

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

Current position on Old Oak Common station

This 'rail superhub' north of Wormwood Scrubs was due to open in 2026.

The 'total shambles' of the HS2 project has led to a 'comprehensive reset' of the programme and costs - escalating towards £100bn and a completion date in late 2030s or early 2040s.

The OPDC (Mayoral Development Corporation) are determined to continue 'at pace' with their masterplan for high density/high-rise housing to the west of the station at Acton Wells/North Acton.

The eastern end of the station has no planned road access from Scrubs Lane.

Local groups have pushed OPDC to establish a 'Residents Panel' to feed in views to the OPDC Board. StQW Forum is on the Panel. We are questioning 'why the rush' before the outcome of the reset is known.

Old Oak/Park Royal

Moving forward

Homes Delivery

- Since the establishment of OPDC, 4,307 homes have been completed. 2,854 homes have been completed since 2019/20.
- The OA has a pipeline of 7,852 new homes.
- Considering the completions and pipeline, the OA is meeting 78 per cent of its 10 year capacity. Current completions alone account for 11 per cent of the London Plan 22 year capacity and 20 per cent of the 10 year capacity.
- The OA large scale development sites are HS2 construction sites. The delay to HS2 alongside wider market factors has influenced the rates of delivery.
- 31 per cent is public land. OPDC is in the process of acquiring a number of sites in the Old Oak area.

Jobs

- The OPDC monitoring data shows a net gain of 190,249sqm industrial floorspace being achieved since 2015.
- OPDC currently developing economic vision, and will be updating its economic evidence base for its next Local Plan.
- The OA sits in the West Tech Corridor as identified in the London Growth Plan.
- Important to consider the role of the OA alongside the Heathrow narrative/ future OA vision.

Proposition

- Update status from 'Nascent' to 'Underway' as a lot of development sites have been allocated and pre-planning is on-going for approved sites.
- Continue to optimise deliver of homes and jobs through future updates to OPDC's Local Plan and delivery of OPDC's proposals for Old Oak.
- Joint working with OPDC, TfL and central Government to maximise benefits for London and Londoners.



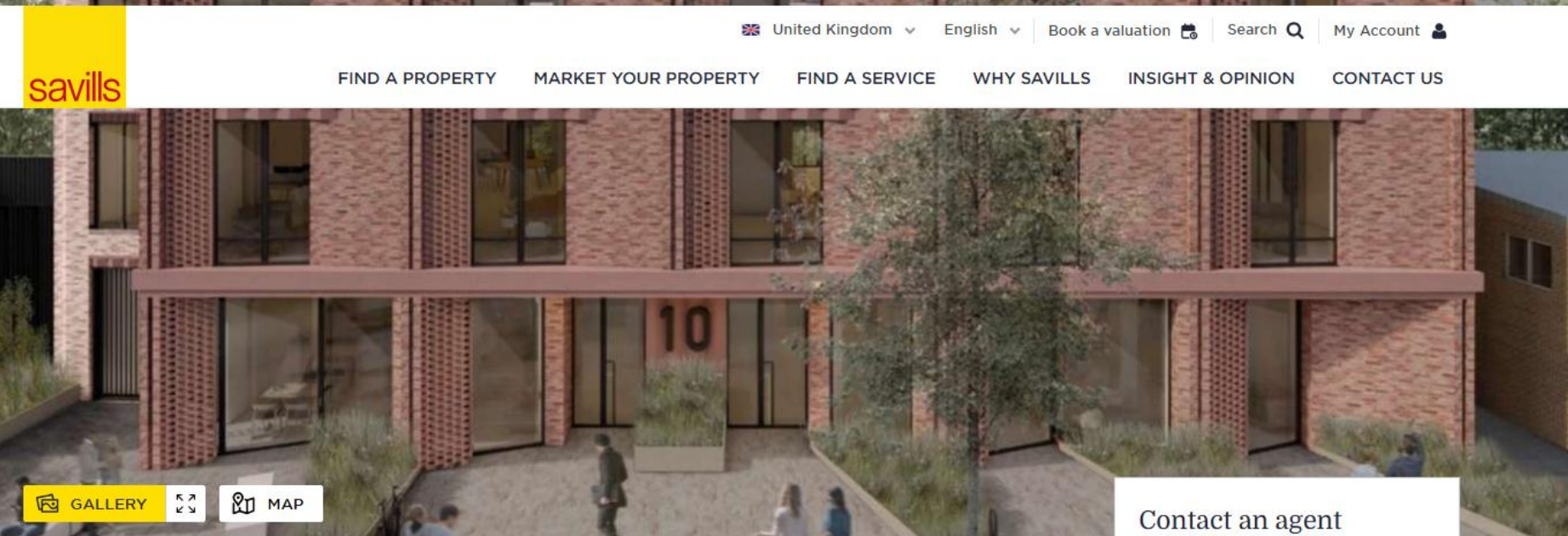
Source: Old Oak Common Station Plaza Gardens



Latimer Road
development proposals.

What has happened since
our December 2024
meeting?

GGI of Units 10 and 9
looking south along
Latimer Road.



Unit 10 Latimer Road

Notting Hill, London, W10 6RQ

SOLE AGENCY **FREEHOLD**

Development land **6,006 sq ft (557.98 sq m)**

6,006 sq ft (557.98 sq m)

Guide price £3,950,000

Contact an agent



James Donger
Margaret Street
07890 098 087
CONTACT NOW



Owen Radley
Margaret Street
07815 641 097
CONTACT NOW

Unit 10 granted consent by RBKC in December 2023. No works started. Site has been marketed by Savills since early this year.

Guide price reduced from £4.5m to £3.95m.



Rathplace have appealed against the RBKC decision. Outcome not yet decided. All documents on RBKC planning file under PP/24/05920. StQW has submitted two representations to the Planning Inspectorate, amongst many ‘third party comments’.

Proposals from developers Rathplace were refused planning consent in May 2025 by RBKC’s Planning Applications Committee.

Grounds for refusal based on number and size of balconies and ‘sense of enclosure’.

Hence contrary to policy CD9 of the RBKC Local Plan 2024 and policy LR5 of the StQW Neighbourhood Plan.



East-West Link viewed from the North Kensington side

Imperial's website now says 'target start on site late 2025' and 'target opening late 2026'



Proposals for the Volunteer pub at 274 Latimer Road

Two separate planning applications from the building owners Wentworth Andersen were approved by RBKC on 9th September.

One for a cellar kitchen cooling plant and extract. Second for front railings and a lightwell/grille.

Many objections submitted, questioning whether WA genuinely intend to re-open the pub.

WA told the committee that they intend to lease the whole building to a pub operator, with its permitted use only as a pub and 'ancillary accommodation' and a food offer.



StQW spoke as an objector at the Planning Apps Committee.

Questioned whether these railings make sense for the forecourt of a pub, along with other indications that WA may seek change of use to residential.

Wentworth Andersen explained their plans as per previous slide. Negotiations with a pub operator not concluded. WA say that viability of pub use is marginal and that delays have damaged prospects.

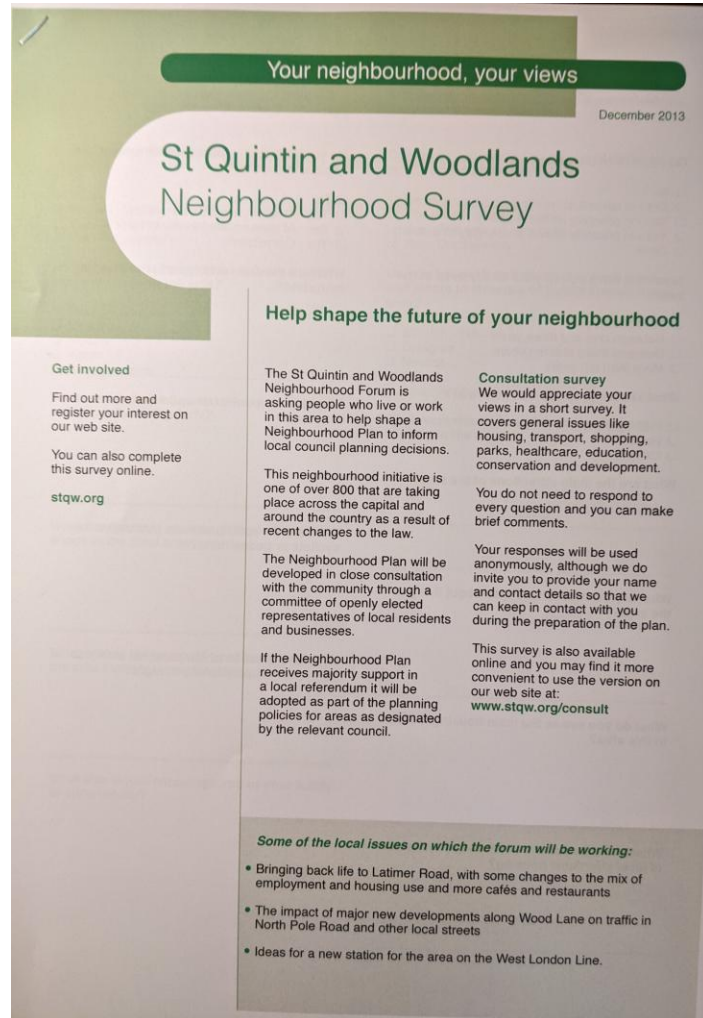
We await next steps by WA.

In the meantime can we agree tonight to applying to renew the previous registration of the building as an Asset of Community Value (Previous registration expired October 2024)

Update on the future of Pembridge Hospice

Pat Healy from the local campaign to save the hospice
to provide an update

Your views on what has changed in the neighbourhood since 2015?



Back at the time when these meetings were discussing the original StQW Neighbourhood Plan, we started the process with a survey circulated to all households in the area.

This included questions on how long household members had lived here, and their views on Homes, Transport, Shopping, Parks, Healthcare, Education, Conservation and Development.

Over 100 completed surveys were returned, and helped in drawing up policies and proposals in the 2015 Draft Plan.

We don't have Government funding for a repeat exercise, but views and suggestions from these open meetings are a useful means of gaining similar information.

What has changed, for the better or worse, in a decade?

Positive changes (or status quo maintained)

1. Development proposals fended off on our three Local Green Spaces
2. CCTV reducing shoplifting/improving safety in North Pole Road
3. Underpass in Latimer Road finally approved – increasing public transport options
4. Resident parking bays not in as short supply as for most parts of RBKC
5. Fewer vacant shop units in St Helens Gardens and North Pole Road
6. Some more amenities in Latimer Road (Playground Theatre, Lloyd Williamson Upper School)
7. More cafes (Adriana's, Mug Café, and the Queens Bar at the Playground Theatre)
8. More events and activities at the thriving West London Bowling Club at 112A Highlever Road
9. Annual St Helens Festival has been revived (Notting Hill Carnival positive or negative?)
10. St Quintin Health Centre still in place (not sold for redevelopment).
11. Memorial Park improvements (albeit café could have had a better design)
12. Little Wormwood Scrubs well maintained and ecology improved under RBKC management.

Negative changes

1. E-bikes and scooters – dumped on pavements and illegal versions with dangerous users.
2. All forms of cyclists ignoring traffic signs and using pavements
3. Professional dog-walkers meeting together on the Scrubs
4. High rise development all around the Scrubs
5. Threat of more towers and contaminated sites at Kensal Canalside
6. Traffic queues North Pole Road (likely to worsen further)
7. Drivers ignoring 20mph limits
8. Street tree problems (not replaced or replaced by Lime trees/inappropriate species)
9. Zebra crossings at unsafe locations
10. Flash flood risks increased from too many front gardens paved over
11. Increased fly-tipping and lack of street cleaning

Any other business

Imperial's latest proposal