

StQW and St Helens Residents Association

Open meeting
27th February 2018 Part 2

Planning update

Our StQW Plan proposed more 'mixed use' in Latimer Road – employment plus new housing

RBKC opposed this policy change at the time, but is now keen to see housing proposals come forward

Units 1-14 can potentially redevelop as mixed use – within a StQW policy on building heights

Two applications currently being considered and more may follow

Ideas on a 'design code' or guidelines for the street.



Proposal for 343 Latimer Road

Latimer Road underpass

A 'planning obligation' agreed by Imperial College.
Long delays. Latest forecast completion date late
2020 (i.e. delayed a further year).



Cargiant v OPDC

OPDC is the Mayoral Development Corporation in charge of planning/regeneration at Old Oak

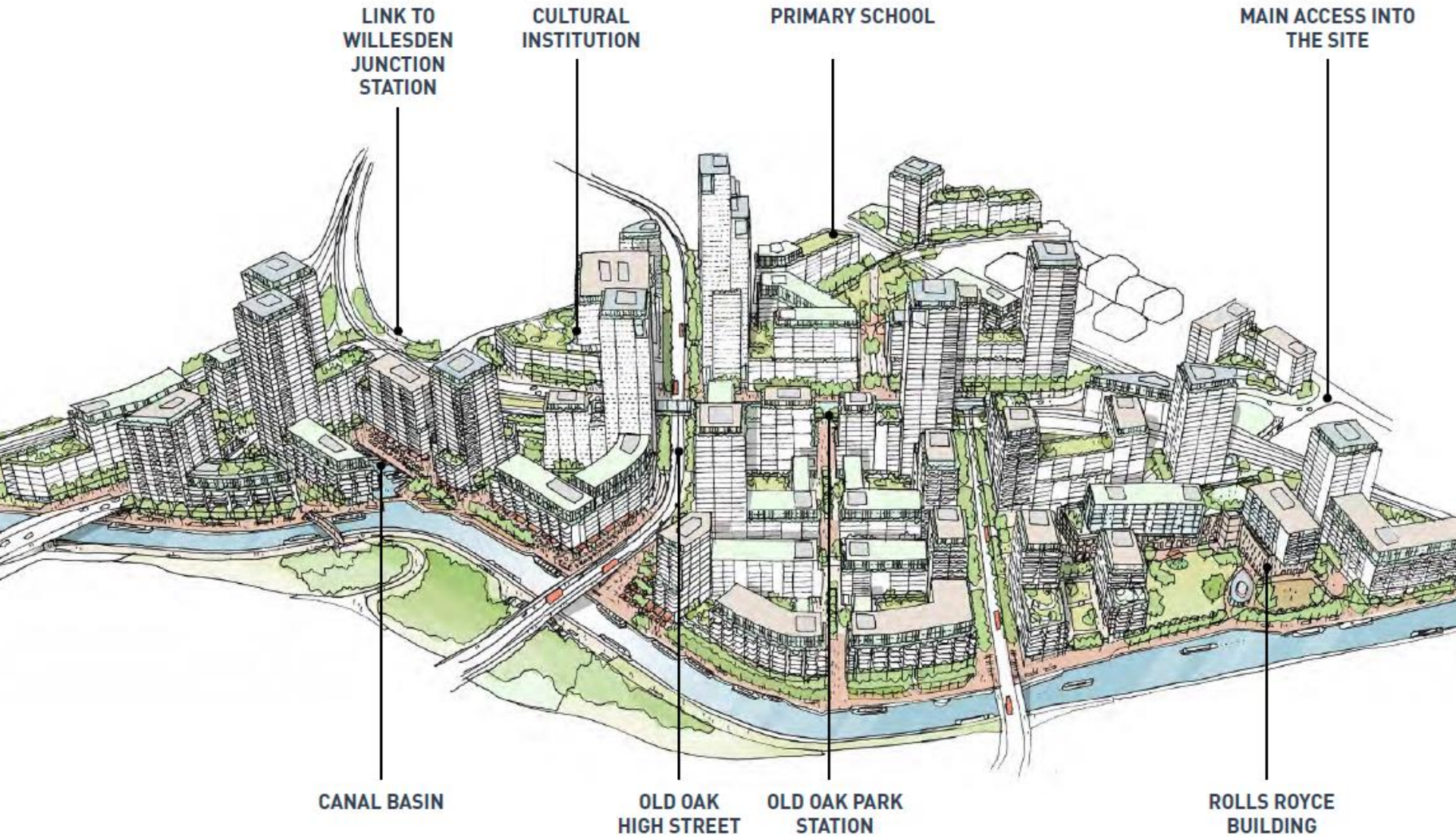
Cargiant have been preparing plans for 'Old Oak Park' since 2014 – version 4 was for 6,500 homes

We had assumed Cargiant was discussing with OPDC a detailed planning application for 2019

But Cargiant has now halted all proposals after spending £8.5m

HS2 and OPDC proceeding with their own plans

Cargiant/London & Regional Properties 2016 masterplan



“From the outset the GLA set out their vision of the area actually without understanding the difficulties of developing these island sites. They didn’t really understand it, nor did they have any knowledge of the business. It was very speculative to say the least.” (Tony Mendes)

“A review of the plans found the Cargiant scheme to be unviable” :
“OPDC is not setting out to CPO Cargiant. OPDC has, and will continue to, work with Cargiant on the optimum way to bring forward development.” (Liz Peace, Chair of OPDC Board).

Tony Mendes has called for an inquiry on £30m “wasted by OPDC with nothing to show for it”.

Examination hearings on OPDC Local Plan start April 2nd. StQW has submitted comments on unrealistic housing density, tall buildings, and blocking scope for an Old Oak Neighbourhood Plan.

HS2 station as per recent consultation

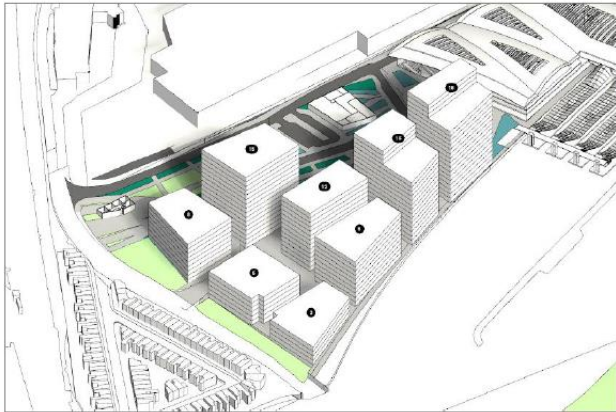


HS2 station site as being marketed

Development Capacity

Conceptual studies have explored maximising floor space, achieving 146,000 sq.m. (1,575,000 sq.ft.) of office accommodation.

This is comprised of 8 blocks ranging from 4 to 21 storeys



Block Number	Floor Count	Floorplate	Total GFA	Commercial	Retail
1	4	2,276 sq.m.	9,104 sq.m.	5,463 sq.m.	455 sq.m.
2	7	2,179 sq.m.	15,251 sq.m.	10,458 sq.m.	436 sq.m.
3	9	2,030 sq.m.	18,270 sq.m.	12,992 sq.m.	406 sq.m.
4	10	2,198 sq.m.	21,980 sq.m.	15,825 sq.m.	440 sq.m.
5	13	1,800 sq.m.	23,406 sq.m.	17,284 sq.m.	360 sq.m.
6	17	1,894 sq.m.	32,204 sq.m.	24,248 sq.m.	379 sq.m.
7	19	2,162 sq.m.	38,136 sq.m.	28,503 sq.m.	432 sq.m.
8	21	2,139 sq.m.	41,649 sq.m.	31,608 sq.m.	428 sq.m.
		Total	200,000 sq.m.	146,381 sq.m.	3,336 sq.m.
		Total	2,152,800 sq.ft.	1,575,645 sq.ft.	35,909 sq.ft.



What we know about the OPDC masterplan being prepared by AECOM consortium

Linford Christie Stadium

LBHF Cabinet agreed on 4th February to carry out a 12 week consultation on the future of LCS

- Option 1 – Do Nothing
- Option 2 – Enhance the current facilities (either through partnership or directly)
- Option 3 – Redevelop the site – Council led or partnership led (including possible proposals from Imperial College)

Report floated *A performance venue of c.45,000 seats which could accommodate football and other sports.*

Any other business

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