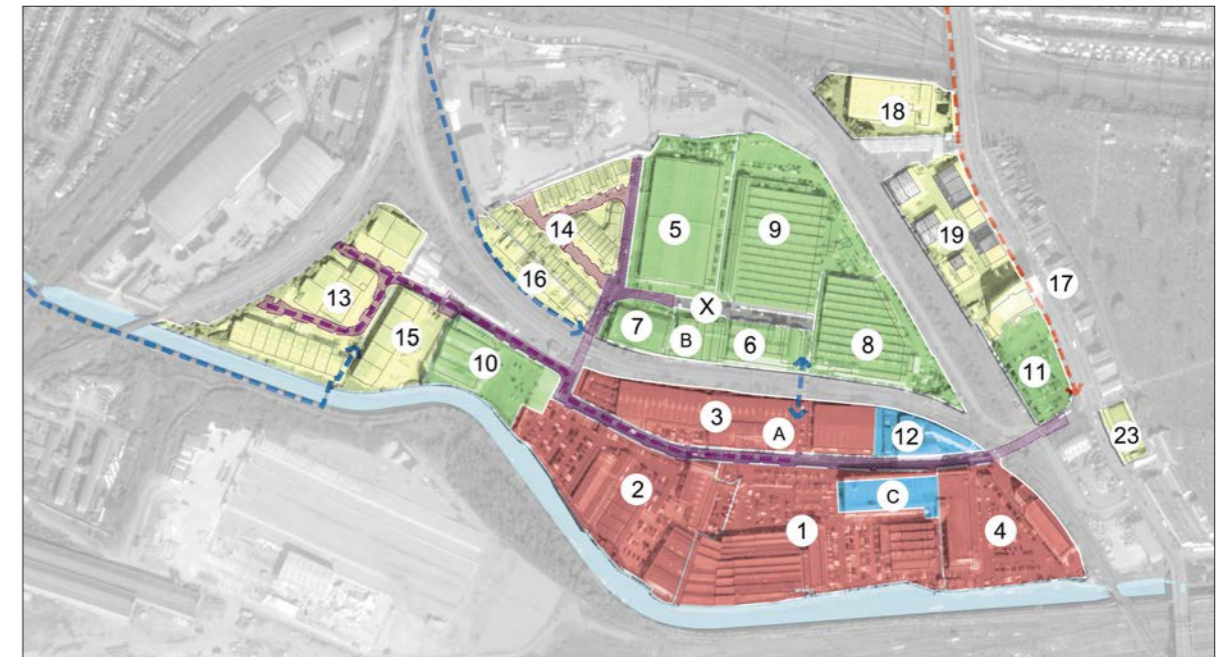
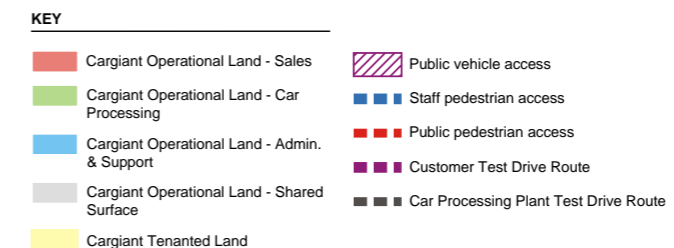


Figure 4: Cargiant Operations in 2014



Figure 5: Cargiant Operations in 2019



Cargiant Operations in 2019 - Identifying Potential Impacts of Phase 1A

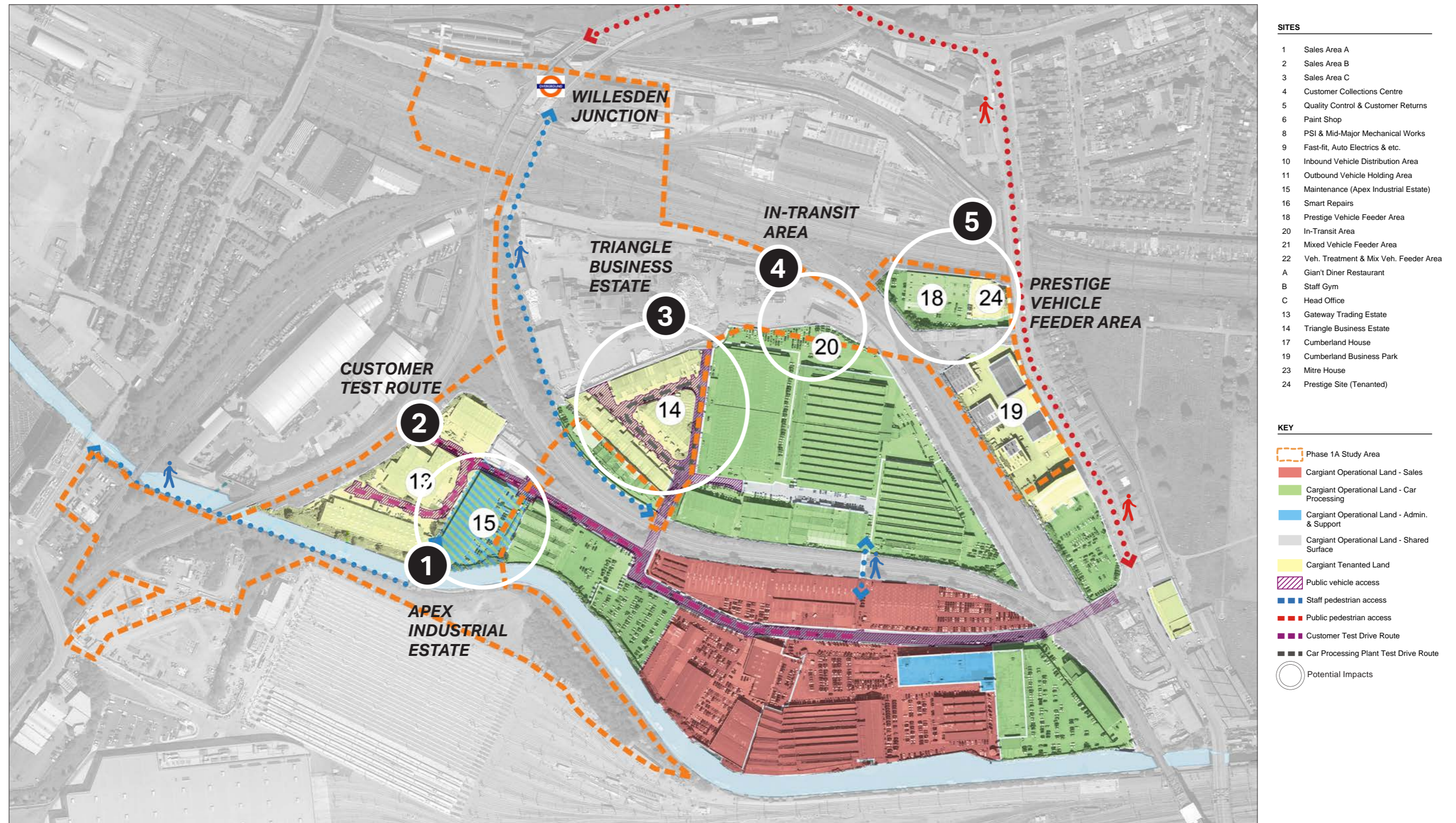


Figure 6: Extent of Cargiant Operations (2019) - Identifying the Potential Impacts of Phase 1A (Source: 2)

1.3 Phase 1A Potential Mitigation Opportunities

1.3.1 Phase 1A Potential Mitigation Opportunities

There are several potential opportunities (Figure 8) that OPDC have identified to mitigate the potential loss of the above operational areas, that could be made available to Cargiant to allow relocation of operations within the indicative Phase 1A boundary over the short to medium term. There may be other options that we are not yet aware of. The identified opportunities are not limited to but include:

1. Triangle Business Estate (area 14)

After existing businesses have been relocated and some buildings removed, the road environment within the Triangle Business Estate will be improved, eliminating third party vehicular movements and on-street car parking. On this basis, the Triangle Business Estate could provide temporary space and accommodation for Cargiant including:

- Estate maintenance facility and some storage, relocated from the Apex Industrial Estate;
- Test Routes; for both customer test drives and in-house mechanical checks, re-provided in a controlled environment;
- Intensified car storage, providing an extension to the In-Transit Area (area 20).

2. Reconfiguration of the In-Transit Area (area 20) and introduction of 2-way access

a) 2-way access: There is currently a very narrow access route between the In-Transit Area and the Triangle Business Estate (including the SMART repair site). The current layout results in limited, single lane access between those areas.

Delivery of Phase 1A and clearance of the Triangle Business Estate would allow the introduction of a new two-way route between the In-Transit Area and the Triangle Business Estate providing improved access between the existing In-Transit Area and the Triangle Business Estate.

b) Phase 1A emerging proposals would impact the In-Transit Area (area 20), displacing approx. 55 cars from the 225 car spaces available.

Reconfiguration of the In-transit Area could be enabled by the clearance of the Triangle Business Estate as discussed above, providing opportunities to extend and intensify the In-Transit Area across both the existing area and part of the Triangle Business Estate.

3. Intensification of the Mixed Vehicle Feeder Area (area 21)

Area 21 is currently occupied by surface car parking. This area would not be directly affected by Phase 1A, however, a temporary multi-storey structure could be provided in this location, which could increase the efficiency of operations on a reduced footprint. The increased capacity provided by the multi-storey structure could offer opportunities to:

- relocate car feeder areas from the Prestige Vehicle Feeder Area located on Scrubs Lane (area 18);
- provide additional storage and possible extensions to Sales and/or Inbound Vehicle Distribution.

This potential opportunity reflects the illustrations presented by Cargiant during the site visit of the 6th June 2019 and attached at Appendix 1 of this statement.

4. Intensification of the Vehicle Collection Centre (area 4)

Area 4 is currently occupied by surface car parking and would not be directly affected by Phase 1A.

Provision of a temporary multi-storey structure in this location could offer an opportunity for intensification, offering increased space for customer collection, storage, and/or sales.

This potential opportunity reflects the illustrations presented by Cargiant during the site visit of the 6th June 2019 and attached at Appendix 1 of this statement.

1.3.2 Cargiant Land Interests & Operations - 2019 v 2020+ (with Potential Mitigation)

Area	2019	2020+	Potential Impact of Phase 1A	%
SALES	5.2 ha (12.8 acres)	5.2 ha (12.8 acres)	0	
CAR PROCESSING PLANT*	8.8 ha (21.7 acres)	7.6 ha (18.9 acres)	-1.1 ha (-2.8 acres)*	
ADMIN. & SUPPORT	0.3 ha (0.7 acres)	0.3 ha (0.7 acres)	0	
TOTAL OPERATIONAL	14.2 ha (35.1 acres)	13.1 ha (32.4 acres)	-1.1 ha (-2.8 acres)**	7.7%

NON-OPERATIONAL	3.6 ha (8.9 acres)	0.2 ha (0.6 acres)	-3.2 ha (-7.9 acres)***	
TOTAL OWNERSHIP	17.8 ha (44.0 acres)	13.3 ha (33.0 acres)	-4.3 ha (-10.7 acres)	24%

To compensate for the loss of 7.7% of operational land, intensification of the Mixed Vehicle Feeder Area and use of the Triangle Business Estate, would provide a net gain in the amount of operational area available to Cargiant. This is one option amongst other potential mitigation opportunities.

*Includes Shared Access Area (0.2 ha).

** Loss from APEX Industrial Estate, In-Transit Area and Prestige Vehicle Feeder Area.

*** Loss from Gateway Trading Estate, Front of Prestige Vehicle Feeder Area and Cumberland Business Park.

Note: Difference between break down of areas and total areas due to rounding.

Figure 7: Cargiant Land Interests & Operations: Cargiant in 2019 and 2020+ with Potential Mitigation

Cargiant Land Interests: 2019 v 2020+ with Phase 1A Potential Mitigation Opportunities

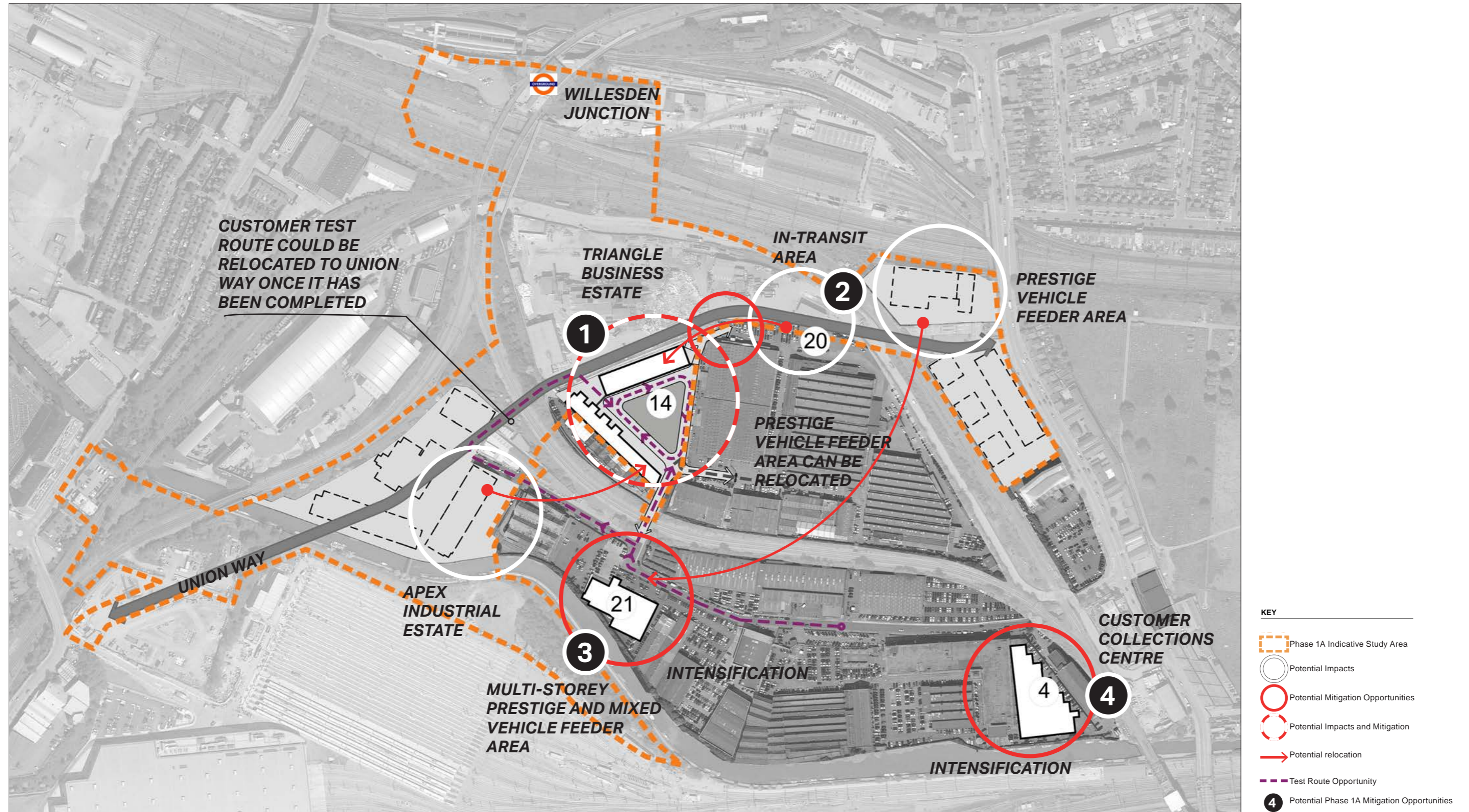


Figure 8: CargiantLand Interests: 2019 v 2020+ with Phase 1A Potential Mitigation Opportunities





A. | Appendices

A.1 Illustrations from Cargiant Presentation (06.06.19)

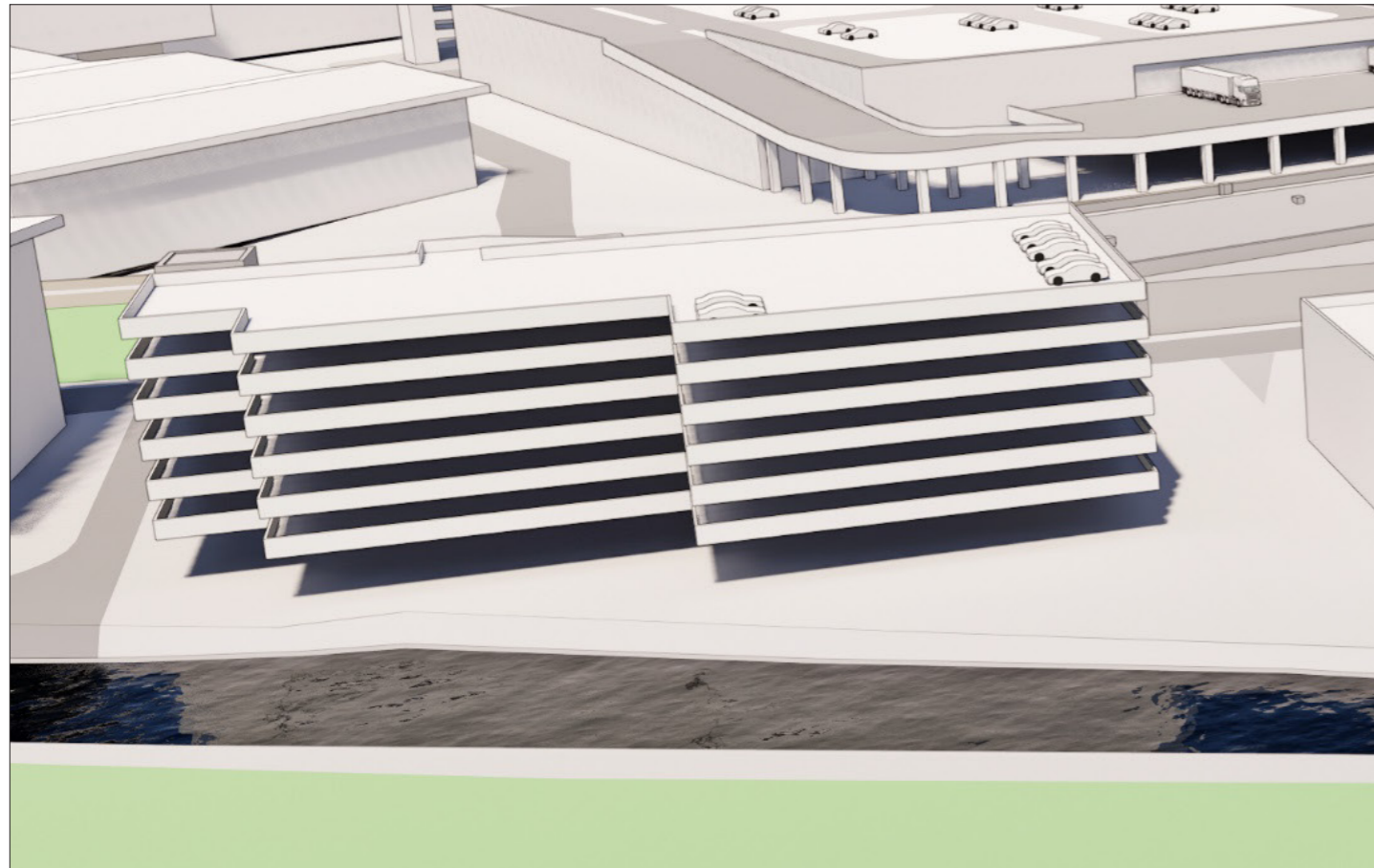


Figure 9: Multi-storey structure proposed at Mixed Vehicle Feeder Area (Source: 7)



Figure 10: Multi-storey structure proposed at Customer Collections Centre (Source: 7)

Information Sources:

7. Illustrations presented by Cargiant during the site visit of the 06.06.19.

