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St Helens Residents Association St Quintin and Woodlands Neighbourhood Forum

OPDC'S Local Plan adopted - threats to Scrubs Lane and Little Scrubs become clearer

The first Local Plan from the Old Oak and Park Royal Development Corporation was originally due to be adopted in 'Spring 2017'. Five years late, the Plan was adopted by the OPDC Board on June 22nd.

The Old Oak Neighbourhood Forum, made up of residents associations based in East Acton, battled long and hard to persuade OPDC's Planning Committee and Board members that this is a weak and incoherent local plan. Flaws in the proposals, and examples of lack of consultation, were flagged up until the last minute. The [correspondence](#) can be seen on the OONF website.

Hammersmith & Fulham Council Leader Steve Cowan was the one member of the Board who abstained on the vote to adopt the Plan. He explained that his council are not happy with its potential impact on North Hammersmith, and that the Plan does not exploit the opportunities flowing from the LBHF Industrial Strategy at White City.

The spatial and transport proposals in the Draft Plan changed substantially after September 2019, when the Planning Inspector ruled that the Cargiant sites must be removed as unviable for the development that OPDC wished to see. This was after Cargiant Ltd abandoned its masterplan for 'Old Oak Park'. The Inspector insisted on 464 'major modifications' to be made to the version originally submitted in 2018. The adopted document is substantially different from that originally submitted for examination.

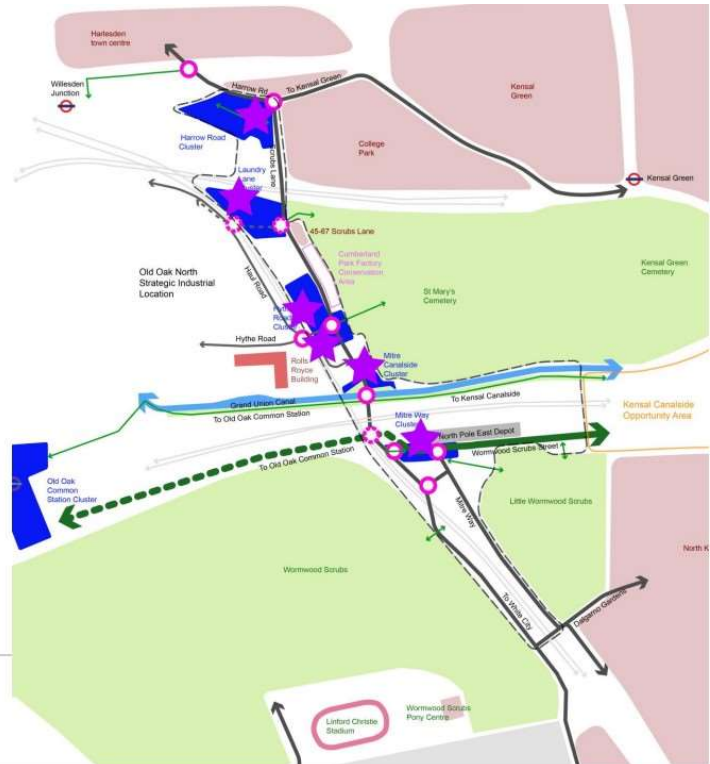
In the final stages of plan preparation, the Planning Inspector was persuaded by OONF and StQW that the draft document failed to provide information on 'suitable locations' and 'appropriate heights' for tall buildings. The 2021 London Plan has a clear requirement that these details must be provided on maps in local plans, and that tall buildings should be permitted 'only' in locations so identified.

Last minute modifications were added by OPDC in January. These were not consulted on. In a final effort to bolster the Plan against risks of legal challenge, the OPDC Board was given a presentation on tall buildings at the same meeting that then went on to vote for the Plan's adoption. These slides below are from that session.

Scrubs Lane

Scrubs Lane will be a characterful and well connected neighbourhood sitting as a hinge between surrounding areas. Development will continue its employment heritage and will integrate space for living, creating and working.

- ★ Specific locations where tall buildings are an appropriate form of development
- Clusters
- Place boundary
- Wormwood Scrubs Street
- Wormwood Scrubs Street (beyond the plan period)
- New and enhanced routes
- Potential new access road
- Walking and cycling routes
- Railway lines
- Publicly accessible open space
- Rail depot
- Existing residential neighbourhood
- Local Heritage Listings
- Conservation area
- New and improved junction / bridge / underpass
- ☆ Potential new bridge / underpass



For Scrubs Lane, OPDC's Local Plan pinpoints specific 'suitable locations' for tall buildings with an asterisk. This is a case of 'retro-fitting' rather than 'planning' given that the Development Corporation has been granting planning consents since 2017 to series of residential towers on sites acquired by developers in the days when 'Old Oak Park' was set to happen. Elsewhere across the OPDC area 'suitable locations' are not specified beyond very large areas of land.

The slides shown on June 22nd show 3D images of the tall buildings implicit in the site allocations and housing targets in the local plan. Only now has OPDC published this information - months after the final public consultation on modifications ended a year ago.

Scrubs Lane

OPDC
OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION

6 tall buildings to mark key east-west movement routes

Tall buildings will predominantly be in the range of 20 to 25 storeys



Note the series of tall buildings proposed for the area north of Little Scrubs, on railway land and the site of the Mitre Bridge Industrial Estate. Note that 'suitability' of these locations is justified as providing 'markers' of 'key east/west movement routes'. Such routes are pedestrian/ cycle only and hardly 'key'. Plans for east-west roads joining up North Hammersmith and East Acton foundered along with 'Old Oak Park'. A 'Wormwood Scrubs Street' along the rail embankment north of the Scrubs boundary remains a distant and unfunded proposition, beyond the 20218-38 life of the Local Plan.

Scrubs Lane as a '*characterful and well-connected neighbourhood*'? This is the vocabulary of estate agents, and not what should be coming from a supposedly serious and objective local planning authority.

Planning application for redevelopment of Ivebury Court

The planning application to replace the existing Ivebury Court building with a new development featured in our June newsletter. The StQW/SHRA management committee has submitted an objection.

This explains that we strongly support the principle of mixed use development in this section of Latimer Road but have problems with these proposals. The StQW Neighbourhood Plan includes policies for Latimer Road on building heights and on 'sense of enclosure'. We think that the proposals should lose a storey. The design of the façade is unsympathetic to the street, and while the RBKC Design Code does not cover the southern end of the street, we think that the front elevation could be improved.

The decision on the application lies with the council. Objections significantly outnumber

supportive comments (as was the case with previous proposals at Unit 10 and Unit 11). Most of those objecting do not identify non-compliance with specified planning policies, and StQW/SHRA does not share the view that there should be no reinvestment (and no new housing) in Latimer Road.

Our objection letter can be downloaded at this [link](#) to the StQW website.

A bid for NCIL funding

Midnight on Tuesday July 5th is the deadline for bids for the 2022 round of funding from RBKC allocations of Neighbourhood Community Infrastructure Levy. As an area with a neighbourhood plan in place, StQW has first call on an allocation of £16,155. There are separate and larger allocations for Dalgarno and St Helens wards.

No new ideas for use of these funds have surfaced in response to the item in our June newsletter. We intend to submit a bid for a Speed Reminder Traffic Sign, located midway along St Quintin Avenue. This long straight road has seen excessive speeding for many years and the 20mph limit has had little effect the speeds of too many cars, vans and HGVs.

A similar sign was installed in Barlby Road a couple of years back, after lobbying by residents in the street. Monitoring data from RBKC shows that this had had an impact. Installation this year would accompany the new zebra crossing being installed at the junction with St Helens Gardens, as part of the current 'streetscape improvements'.

If you think that there are higher priorities for this year's funding, please email swiftly to sthelensass@aol.com. Projects generally need to involve one-off expenditure rather than continuing revenue costs.

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