

OLD OAK PARK ROYAL DEVELOPMENT CORPORATION (OPDC)

BREAKFAST BRIEFING



rpsgroup.com

INTRODUCTION

Identified by the Mayor of London in 2004 as an 'area of opportunity' and officially formed in 2015, the Old Oak and Park Royal Development Corporation (OPDC) covers 655 hectares and extends over the boundaries of three London Boroughs – Ealing, Brent and Hammersmith & Fulham.

One of 47 Opportunity Areas set out in the London Plan, the OPDC has the potential to deliver 25,500 new homes and create 65,000 new jobs by 2041. It has already completed over 3,700 new homes since 2004 and is part of the High Speed 2/Thameslink Growth Corridor.

The catalyst for this growth is the new station at Old Oak Common. This will connect the Elizabeth Line and National Rail services to the newly built High Speed 2 (HS2) line.

OPDC's aims are clear: to create a thriving new destination in London. As the local planning authority for the area, it's responsible for plan-making, the production of a Local Plan, and determining planning applications.

This is significant as its neighbouring areas are Harlesden and Stonebridge, both identified within the 10% most deprived areas in the country. Income deprivation and poor health are just two prominent factors that need addressing. It will be vital that the OPDC development brings tangible benefits and opportunities for these communities, as well as direct economic benefit for each London borough it sits within.



Development future vision along Grand Union Canal – OPDC/My London

VISION

The draft OPDC Local Plan, expected to be formally adopted later in 2022, sets out its future vision for the next 20 years. Identified as an Opportunity Area within the High Speed 2/Thameslink Growth Corridor, the OPDC shares the potential for growth with other similar Opportunity Areas in the region including Harrow & Wealdstone, Wembley, Colindale/Burnt Oak and Brent Cross / Cricklewood.

The Local Plan recognises the economic importance of the Park Royal Industrial Estate (London's largest) in its employment of over 43,000 people. In addition to supporting and enhancing this critical industrial process, the Local Plan recognises the regeneration of Old Oak driven by the delivery of HS2 and the Elizabeth Line. The development of Old Oak Common station by 2026 forms a catalyst for this future growth.

The draft Local Plan aims to promote and deliver the highest standards of environmental sustainability by supporting low and zero carbon development, the re-use of materials, the sharing of economy, and use of smart technologies. Importantly, it supports the delivery of 'lifetime neighbourhoods' through the provision of a range of housing types and schools, health centres and community spaces.

The opportunities of the development are well recognised, but so too are the challenges. Least of all how the potential impact of regeneration of Old Oak and neighbourhood centres may affect the performance of the Park Royal Industrial Estate.

Opportunities & Challenges for Future Development	
Opportunities	Challenges
<ul style="list-style-type: none">• Innovation• Transit Oriented Development• Grand Union Canal and Wormwood Scrubs• Economic Growth• Place Making• Health & Wellbeing	<ul style="list-style-type: none">• Park Royal• Higher Density Development• Climate Change• Deliverability• Diversity of Housing• Competing Demand for Space• Adaptability• Managing Traffic and Construction

PARK ROYAL

Notably, London’s largest industrial estate, Park Royal is designated as a Strategic Industrial Location (SIL). This area of SIL presently encompasses approximately 87 hectares of land identified in the OPDC Local Plan as needed to support the redevelopment of new homes and jobs alongside new town centres and upgraded transport infrastructure. This area of SIL will therefore need to be de-designated.

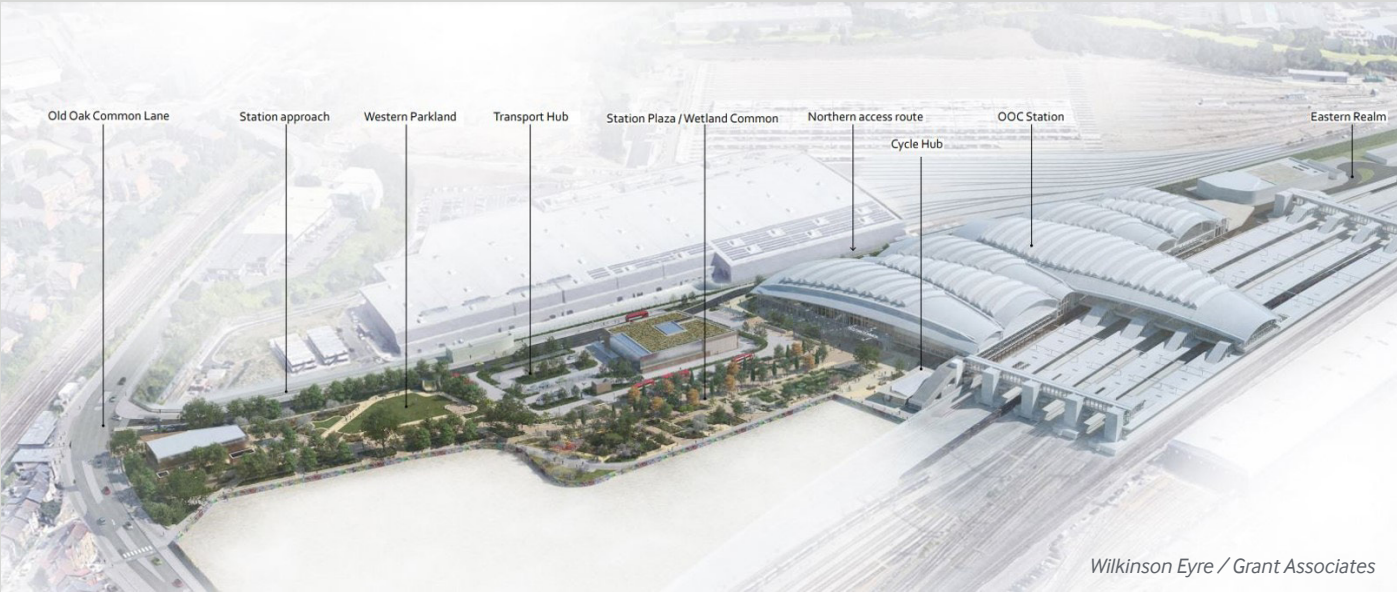
The Mayor of London’s Park Royal Atlas (2014) records 1,717 businesses operating across the area. All of them combined cover two million m² of commercial floorspace and occupy an area equivalent in size to the City of London. They provide over 43,000 jobs and contribute £2.1 billion per annum Gross Value Added (GVA).

Protecting Park Royal is vital to the London economy, and opportunities are set out in the draft Local Plan to intensify its use. It is one of the few areas in London

that can accommodate industrial uses operating 24 hours a day that would otherwise create noise conflict with residential or ecological land uses elsewhere.

The accelerated loss of industrial land brought about by the delivery of the Local Plan means that areas of remaining industrial land must be used as intensively as possible. Future proposals will need to set out how more intensive forms of industrial development with additional floorspace have been considered, such as:

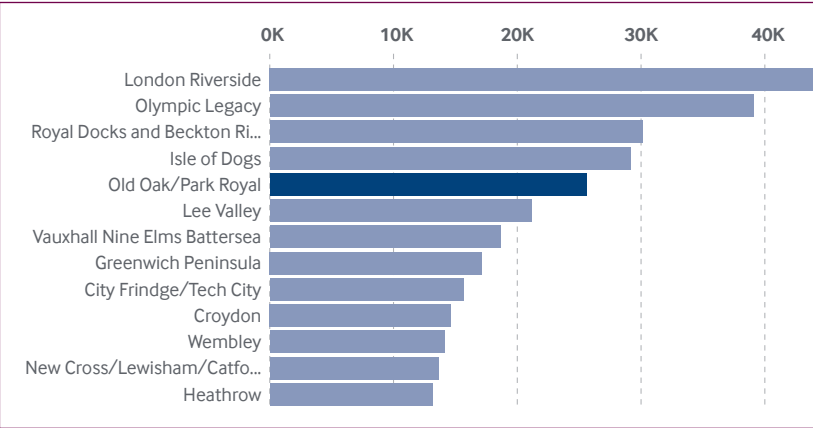
- Multi-storey warehousing
- Delivering a range of unit sizes and typologies for ‘open workspaces’
- Demonstrating how adjacent site owners have coordinated development proposals; and/or
- The potential for sharing services



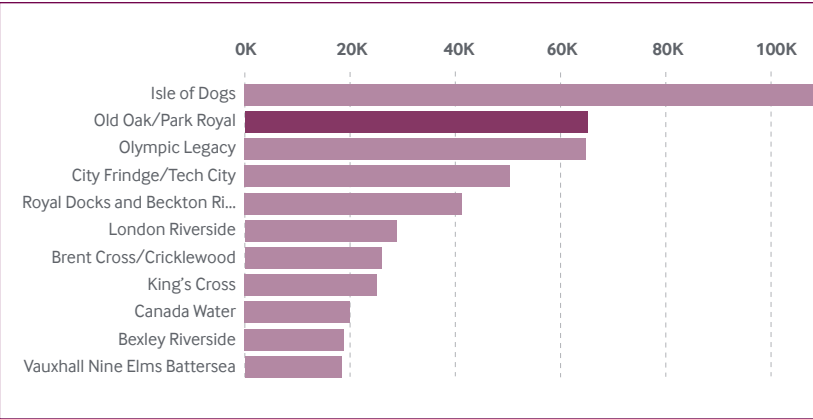
Old Oak Common Station Architectural Vision showing new public parkland to station frontage

London’s Opportunity Areas – Potential for homes and employment growth (Mayor of London)

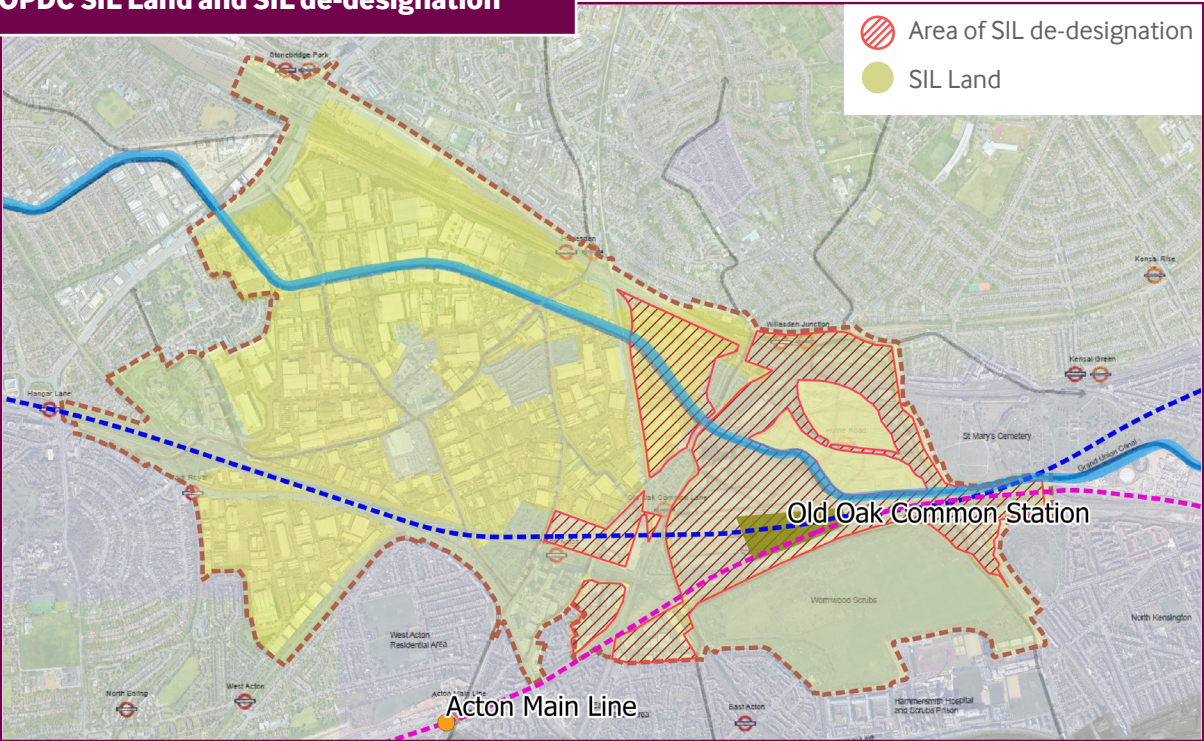
Indicative Homes Capacity



Indicative Jobs Capacity



OPDC SIL Land and SIL de-designation



RPS (adapted from OPDC Draft Local Plan and Main Modifications consultation)

OLD OAK

The delivery of the new HS2 superhub interchange station Old Oak Common – the largest subsurface station in the UK and the largest station to ever be built in a single stage – sets apart the OPDC’s regeneration plans from other national regeneration projects and is the driving catalyst for the OPDC’s growth. With permanent development works having started in summer 2021, it is estimated 250,000 passengers a day will use the new station.

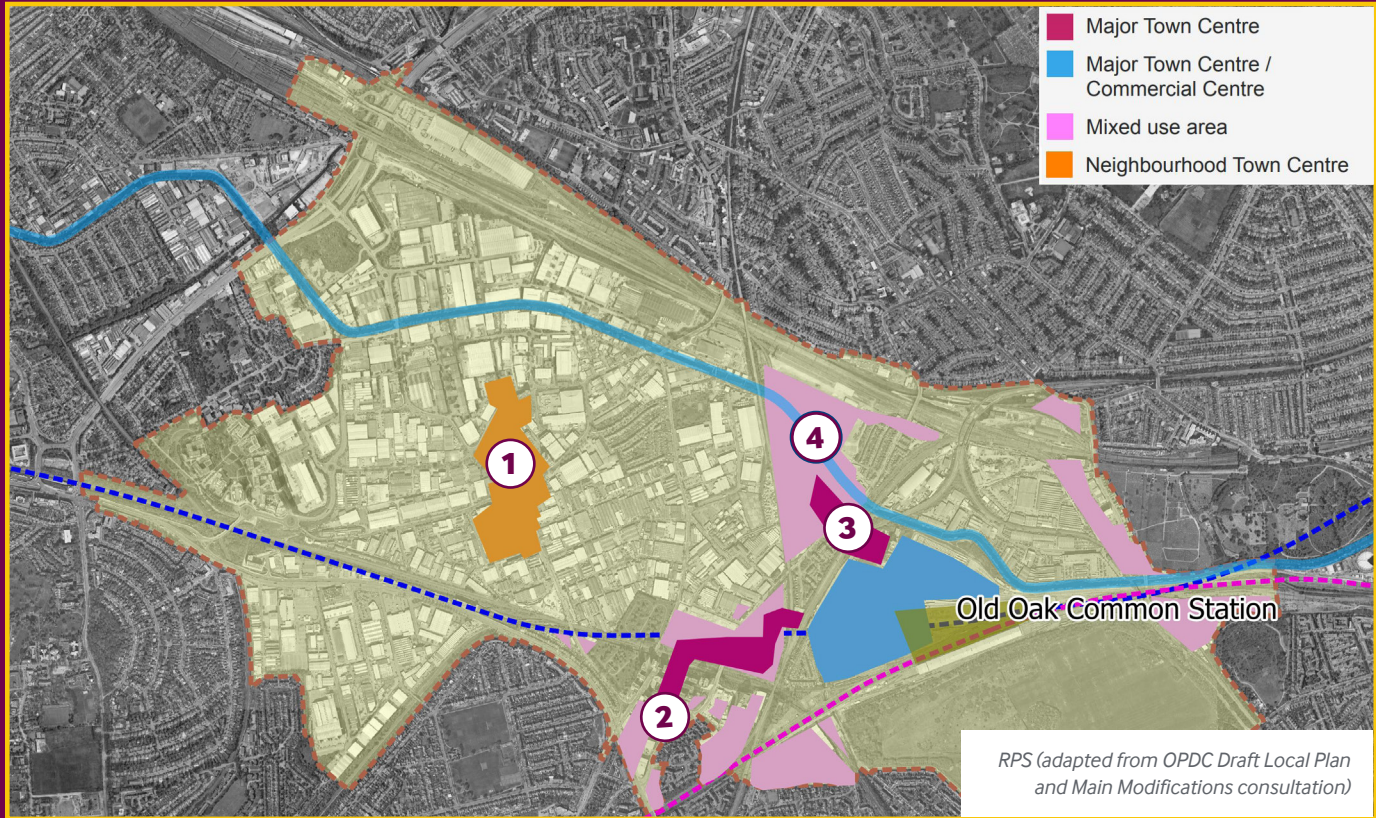
Development around Old Oak Common Station is to focus on delivery of a new commercial hub with new town centres at Old Oak High Street, North Acton and Atlas Roundabout. The Spatial Vision set out in the draft Local Plan promotes the development of new homes and supports ancillary uses that focus on high-quality sustainable design. It will be an influential development that will inspire people to live and work in this area and be a destination of culture and leisure.

The drafting and examination of the Local Plan has already faced huge challenges in identifying suitable areas for the development of future town centres. Occupied industrial land that was initially earmarked for redevelopment faces no realistic prospect of being released in the timeframe required

to meet housing delivery needs and has therefore necessitated allocation of alternative land. This in itself has presented further challenges in meeting the overall spatial vision of the Local Plan and how, once delivered, it will provide the connectivity to neighbouring town centres and communities outside of the OPDC.

Creation of a healthy vibrant community over this area will be reliant on the masterplan ensuring the provision of accessibility to public transport, connectivity and permeability, and the provision of urban greening enhancing existing natural assets and waterways including the Grand Union Canal.

OPDC New Town Centre and Commercial Centre



1. Park Royal Centre

2. North Acton

3. Atlas Roundabout

4. Channel Gate

OPPORTUNITIES AND CHALLENGES

In December 2018, the Mayor of London declared a climate emergency. Most of the London Boroughs including Brent, Hammersmith & Fulham and Ealing followed suit. Setting the ambitious target for London to be net zero carbon by 2030, key pledges and initiatives set by the Greater London Authority (GLA) include the promotion of low-carbon development and transport, use of renewable power, reduction in energy use, building a green economy and the creation of a greener resilient London.

All future major development across the OPDC will need to be planned and mindful of the wider development goals set out over the period of the draft Local Plan. Aside from the immense planning and legal challenges faced, the huge environmental challenge at hand can’t be overstated. A century of industrial activity will have left a legacy of land contamination that will require remediation prior to development.

The introduction of residential land use alongside long-standing industrial operations will require focused assessment of air pollutant and noise emissions from traffic and industrial plant. New major development will very likely be bound to the GLA’s requirement to be Air Quality Positive – in effect making an active contribution to improving air quality.

The sheer scale of development is on par with that delivered by the Olympic Delivery Authority. The provision of critical utility infrastructure connections during enabling works will be paramount and can only be achieved through effective masterplanning and the development of Supplementary Planning Documents and Design Guides. Foremost is the provision of low-carbon electricity and decentralised district heating, which without connections will be difficult to build development momentum and the delivery of housing and commercial development will stall.

Old Oak Common town centre and other neighbourhood centres will be established around key transport infrastructure. But their efficiency in delivering destination environments which provide health and sustainability goals aspired by the Local Plan will only be achieved by effective placemaking and integration of people-centred development.

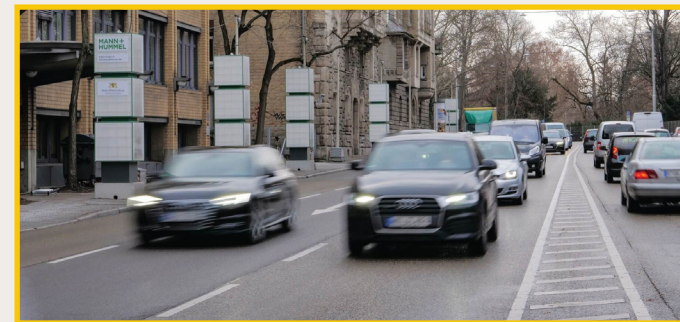


Industrial Heat Demand (London Heat Map)

High-quality urban greening of future town squares and new streets, with priority given to pedestrians and cyclists, is well recognised in promoting the health and wellbeing of residents and visitors in addition to its effects reducing the urban heat island effect.

Innovation to reduce air pollutant concentrations could be inspired from the use of 'urban architecture' solutions that have been tried and tested in cities around the world. These include using the orientation and massing of buildings to deflect and shield air pollutants away from sensitive locations. Use of roadside mechanical air filtration and electrostatic precipitation of fine particulates is also proven to deliver tangible benefits.

It's fundamental for the design elements to protect existing ecological assets, such as Birchwood Nature Reserve and Wormwood Scrubs. The delivery of biodiversity net gain (BNG) along areas such as the Grand Union Canal and railway embankments will also play a part and introduce ecological connectivity. Developers will need to keep front of mind the legal requirement to deliver 10% BNG on all future developments.



Active air filtration cubes along major roads

Innovation may also come from landscaping design to integrate drainage solutions that seek to collect rainwater and retain elements of surface water within parks and open spaces to enhance amenity value and biodiversity.

Climate change has introduced periods where water scarcity exists within some catchment areas of the Thames Basin. All future development will be expected to limit water usage and should seek to design in rainwater harvesting and greywater recycling. Its success is unlikely to be realised unless it is implemented at the master plan level.

The OPDC have identified key areas for development in their draft Local Plan. It will be important that a clear promotion strategy is activated which seeks to spark interest across the investor and development community, from small/medium size operators through to major developers who are able to take on more complex large-scale schemes. Part of the previous challenge to engage interest was the sheer scale/size on offer which for most operators in the market was too much of a risk to undertake. Breaking down the development opportunities into bite size chunks will go some considerable way to engage a wider net of developers in the marketplace.



SuDS integration into landscaping and biodiversity enhancement

FINAL THOUGHTS

It goes without saying, the distinct advantage of being a Development Corporation is the 'certainty' that is afforded to the planning and development process: ranging from undertaking the planning application process which in itself can be costly, time consuming and still create a large degree of uncertainty through to the delivery of timely supporting infrastructure to enable the scheme to come forward. The refocused draft Local Plan and strong leadership at the Corporation provides for certainty and focus where they are channelling their energy and this will provide significant confidence to the development community to come forward with ideas, proposal and ultimately investment

References and further reading:

OPDC Local Plan Revised Draft Regulation 19 Consultation. June 2017

www.london.gov.uk/sites/default/files/opdc_local_plan_revised_draft_for_regulation_19_consultation_0.pdf

OPDC Proposed Changes to the Local Plan – Public Consultation Document

www.london.gov.uk/sites/default/files/opdc_local_plan_mods_consultation_booklet_may21.pdf

OPDC Post Submission Modified Draft Local Plan – Policies Map. March 2021

www.arcgis.com/apps/mapviewer/index.html?webmap=d01cafebf34144c9af8e6d9846a88f47

Park Royal Atlas. Mayor of London, 2014

<http://www.london.gov.uk/what-we-do/planning/london-plan>

The London Plan. Mayor of London, 2021

<http://www.london.gov.uk/what-we-do/planning/london-plan>

Pathways to Net Zero Carbon by 2030 – Mayor of London

www.london.gov.uk/what-we-do/environment/climate-change/zero-carbon-london/pathways-net-zero-carbon-2030

RPS Planning Consultancy

www.rpsgroup.com/services/planning-and-approvals/planning-consultancy/



ABOUT RPS

Founded in 1970, RPS is a leading global professional services firm of **5,000** consultants and service providers. Operating in **125** countries, working across seven continents we define, design and manage projects that create shared value to a complex, urbanising and resource-scarce world.

Through our network of offices across the UK we offer a unique and unparalleled range of development and planning services; based upon many years of experience in both the private and public sectors.

For more information about our Planning services visit:
www.rpsgroup.com/services/planning-and-approvals

Or scan here:



For more information contact:



Toby Andrews
Technical Director

T: 020 7832 1470

E: tobias.andrews@rpsgroup.com

24th February 2022