

June newsletter from the StQW Forum and St Helens RA

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St Helens Residents Association

St Quintin and Woodlands Neighbourhood Forum



Proposals to redevelop Alan Morkill House in St Marks Road

The present building at 88 St Marks Road is a 49 bed care home, not up to modern standards. [Gold Care Homes](#) are planning to redevelop the site as a 92-bed care home which offers nursing, nursing dementia, residential, residential dementia and respite care.

An initial consultation is underway, with [more details](#) available online



The new building, as and when granted planning consent, will be five storeys in height and stepped back as shown above. The site lies on the east side of the road, and is just outside the boundary of the StQW neighbourhood area. Hence no StQW policies will apply. The proposals will need to meet RBKC Local Plan policies and there is a need for increased dementia care beds in the Borough.

The proposal from Northcare(Scotland) to build a 72 bed care home on the land at Nursery Lane was refused by the Council in July 2023, after strong local opposition. This was because the site is one of three Local Green Spaces, designated as part of the neighbourhood plan and hence protected from development. We will find out more from Gold Care Homes. This scheme on an existing care home site seems likely to arouse less opposition,

Planning approval given to Imperial's underpass between Latimer Road and Wood Lane

After a decade of delay, planning applications by Imperial College for their long awaited 'Easr/West Link' were finally approved by RBKC and by LB Hammersmith & Fulham. Planning committees in both Boroughs met on the same evening (June 10th).

There was unanimous support from councillors at both committee meetings. RBKC Councillors listened to StQW representations on the risks to pedestrians at the Latimer Road end of the underpass, from speeding e-bikes and e-scooters. Additional planning conditions were added by the committee as a result. These now include:

- Imperial to enter into a separate agreement under the Highways Act to ensure that safe access has been provided on the highway, based on safety audits of the proposals
- more details to be submitted to the Council on the design of bollards
- a safety review six months after the underpass comes into operation
- an audit of parking in the surrounding RBKC streets, to assess any adverse impact following the opening of the underpass.

We are still not convinced that bollards at 1.6m spacings will be sufficient to slow down cyclists and e-bikes entering and leaving the underpass at the Latimer Road end. We will keep in touch with RBKC Highways team while these extra details are provided by the College.

Works are supposed to start later this year, if Imperial stick to the timetable on their [consultation website](#), with a target opening date of late 2026.

Developers of Unit 9 Latimer Road appeal against RBKC refusal of their application

Developers [Rathplace](#) have submitted an appeal to the Planning Inspectorate, against the decision of the Council's Planning Applications Committee on May 1st to refuse their application.

StQW will be pointing out to the Inspectorate that our neighbourhood plan policies carry the same 'material weight' in a planning decision as those in the the Council's 2024 Local Plan. The developers seem to think that the Council's Design Code for Units 1-14 Latimer Road is the primary source of relevant policy. Not the case. A SPD sets 'policy guidance' only. Our next newsletter will set out our comments to the Planning Inspectorate.

Kensal Canalside - an Opportunity Area not yet ready for high density housing

As part of its consultation material on the next London Plan, the GLA has published a series of 'pen portraits' on each of the 47 Opportunity Areas across London. These give a measure of how far each Opportunity Area has advanced since its original designation.

The pen portrait for the Kensal Canalside OA makes clear that regeneration and high density development is *'reliant on the delivery of a series of bridges to connect the north and the south part of the site allocation'* (i.e. crossing the rail tracks to the Network Rail land at Barlby Road, yet to be 'brought forward' for development). Ballymore/Sainsbury's have offered to 'safeguard' land for such a bridge, but not to pay for what would be a very expensive piece of infrastructure. Their planning application, which RBKC continues to discuss consider, does not include a bridge.

Kensal Canalside Moving forward

- Kensal Canalside is **one of the last remaining major brownfield sites** to be developed in London and the largest in the Royal Borough of Kensington & Chelsea (Potential for GLA support / OA prioritisation).
- **No significant development** has been approved/ started/ completed since OA designation.
- Currently the OA is an 'island', **with poor pedestrian and cycling connectivity**. Example of how poor connectivity (not necessarily a 'big ticket' infrastructure scheme) can impede growth.
- Masterplan and development quantum is **reliant on new connections that are needed to increase accessibility** of the site.
- **The delivery of the two pedestrian and cycle bridges** as identified within the Kensal Canalside SPD are fundamental to the successful creation of a new community at this site.
- **Ballymore and Sainsbury's submitted a planning application for a large part of the site allocation (2023)**. There is no decision yet.
- **Land remediation** is another key challenge for the site.
- **Phasing and meanwhile uses** could be crucial for delivering an inclusive and safe new part of West London.
- Opportunity for a landscape/ biodiversity - led plan.

Proposition

- OA to be retained as 'Nascent'.
- Potential for GLA support to resolve focus - opportunity for an inclusive and green new neighbourhood right next to OPDC.



Ballymore and Sainsbury's joint venture plans for major new canalside neighbourhood in Ladbrooke Grove

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GLA officers are proposing that Kensal Canalside Opportunity Area remains categorised as one which is 'nascent' rather than 'ready to grow', amongst the list of 46 other areas covered in the next London Plan. Whether this will prove sufficient grounds for RBKC to refuse the application remains to be seen.

Meanwhile Kensington and Baywater MP Joe Powell has set out four 'tests' which Ballymore/Sainsbury's would need to satisfy before he could add his support to the application. These tests are detailed in a [post on the StQW website](#). In summary form they are::

- a sufficient amount of affordable housing on the site, the currently proposed 20% being 'not good enough'
- a serious plan for transport connections to the site
- guarantees of community infrastructure including relocation of charities currently on the site
- public health must be protected with independent monitoring of gasworks remediation and regular public meetings where progress can be shared with residents.

The StQW Forum has submitted a [second objection letter](#), flagging up the GLA's assessment that the site is not ready for development without new bridges. We have also pointed out that the further delays announced on HS2 (and the opening of Old Oak Common station) mean that the prospect of an Elizabeth Line connection via the canalside footpath has gone back several more years - to the late 2030s.

We have also worked with the Old Oak Neighbourhood Forum to submit detailed evidence to the GLA, questioning whether this is the right moment for the OPDC to be looking for a 'master

developer' to implement a masterplan for Old Oak West, on the East Acton side of Wormwood Scrubs. Old Oak Common station was originally due to open in 2026 and this date has gone back by at least a decade.

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