

From: sthelensassn.aol.com@send.mailchimpapp.com,
To: Henrypeterson@aol.com,
Subject: Augst 2022 newsletter from StQW/SHRA
Date: Fri, 12 Aug 2022 14:50

St Helens Residents Association St Quintin and Woodlands Neighbourhood Forum

August 2022 newsletter from StQW Forum and SHRA

Another week with a heat wave. Those of us fortunate to live in one of the many houses in the neighbourhood built over a century ago are increasingly grateful for their design and construction. Tall rooms, solid brick walls and plenty of windows. But not those large areas of glazing and resultant build up of heat experienced in the many flats and residential towers emerging all around us. Of which more below.

Update on development in Scrubs Lane

Our July newsletter included a couple of images from the Old Oak and Park Royal Development Corporation. The OPDC Local Plan is now adopted and in force (five years late). A further image of a future Scrubs Lane is below:



Image of a future Scrubs Lane from presentation to OPDC Planning Committee June 2022

The developments just north of Mitre Bridge (at Mitre Yard and North Kensington Gate) are now under construction. Their impact on the skyline looking north-east from the middle of the Scrubs is already apparent, and building height has some way to go yet,



Will these high rise flats find tenants? And will the further residential towers encouraged via the OPDC Local Plan, in Scrubs Lane and north of Little Scrubs, ever be built in the changed economic climate of the next few years? The developer of these two current schemes in Scrubs Lane (City and Docklands) are now marketing apartments in their

near completed 55 storey building at North Acton ([One West Point](#)) ,

At this 'landmark tower' there are 701 apartments for sale or rent. The marketing hype is well over the top as usual ('close proximity to what will be the most important transport hub in the UK'). Such claims raise expectations, whereas the £1.7bn Old Oak Common Station remains 8-10 years from opening. But although North Acton is not everyone's idea of a '*go-to destination*' it does at least have reasonable proximity to the Elizabeth Line at Acton Mainline and to the Central Line at North Acton.

Scrubs Lane has none of this connectivity. These two developments by City & Docklands at Mitre Bridge gained planning consent back when 'Old Oak Park' was due to be built on the Cargiant site. This regeneration scheme promised 6,000 new homes, a major retail centre, and its own Overground station at Hythe Road. None of this is now happening. Even when the HS2/GWR/Elizabeth Line platforms open at Old Oak Common, there are no firm plans for vehicular access by bus, car or taxi to the eastern end of what in reality will be a less connected 'transport hub' than at e.g. Kings Cross.

Amongst our membership, we have several people with much experience of the London property world. As part of our ongoing discussions with OPDC, we would welcome any thoughts on whether further hundreds of high-rise 'build-to-rent' flats in Scrubs Lane will find a market? The private 'haul road' to the EMR waste site will run through the middle of the 'Mitre Yard' development and is due to remain in use for years to come. Given the resultant queues of HGV lorries stacked up in the street, Scrubs Lane seems unlikely to attract the shops, cafes, and pedestrian footfall shown on CGI images from developers and from OPDC.

2 Scrubs Lane - City Mission Church

Previous newsletters have covered the battles between this church and Fruition Properties, owners of this site on the corner of Scrubs Lane and Harrow Road. The church and its 60 place day nursery were evicted several months ago. The food bank continues to be run from the forecourt of the building, with growing queues. Fruition are taking further steps to pressure the trustees of the church to withdraw their status as a registered Asset of Community Value, with LB Brent..

Planning consent for a residential tower on this site, incorporating the church and day nursery, expired last year. It seems that Fruition Properties wish to sell on the building, or to pursue a fresh set of proposals for co-living flats and studios. Either way, they want City Mission out of the area. A legal dispute continues.

Proposals for this site first surfaced in 2020 and involved a 29 storey tower. The location is on Wood Lane, across the road from the Imperial campus with its 35 storey tower.

For once pressure from nearby residents and local councillors achieved a result. The applicants Womens Pioneer Housing Association agreed to reduce the height. A revised application at 18 storeys is currently being assessed by Hammersmith & Fulham Council.



CGI images of the original and revised scheme, looking north along Wood Lane

At 18 storeys, this remains a seriously tall building as compared with most of the existing heights in this part of London. The StQW Forum objected to the original application on grounds of traffic impacts, building heights, and fire safety. We have submitted a further objection, partly to test out how the LBHF planners choose to interpret Policy D9 in the 2022 London Plan. This policy was inserted following a direction from former Secretary of State Robert Jenrick. It states very clearly that tall buildings should only be given planning permission at locations identified as 'suitable' in adopted Local Plans.

The site at 227 Wood Lane is **not** such a location, as it falls outside the White City Regeneration Area (now a dense cluster of very tall buildings alongside the M41). Sadly, the one High Court case to date, testing this new London Plan policy, led to a judgment which is proving flexible in its interpretation. The stated intentions of the Secretary of State have been paid little heed.

If anything brings to a halt the current phase of tall buildings in London it will be market factors or possibly infrastructure constraints. A series of recent press reports say that all new development in Hillingdon, Ealing and Hounslow will come to a halt because available electrical capacity from the National Grid has been taken up or reserved by a series of data centres built or approved along the M4 corridor. The OPDC has given planning consent to four such data centres with a further application pending. Hammersmith & Fulham say that they are less affected as a Borough. The Mayor of London is lobbying Government and OFGEN to sort out this infrastructure problem.. Some may feel that it is an ill wind.....as they say..

Other neighbourhood news

Works on the **St Helens Gardens 'streetscape improvements'** continue and the final results are beginning to emerge. The StQW Forum has applied for funding for a speed indicator sign to be installed in St Quintin Avenue, and it looks likely that this will be approved from the £8,000 NCIL allocation available to the Forum. This will pay for two signs, one facing each way, to be located at the junction of St Quintin Avenue with Pangbourne and Wallingford Avenues.

Following up on the discussion at our AGM in May, we are making renewed efforts to unblock the 8 year delay on the construction of the **promised pedestrian/cycle underpass between Latimer Road and the Imperial site in Wood Lane**. Cllr Cem Khemali (now RBKC Lead Member for Planning and Transport) has promised help with this, as has Andy Slaughter MP for Hammersmith.

This additional connection across the Borough boundary becomes ever more important as further development takes place in North Hammersmith. It should also take cycle and e-scooter traffic off overcrowded North Pole Road (and off its pavements, used unlawfully by riders all too often).

There is no news on the outcome of the planning application for the redevelopment of Ivebury Court, Latimer Road. Responses from the public include 16 in support and a larger number of objections. The StQW Forum has submitted an objection arguing that the building should lose a fifth storey and needs a redesigned front elevation. We continue to support the principle of mixed use (residential and commercial) in the four sections of Latimer Road classed as an Employment Zone.

The Council has persuaded the Department of Levelling Up, Housing and Communities to accept a **revised Article 4 Direction** which removes permitted development rights for change of use from commercial to housing. The new version covers most of the main commercial areas in the Borough, and all parts of the three existing Employment Zones (including Latimer Road). For those interested, you can find more information and a map of the new areas at this [link](#).

The Council's planners have promised a degree of flexibility in the application of new **Local Plan policies on Employment Zones**, in not insisting on a 'significant uplift' in commercial floorspace in any redeveloped buildings. Without such flexibility, almost any redevelopment proposal would be financially unviable unless significant extra height was added. The StQW Neighbourhood Plan encourages mixed use and some new housing in the street, but not if this involves significant extra building heights. The next version of the new Draft Local Plan should be published for consultation in the autumn.

The autumn season at the **Playground Theatre in Latimer Road** launches on September 1st with *Rehab: the Musical* (dark comedy) until the 17th followed by *Army of Lovers* (contemporary chamber opera). See at <https://theplaygroundtheatre.london/> for more details.

Copyright © SHRA 2022, All rights reserved.

Our mailing address is:

sthelensasn@aol.com

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

This email was sent to Henrypeterston@aol.com

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

ST HELENS RESIDENTS ASSOCIATION · 95 Highlever Road · LONDON, LONDON W126PW · United Kingdom

