

ST QUINTIN AND WOODLANDS NEIGHBOURHOOD FORUM AND ST HELENS RESIDENTS ASSOCIATION

NOTES OF OPEN MEETING HELD ON FEBRUARY 27TH 2019 AT ST HELENS CHURCH HALL

1. Presentation from RBKC on Kensal Canalside Opportunity Area

1.1. Megan Rowe from RBKC Planning Department explained that the Council was in the early stages of consulting on plans for this major regeneration site. Three major landowners involved. The London Plan and RBKC Local Plan set a target of 3,500 new homes, and the implications in terms of school places and health facilities would need to be assessed.

1.2 In response to questions, the following points were flagged up

- Access to the sites is a major issue. RBKC aim to reconfigure the junction at Ladbroke Grove. Access from the west (Scrubs Lane) was also being considered. It was confirmed that this would not be a road running across Little Wormwood Scrubs, albeit that a road through the North Pole rail depot would still have some impact on Little Scrubs. Friends of Little Scrubs need to be closely involved in the consultation.
- Heights of tall buildings cannot be predicted at this stage. The 3,500 housing target is at the top end of the options in the 2013 consultation, so housing density will be high.
- While the Council still favoured a Criss rail station on the site, the prospects of this happening were now slim. The land required might be safeguarded for the future.
- There was no document which set out the Council's response to the 2013 Issues and Options document, as work on Kensal Canalside had been put on hold at that stage

1.3 RBKC will be holding a series of workshops to gain views from residents and will the prepare a draft Supplementary Planning Document (SPD). There would be a formal consultation on the SPD before it became part of the local Development Plan.

2. Heathrow consultation on flightpaths

2.1 SHRA/StQW member Chris Thomas briefed the meeting on what he had established from the highly complex consultation website published by Heathrow. The consultation ends on March 4th.

2.2 Points noted were:

- Current flight movements (two runways) Total 471,000 per annum of 480,000 allowable
- After change in flight paths (two runways) +25,000 flights.
- Changed flightpaths would allow planes to land in parallel
- Ascent and descent of planes would be at 3,000 ft over North Ken, at 65 decibel noise levels (higher if undercarriage descended)
- Heathrow a profit-driven financial entity that appears to be unaccountable to any part of government.
- RBKC has given little profile to this consultation, unlike Hammersmith and Fulham.

2.3 Agreed that impact on the area will be severe. SHRA/StQW members should respond to the consultation via an email to feedback@heathrowconsultation.com. Copies sent to the Leader of the Council and to Kensington's MP needed to ensure support and raise local awareness

3. Planning update

3.1. The earliest date for completion of the **Latimer Road underpass** is now summer 2020. Imperial say that the College remains committed to delivering this S106 'community benefit' but progress since the 2012 S106 agreement was signed has been extremely slow. Current obstacle is reluctance by LBHF to take on ownership of the completed structure. RBKC Leader has corresponded with Imperial President Alice P Gast.

Unit 1 Latimer Road

3.2 An application has been submitted to RBKC for a **mixed use development at Unit 1 Latimer Road** (former car repair garage). This scheme reflects the policies in the StQW Neighbourhood Plan to allow for housing above employment space at the light industrial units 1-14 Latimer Road. A CGI image of the proposed development was shown.

3.3 Some of the audience argued that this scheme should be objected to or held back, since RBKC Planning Department was about to start work on design guidelines for the street, and this development could set a precedent.

3.4 The applicant explained the thinking behind the application, which provides ground floor space suitable either for office or light industrial use. Ceiling heights of the four floors would mean the building was slightly higher than the neighbouring Morelli building. The scheme had been designed to meet StQW and RBKC policies and had received positive pre-application advice from RBKC.

3.5 Public consultation on the application (PP/19/00991) ends on 15th March

Cargiant versus OPDC

3.6 The meeting was updated on the dispute that has broken out between the owners of the Cargiant site and the Old Oak and Park Royal Development Corporation (OPDC). Car Giant and their development partner have called a halt to their proposals for 'Old Oak Park' as prepared and consulted on since 2014. OPDC claim the scheme is 'unviable'. Cargiant claim that OPDC has wasted £30m on plans for Old Oak North which set constraints that no developer will take on.

3.7 This dispute has significant implications as 'Old Oak North' is the first main phase of planned development at Old Oak. The OPDC Draft Local Plan is currently being 'examined' and public hearings will take place from April 2nd. HP will be attending to make representations on behalf of the StQW Forum and the Old Oak Neighbourhood Forum.

HS2 station and adjacent site

3.8 Noted that HS2 have published and consulted on detailed proposals for the HS2/Queen Elizabeth Line interchange. Consultation images show an adjoining green open space, whereas in reality HS2 are simultaneously marketing this site for high density office/commercial development.

Linford Christie stadium

3.9 LB Hammersmith & Fulham Cabinet has approved proposals for a 12 week consultation on the future of **Linford Christie stadium**. The three options include *A performance venue of c.45,000 seats which could accommodate football and other sports*. The consultation has not yet started.

AOB - there was no further business and the meeting closed at 9.20pm.