



## **OLD OAK AND PARK ROYAL DEVELOPMENT CORPORATION LOCAL PLAN**

Explanatory note on behalf of Old Oak Park Limited

1. This note has been prepared by DP9 Limited acting on behalf of Old Oak Park Limited ('OOPL'), a partnership between Cargiant Limited and London & Regional Properties, in order to explain why the position expressed in the Written Statements has changed from the representations made to the Local Plan consultations.
2. OOPL's change in position is explained below by way of a chronology of the Cargiant site within the context of the Old Oak and Park Royal Opportunity Area ('OOPR Opportunity Area'). Whilst we recognise that the content of this note does not directly respond to a Matter or Issue identified by the Inspector, it signposts fundamental issues with the soundness of the Local Plan, which are expanded upon in our accompanying Written Statements.
3. Cargiant was established in 1979, and over 34 years of trading from its site in Old Oak has grown to become the world's largest car dealership and processing plant, processing over half a billion pounds of vehicle stock each year, directly employing 700 people and supporting many more jobs in the local area. It remains in the ownership of its founder.
4. The OPDC was established on 1 April 2015. Its objective was to capitalise on the opportunity afforded by Crossrail and HS2 lines joining to form a 'superhub' station at Old Oak, to deliver at least 25,500 new homes and 65,000 new jobs across the OOPR Opportunity Area. Spatially, this would be achieved by re-designating a significant area of Strategic Industrial Land ('SIL') in Old Oak to mixed land use, and intensification of the retained SIL in Park Royal.
5. The 18.6 hectare Cargiant site is located in Old Oak and was therefore identified for release from SIL, and re-designation to deliver new homes and jobs. This designation required the relocation of the Cargiant business and of the other businesses currently occupying some of the industrial and commercial units located within the site.
6. In 2015, Cargiant appointed a professional team to design a masterplan for the redevelopment of its site, and commenced the process of identifying and purchasing land to facilitate its relocation. Pre-application discussions were held throughout 2015 and 2016, such that by Spring 2017, a masterplan for the Cargiant site had been designed by PLP Architects with ARUP as consulting engineer which was ready to be developed into a planning application. The masterplan received positive pre-application responses from the OPDC, the GLA and other key stakeholders. An extensive programme of community engagement accompanied the pre-application process with the statutory authorities.
7. In May 2017, a professional team led by AECOM was appointed by the OPDC to develop a masterplan for Old Oak.

8. The finalisation of the masterplan and submission of an application depended on a decision over whether to pursue a viaduct or embankment solution for the railway lines running east-west through the Cargiant site. In mid 2017, Approval in Principle was established by TfL for a viaduct with 3 tracks, which was OOPL's preferred solution in order to optimise the delivery of homes and jobs, and deliver the best placemaking at Old Oak North. The technical approval did not come with any funding for the continued design or delivery of the viaduct.
9. In September 2017, OOPL submitted representations to the OPDC Local Plan Regulation 19 Version. The representations (enclosed at Appendix 1) raised a number of concerns with the Plan, namely:
  - It did not tackle the fundamental issue of the viability of development, by way of the unachievable affordable housing requirement and insufficient recognition of the significant cost of infrastructure;
  - It was long, too detailed and unduly onerous; and
  - It sought to control elements of development within the OOPR Opportunity Area that were unnecessary for achieving the Opportunity Area objectives.
10. For these reasons, OOPL considered that the Plan was not fully justified and would not be effective. Following their submission, OOPL was asked by OPDC to change the tone of its representations in order to reflect a more cooperative working relationship with Cargiant, its main landowner. As such, an amended set of representations was submitted to the OPDC and placed on the public register. These representations are enclosed at Appendix 2. The original representations demonstrate that OOPL has had long held doubts about fundamental issues linked to the regeneration of the Cargiant site, and consequently the whole of Old Oak North and the wider OOPR Opportunity Area.
11. In October 2017, OOPL was advised by OPDC that it had applied for £250m in funding from the Housing Infrastructure Fund ('HIF'). In order to support this bid, the OPDC advised OOPL that it was important to demonstrate that early delivery of the 'Western Wedge' within Old Oak North (Oaklands South and North, Cargiant, Cumberland Business Park and EMR) was possible by 2021.
12. Alongside advising OOPL of their bid for HIF funding, OPDC also advised OOPL that their professional team, led by AECOM, proposed to realign major pieces of infrastructure that had a significant effect on OOPL's existing masterplan. At this point, OOPL ceased work on progressing the masterplan while it attempted to engage with AECOM to understand their proposed infrastructure changes.
13. In January 2018, the OOPL professional team were engaged in a series of consultation meetings at which the AECOM team presented their work to OOPL. In return, OOPL made available to the AECOM team all of the technical work that had been undertaken by Arup to date in order to inform their work and in an attempt to establish a shared understanding of the site's technical constraints.
14. AECOM's work explored numerous options for the Cargiant site and sought to change numerous elements of the PLP masterplan. Whilst OOPL did not fully agree with the findings of this exercise, it continued to cooperate with OPDC in order to facilitate the submission of a

planning application for the Cargiant site. At this stage, Cargiant had acquired some land to facilitate its relocation from the Old Oak site, and had re-aligned various leasehold interests in its site in order to allow for coordinated vacant possession in 2021. OOPL continued to raise concerns over the cost and deliverability of infrastructure at Old Oak North.

15. In July 2018, OOPL submitted representations to the Regulation 19 Second Revised Draft Local Plan consultation. In its representations, OOPL continued to raise concern in relation to the affordable housing policy and the lack of account given to the cost of infrastructure in the Plan's viability testing, but provided its overall support to the Plan as it remained keen to achieve a position whereby a planning application could be brought forward.
16. At this point no material progress had been made since October 2017 and the OOPL advised OPDC that it would only progress with a planning application if it received information on the key infrastructure 'fixes' that would allow OOPL to redesign its masterplan.
17. OPDC provided OOPL with AECOM's Old Oak North Masterplan Framework Principles document in May 2018. The AECOM work did not provide the key infrastructure fixes that OOPL required to begin design work on preparing a planning application, and so it did not restart the pre-application process.
18. Through continued engagement with OPDC in relation to the HIF bid, it became apparent to OOPL in late 2018 that the bid relied on Cargiant land for early delivery of infrastructure (Park Road) and new homes in the Western Wedge. The land that OPDC's HIF bid relies upon is operational land required for the operation of the Cargiant business, and so it assumed Cargiant's relocation from the site.
19. In August 2018, key leases for the businesses located on Cargiant's partially acquired relocation site began approaching the ends of their terms. As a direct result of the delays in progress resulting from the uncertainty over infrastructure delivery, Cargiant was forced to extend these leases or, in the absence of an outline planning permission, risk breaching its loan covenants. Restarting this investment process and attempting to acquire a new 45-acre contiguous site within the local area was not considered viable – primarily due to land prices in the area having dramatically increased in recent years as a result of industrial land being lost to the regeneration within the Opportunity Area.
20. The result of this is that Cargiant has now lost the opportunity to assemble the remainder of the land required and relocate to a new site in 2021 as originally envisaged. The opportunity to bring forward the Cargiant site within the OPDC Local Plan period has therefore now been lost. Until a viable relocation option can be established, Cargiant cannot bring its site forward for redevelopment and as such OOPL now objects to the de-designation of the Cargiant site as SIL and its re-designation for mixed commercial and residential land uses.