



The Hammersmith Society Newsletter Winter 2019-20



On Sunday 24th November Tom Ryland's memorial bench was unveiled outside Linden House in the presence of friends, family, donors and members of the Hammersmith Society

CONTENTS

HAMMERSMITH TODAY2

NEWS UPDATE2

Hammersmith Bridge	2
Cycleways	3
Heathrow Third Runway.....	4
King Street Civic Campus (Town Hall)	4
Warmer Together: HUC Winter Fuel Appeal.....	5
OPDC	5
Linford Christie Stadium	6
Thames Water Supersewer.....	6

CLIMATE EMERGENCY.....7

WEST LONDON COLLEGE: ORIGIN AND POSSIBLE FUTURE.....9

PLANNING NEWS.....10

Sainsbury's Ravenscourt Road.....	10
227 Wood Lane.....	10
Olympia	11
LBHF Planning Portal	11
12 Wellesley Avenue.....	11
Project Updates from the Spring Newsletter	12

HAMMERSMITH TODAY

Every working day at Hammersmith Broadway an average of 94,000 people arrive or leave by tube, a further 35,000 by bus. Our borough is home to some 185,000 people, a population expected to rise by 10% annually over the next ten years, 40% of this increase being aged 75 or more. At over 112 people per hectare the population density is eighth highest in the UK. Since 2003, average life expectancy in the borough has increased by almost 3 years for women, and nearly 4 years for men.

In Hammersmith during 2019 the bridge was closed, the plans to close Charing Cross Hospital were withdrawn, the demolition of the Town Hall extension began, the council confirmed alignment with climate emergency action, the CapCo redevelopment of the Earls Court estate collapsed, Riverside Studios re-opened in a new building at its old address, the Landmark House development south of King Street started on site.

And a new riverside bench, placed in front of the London Corinthian Sailing Club, quietly commemorates our late chairman Tom Ryland.

Richard Winterton, Chairman

NEWS UPDATE

HAMMERSMITH BRIDGE

The Bridge closure is billed to last three years: Londoners familiar with the duration of major works must guess it will last longer. The primary reason for closure was the fractures in the suspension chains, at the base of the chain-pits. There are also worrying levels of corrosion throughout the structure - and of course safety must be the overriding concern.

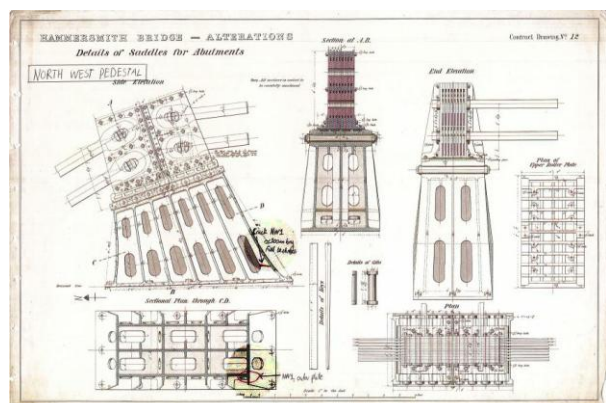


3 separate images of cracks – white paint highlights cracks

We understand that work so far has mainly been below pavement level, in the chain pits which are very difficult of access and are hazardous and confined spaces. Soon above-ground work will start, including grit blasting.

Questions however are gathering over how the inconvenience can be mitigated for people who need to cross to get to work or school. For a while a rickshaw pedicab ran a service across

the Bridge from the Apollo to Castelnau – helpful for the elderly or infirm. However, The council stated in its latest letter to residents (25 November) that neither the pedicab, nor motorbikes being pushed, will be now be allowed to cross the Bridge, as there will be one very narrow access for pushed bicycles only in order to give as much space as possible to heavy machinery while structural parts of the bridge are being dismantled. This arrangement may be modified to allow cyclists to ride, subject to traffic lights.



Original chain abutment drawing annotated with crack locations

The Dial-a-ride scheme area on both sides of the Bridge has been extended to enable users with mobility problems within one mile of the

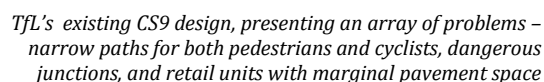
A design for a temporary road bridge running next to Hammersmith Bridge, from marine consulting engineers Beckett Rankine, caused some excitement in October but has been ruled out by TfL and the council as costly and impracticable – road vehicle access would be complicated, and would involve demolishing buildings and bringing some 20,000 vehicles a day through Queen Caroline Street at the Hammersmith end.

The council's Hammersmith Bridge page gives updates about the works. Detailed information is found under FAQs:
<https://tinvurl.com/bridge-repair>

In summer 2012 the then Mayor was
'...encouraging more to commute to work by
bike, which will in turn help us improve air
quality, cut carbon emissions and reduce
congestion on the transport network'.

The Spring Newsletter questioned some of the assumptions behind the cycleways, and reported on the proposal to create a route alongside the A4 to provide for faster cyclists travelling through W6, and a route along King Street to provide for local journey cyclists.

The proposals will include ideas for the upgrading and enhancement of the street landscaping, taking the opportunity of the building programme to improve the urban surroundings of King Street.



We recently met with Councillor Wesley Harcourt and his team in charge of the CW9 design to clarify the situation, and to voice the Society's concerns. In summary:

- The TfL press release is not an accurate description of the council's position, especially with regard to the existing TfL CS9 design shown above.
- The Resident's Commission will start in January, concluding in the Spring, and will involve local residents and businesses, paying particular attention to the concerns of local disability groups. Several of our committee members have offered their local knowledge to the commission.
- The £300k budget for the A4 route is for (TfL) design work, not construction.
- There remains a little lack of clarity over the design and construction responsibilities for the A4 path.

With actual construction having already started at the end of the route at Kew using the

problematic CS9 designs shown above, we're concerned that the current lack of safety for cyclists appears to have been exchanged for a future lack of pedestrian safety in Hounslow.

We remain concerned that despite Mayoral rhetoric about pollution and the issues around private cars, both CS9 and CS10 Air Quality Reports show no overall improvement, indeed student accommodation in Wood Lane would receive slightly more pollution through slower traffic. The already slow traffic at Olympia would reduce to walking pace with a CS9 design, before consideration of any increased demand from the recently agreed large redevelopments, both at Olympia and at adjacent sites on Hammersmith Road.

We hope and expect CW9/CW10 to be strongly beneficial to the whole population, not as CS9, substantially at a cost to pedestrians, retailers, commercial vehicles & bus users (through bus lane removal), which vastly outnumber a vociferous cycle lobby, even under the most optimistic predictions of future cycling take-up. We note that TfL has recently cut some bus routes and frequencies, and average bus speeds have been in decline for 4 years.

HEATHROW THIRD RUNWAY

Heathrow is in the process of assessing the responses to its summer consultation and drawing up its detailed planning application for a Third Runway. A Public Inquiry will open in late 2020/early 2021, time-limited to 6 months. The inspectors will then make a recommendation to the Government, but the final decision on the Third Runway will rest with the Secretary of State for Transport. That decision is expected in the second half of 2021. We would not be told details of new flightpaths until 2022. If it gets the go-ahead, Heathrow had originally hoped to open it in 2026.

However, Heathrow's path is not entirely straightforward. In October a legal challenge was heard in the Court of Appeal against the High Court's earlier decision that the Government had not breached its sustainable development duties by allowing expansion of

Heathrow. The case was brought by a coalition of West London local authorities including Hammersmith & Fulham, along with the Mayor of London and environmental groups, who argue that the expansion proposal was flawed because ministers failed to properly consider the full impact on noise levels, health and the environment, and the Government's legal target of zero emissions by 2050. If the court finds in favour of the Councils, it is unlikely that of itself will stop the runway. It is more likely the courts would instruct Heathrow to carry out more work on specific topics.

Meanwhile the CAA has ruled that Heathrow is restricted in what it can spend on planning and early infrastructure construction before the Third Runway's Development Consent Order is approved, saying that "passengers cannot be expected to bear the risk" of Heathrow "spending too much in the early phase of development, should planning permission not be granted". Heathrow says this will delay the opening until 2029 – if it receives permission.

The Public Enquiry will present challenges to Heathrow on noise, air quality, and surface access/public transport impacts in the wider area, among other objections. Even though objectors rarely win public inquiries into national projects, the politics of the day may present greater difficulties for Heathrow, with the government now led by a politician who once vowed to lie down in front of the bulldozers to stop the Third Runway.

KING STREET CIVIC CAMPUS (TOWN HALL)



Town Hall extension, December 2019

The mass of scaffolding in front of the Town Hall on King Street is a very welcome confirmation that demolition of the Town Hall extension is about to begin, initiating the start on site of the construction of our new Civic Campus. The redevelopment design will be familiar to members who visited recent public consultation exhibitions: they include a new town square, a refurbished, remodelled and extended Town Hall, a four-screen cinema, over 200 flats (including over 50% affordable flats), and offices for both start-up and commercial users.

The front of the Town Hall will be visible again, as it was before the extension was built, when there were formal gardens there.



Before the extension – image: Keepingthingslocal

This comprehensive renewal will bring people and prosperity to the west end of King Street, concluding a project in which this Society has been involved for over ten years.

WARMER TOGETHER: HUC WINTER FUEL APPEAL

The excellent Hammersmith United Charities has launched its “Warmer Together” winter appeal to address loneliness and isolation in the Borough, among the 25% of the 19,000 LBHF residents aged over 65 who live in poverty, and the 43% over 65 who live alone. HUC adds that more than one million older people across the UK say that they are lonely.

The appeal asks local older (and not so old!) people who can afford to do so, to donate all or some of their Winter Fuel Allowance to help their less well-off older neighbours this winter.

Last year, 278 isolated older people in need were supported across Hammersmith & Fulham, through grants to expert local charities. This year, HUC’s outreach arm, United, would like to do more. United found that it is not just those who receive a Winter Fuel Allowance they don’t truly need who are interested in giving - there are people of all ages who would like to give a small amount, and United would love many more local residents to join in.

The funds go to projects which help break down social isolation: last year they supported 8 organisations running lunch clubs, Christmas parties, and outings for groups and communities which do not normally get out.

Donations can be made online via the website below, or cheques can be sent, payable to ‘Hammersmith United Charities’ marking the back ‘Warmer Together’, posted to United in Hammersmith & Fulham, c/o Hammersmith United Charities, Sycamore Gardens, W6 0AS.
www.unitedhf.org/join-us/warmertogether

OPDC



In September the Planning Inspector carrying out the Public Inquiry into the Old Oak Local Plan ruled that Car Giant’s land in the area must be removed from the Local Plan – at a stroke undermining the OPDC’s plans for housing targets and infrastructure. Car Giant own 20% of the area, and the OPDC had planned a major through route on part of Car Giant’s land – a proposal Car Giant said would render it unable to carry out its business. Taking Car Giant’s land out of the plan for the area would mean the estimated number of new homes would drop from 20,100 to 14,200. The OPDC will also have to re-route the planned road and redesign part of their masterplan.

The decision means further delays for the troubled OPDC, and we understand the development corporation cannot access £250m of Housing Infrastructure Funding until it has a valid Local Plan – funding that the OPDC was counting on to support the road through the site, and other infrastructure.

A government decision on the future of HS2, with its station at Old Oak, a lynchpin for the connectivity of the area – has been delayed since the autumn adding to the uncertainty.

LINFORD CHRISTIE STADIUM



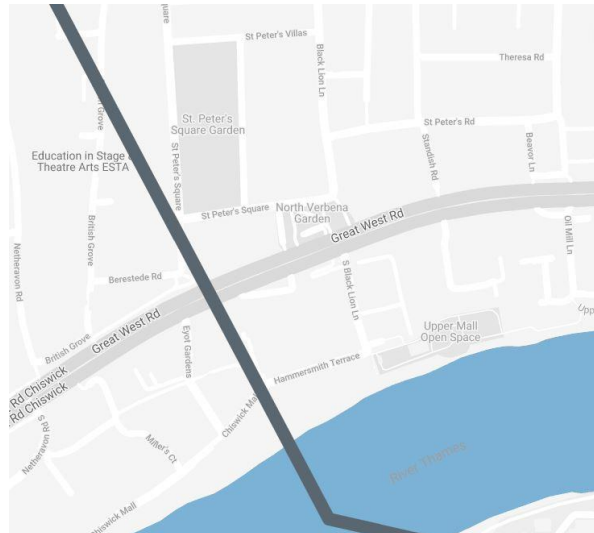
Photo: H&F website

The future of the Stadium is very uncertain – see our previous news updates for the background. The council states it simply does not have the money to finance essential improvements; and that some kind of redevelopment of the stadium would bring in much-needed revenue. QPR is known to have ambitions to move there – but itself probably cannot afford to. Other possibilities mooted include rebuilding it as a major events arena, while preserving the athletics club provision used by Thames Valley Harriers and other groups. The Friends of Wormwood Scrubs (www.friendsofwormwoodscrubs.org.uk) continue to keep a watchful eye on the impact of any redevelopment on the character of the Wormwood Scrubs open space, famously described as “more wild than tamed”.

Now is the time, before any major redevelopment, for a strict planning brief to be devised by the community and local groups in conjunction with the council, to address the challenges of huge numbers coming to the

venue, pedestrian traffic across the Scrubs, associated impact on wildlife in the open space, major traffic problems, light pollution and noise for local residents and Hammersmith Hospital.

THAMES WATER SUPERSEWER



Supersewer crosses under Hammersmith Terrace and the corner of St Peter's Square

The huge project, largely unseen to those without river views in central London is progressing towards Hammersmith under the river, with the 30m deep tunnel due to traverse the edge of the borough on its way from Carnwath Road to Acton in early 2020, as shown above. You can track Tunnel Boring Machine “Rachel” on this interactive map: www.tideway.london/tbm-tracker

If you're likely to be affected, you should have been notified – Thames Water says:

“If you own property above our tunnels we will purchase the subsoil surrounding the finished tunnel. We will notify you before tunnelling works commence to confirm our intention to take temporary access to the subsoil to carry out the construction. When the tunnel is completed, you will receive further notice confirming the final extent of subsoil which we will acquire together with an offer of compensation.”

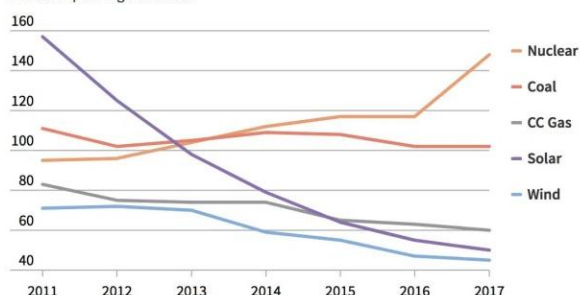
Details of the compensation scheme are here: www.tideway.london/media/2083/compensation-help-and-advice.pdf

Compensation levels are modest – but the possibility of subsidence is our main concern.

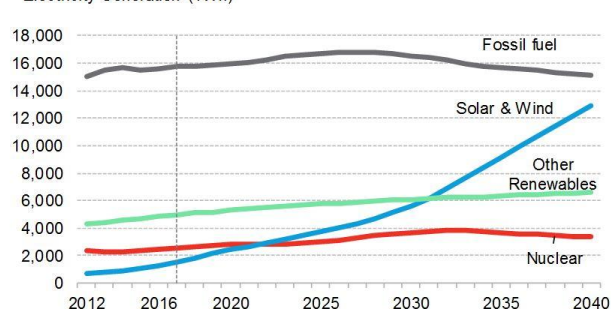
CLIMATE EMERGENCY

AVERAGE COST OF ENERGY

In dollars per megawatt hour



Electricity Generation (TWh)



Sources: Reuters / Bloomberg New Energy Finance, New Energy Outlook 2017

Hammersmith has declared a climate emergency in line with many other public bodies, including the European Parliament recently. Happily the graphs above show that renewable energy has now come down in cost so much, primarily due to the scaling up and increased maturity of both wind power and solar, that there is no longer much incentive to generate electricity from fossil fuels, never mind nuclear! A caveat: the costs shown above are from GE in the USA, but the UK follows a similar pattern with the price for the yet-to-be-built Hinkley Point reactor agreed at £92.50/MWh, vs. new offshore wind price of less than £40/MWh. There are of course arguments about security of supply that require an energy mix, but it's a huge good-news story that has caught many unawares, not least the government. It allows the built environment to improve its carbon footprint more easily – helped by improved insulation of course.

But the decarbonisation of transport remains a more intractable problem.

How does this relate to Hammersmith?

Hammersmith contains many Victorian and Edwardian buildings that could benefit significantly from improved insulation, and a switch to non-CO₂ emitting heating, currently making up 25-30% of built environment emissions. Electric heating begins to look more favourable as the renewable costs decline and the true cost of carbon is factored in. But it may remain the more expensive option compared to others becoming available.

The government has recently commissioned a study for the use of hydrogen to replace or mix with natural gas in the domestic gas mains. It's possible to burn pure hydrogen in a modified or new domestic gas boiler or gas hob/oven, though there are some safety issues yet to be overcome, and nitrogen oxides may be a

problem. In living memory we converted from "Town Gas" (made locally in Fulham) to natural gas, there seems no reason why another conversion couldn't be done in future.

There remain eco/economic challenges in making hydrogen gas, but these, like so many developments, require funds, engineering and larger scale to overcome, as Denmark has started to do.

We are very interested in the use of hydrogen fuel cells in transport and note that TfL has belatedly been converted to the cause, after recently investing rather a lot in marginally more efficient yet still polluting diesel hybrids, including the famous 'Boris Bus'. Routes 7, N7 & 245 will receive 'H2' busses in 2020. Transport currently represents another 25-30% of the borough's emissions.



TfL liveried hydrogen-powered bus – zero tailpipe emissions

Hydrogen fuel cells make electricity by combining it with oxygen in a chemical reaction, producing only water as a by-product and without nitrogen oxide emissions. Fuel cells were actually invented before the internal combustion engine, but not commercially exploited until the 1930's and left largely as an interesting curiosity until recently.



Image from Youtube video

Motoring journalist, and noted Hammersmith resident, James May is currently comparing a Hydrogen fuel-cell car – a Toyota Mirai – against his battery-electric Tesla. He suggests, and we agree, that batteries are mostly a transition technology for these reasons:

- Firstly batteries are heavy, have significant recharge times, high cost, and limited life. Lithium extraction for batteries in Bolivia and elsewhere in the world causes significant environmental pollution and pressure on water supplies – it is quite a rare material.
- Secondly, the existing charging paraphernalia works for the USA where many people have garages and private driveways, but is a poor match, if not just plain hazardous on our cramped streets, and contrary \$4.47 of the council's SPD. At £6000-10000 per on-street charger (installed) – significantly more for the faster chargers (the ones you actually want) – they represent a huge per-vehicle sunk cost for

a single-purpose technology likely to last only perhaps a decade or so. There remain noted compatibility problems between some chargers and EV's, notwithstanding a myriad of charging schemes and the associated signups and membership cards you need when travelling a significant distance from home – as reported by Angela Rippon recently on TV.

Put simply, if there were a better option, you would take it – and there already is.



Typical H&F on-street charging - and associated clutter / cabling

A hydrogen powered vehicle - bus or car - by contrast can be refuelled in around 5 minutes from something looking rather like a petrol pump with no expensive per-vehicle infrastructure/on-street clutter/cable hazards, and, as shown below, conversion of petrol pumps to hydrogen is already a reality.



The first UK hydrogen pump in a petrol station M40 at Beaconsfield

But Hammersmith's nearest hydrogen stations are currently either Heathrow or Teddington. We call on the council to demonstrate leadership in this important area, by encouraging the conversion of existing pumps or the building of a public H2 station here, as part of Climate Change Action.

WEST LONDON COLLEGE: ORIGIN AND POSSIBLE FUTURE



The origin of the college is firmly rooted in the history of the London County Council at the end of the C19 and the actions of the Architect William Lethaby (1857 - 1931) who was appointed in 1894 as the LCC's Inspector to its Technical Education Board. William Lethaby's dominant role in the Arts and Crafts movement, his friendship with William Morris, a Hammersmith resident, as well as with his connections with the Weimar Bauhaus through Walter Gropius and Hermann Muthesius, provided a unique and strong European foundation for the LCC's setting up of Hammersmith College of Art and Building in the late 1890s. This in turn was the foundation of H&WL College.

The May 2019 Independent Panel Report 'Review of Post-18 Education and Funding', includes in chapter 4 an analysis of the current Further Education sector. This shows that the UK FE sector is institutionally and financially no longer viable in its current form and will urgently have to come up with constructive solutions if it is to meet the new demands of Further Education and the Climate Crisis. See <https://tinyurl.com/post-18-report>

Compared with other countries, the various UK industries are significantly disadvantaged by an unrealistic separation between subjects and between Further Education and Higher Education - none more so than the Construction Industry. This is untenable in

light of the climate crisis. The former Education Secretary, Kenneth Baker, initiated in 2010 partnerships between Universities and Colleges. This model could overcome the H&WL College dilemma without rebuilding its unique and historically important buildings.

To overcome their own financial and management problems, and due to the significant reduction in student numbers, the college has recently been considering the sale of the site to a developer, facilitating the demolition of the unique 1980s LCC buildings and replacing them with housing and significantly reduced replacement accommodation for the college.

The preferred developer's solution would be an antithesis of what the H&F Council is trying to achieve through its new Climate Emergency Commission. This would provide a legitimate reason for the council to refuse planning permission for redevelopment of the site.

H&F Council developed an Industrial Strategy in 2017, which is based on a close working relationship with Imperial College. This could provide an opportunity for the setting up of a University Technical College, or something similar, on the Gliddon Road site using and upgrading the existing world class buildings now threatened by demolition. A petition to save the buildings has been started at: <https://tinyurl.com/WLCollege>

PLANNING NEWS

SAINSBURY'S RAVENSCOURT ROAD



Local residents were delighted when the council turned down this application. The location was inappropriate: a residential street in a conservation area, only yards from the struggling small businesses of King Street. It would have been open seven days a week from 7am to 11 pm, making a significant impact on the local community in Ravenscourt Road. Taking over some of the railway arches opposite Ravenscourt Park station, where the previous occupants had been small workshops, meant a change of use, while servicing a Local required six deliveries a day, two of these involving large lorries. This access would put pressure on already congested parking; Sainsbury's blithely assumed that their HGVs could use the emergency exit to Flora Gardens primary school as a turning space.

These plans would have also had a considerable impact on historic fabric of Ravenscourt Park, proposing material alterations to the original pillared entrance and moving the present location of the public gates to allow for service access.

Putting their store inside the park also involved demolishing the 19th century boundary wall, replacing it with the side wall of a new yellow brick building, whose backlit aluminium windows and illuminated signs would bring unwelcome noise and light pollution disturbing nocturnal wildlife, including protected bat roosts in the arches.

Sainsbury's appealed the council's refusal. Last summer, the Friends of Ravenscourt Park joined up with the active protest group of

Ravenscourt Road residents who commissioned independent legal advice to assist in scrutinising and challenging a mountain of new documents. Community opposition triumphed in the end, when the appeal was withdrawn.

227 WOOD LANE



Immediately north of the A40 flyover and opposite the ever-visible 'ziggurat' tower block of Imperial College White City campus, 227 Wood Lane is a triangular site owned by Women's Pioneer Housing (WPH). This is a specialist housing association, started in 1920 to provide homes and support to independent women, and currently owning nearly 1000 properties in this and the surrounding boroughs – including an attractive row of cottages beside the site on Pioneer Way. WPH propose to redevelop the site, in conjunction with co-living residential developer HUB, to include 80 1-bed apartments for WPH, and 350 co-living accommodation units in a 25-storey tower on the apex of the site. Co-Living is a form of accommodation, now recognised in the draft London Plan (Para H18), intended to address an aspect of the urban housing shortage, in providing affordable accommodation for single people – not dissimilar to a more mature and more closely

managed form of university-student accommodation. The 24 sqm apartments incorporate a bed, an ensuite washroom, a small living area with basic kitchenette; on three levels within the building, the floor plate is given over to shared amenity spaces, cooking & eating facilities, lounge, TV and games areas.

The development team met with the Hammersmith Society to present and explain these proposals, and we understand a planning application is now in preparation. It is an interesting concept, and a welcome introduction to the work of WPH. We have raised a number of concerns regarding the development design including the need for more visual interest and articulation in the tower facades, and the awkward juxtaposition of the proposed tower with the busy elevations of the higher, 34-storey 'ziggurat' opposite.

OLYMPIA



Olympia redevelopment – Hammersmith Road elevation

The major refurbishment and development scheme for the Olympia estate, which received approval in January 2019, is due to start on site in 2020. In the meantime Hammersmith Society has been in discussion with LBHF planners and the development team regarding certain aspects of the project which were incomplete at planning stage - principally the theatre and hotel buildings proposed on the Hammersmith Road frontage.

For the hotel, on the east side and corner of the Hammersmith Road frontage, relatively minor modifications have been proposed for the two-storey roof extension which provides bedroom accommodation: the changes improve the detail but we remain concerned at the visual bulk of this element.

More encouraging design developments are being investigated for the theatre on the west corner of the frontage, bringing life and

engagement to the theatre elevations; we hope to be in a position to report further on this in early 2020.

LBHF PLANNING PORTAL

Both the "My account" council self-service portal and online planning portal have been updated in the last 6 months. Unfortunately any email planning alerts that you may have set up on the old system will have been lost. You must somewhat laboriously re-enter all your details in the new systems in addition to re-creating any planning alerts you need.

We're disappointed that the council or its suppliers seem to have been unable to port user data across as systems are updated – the same happened with visitor parking permits last year – to our knowledge making at least 3 disjointed updates within a year. Modern IT systems can do better than this.

12 WELLESLEY AVENUE

In 2017 there was significant public opposition to a redevelopment scheme for the off Paddenswick Road, which proposed close to 1,000 sqm of office space, over 3 storeys with a substantial basement; this scheme was refused planning consent in November 2017. This refusal was upheld at appeal in February 2019.



October 2019 revised design

Taking into account the appeal inspector's comments, a revised application design was lodged in October, (ref 2019/03018/FUL), and in conjunction with the Brackenbury Residents Association, we have now reviewed the amended proposals. While significant changes

have been made to address problems of privacy and bulk at the side and rear boundaries of the site adjoining residential gardens, significant problems remain with the impact of the development on the street. The offices would bring over 150 employees into a street with a residential population of around 80, and the commercial use would dominate the street; the appeal inspector acknowledged this problem, proposing a curfew to limit office hours; but office cleaners, office lights, deliveries and servicing would continue to take place early and late. The street frontage remains a problem, rising to a parapet over 4 metres above the gutter level of the adjacent houses, evidently failing to respond to the London Plan guidance that '...a building should relate well to the form, proportion and character of streets...', and the LBHF Local Plan guidance that all proposals must be designed to respect '...the scale, mass, form and grain of surrounding development...'

PROJECT UPDATES FROM THE SPRING NEWSLETTER

West London Magistrate's Court site:

The planning application for a twin hotel development was withdrawn from the October planning committee, and we understand that the applicant is exploring alternative designs

for the site, working with local residents, amenity groups and other stakeholders.

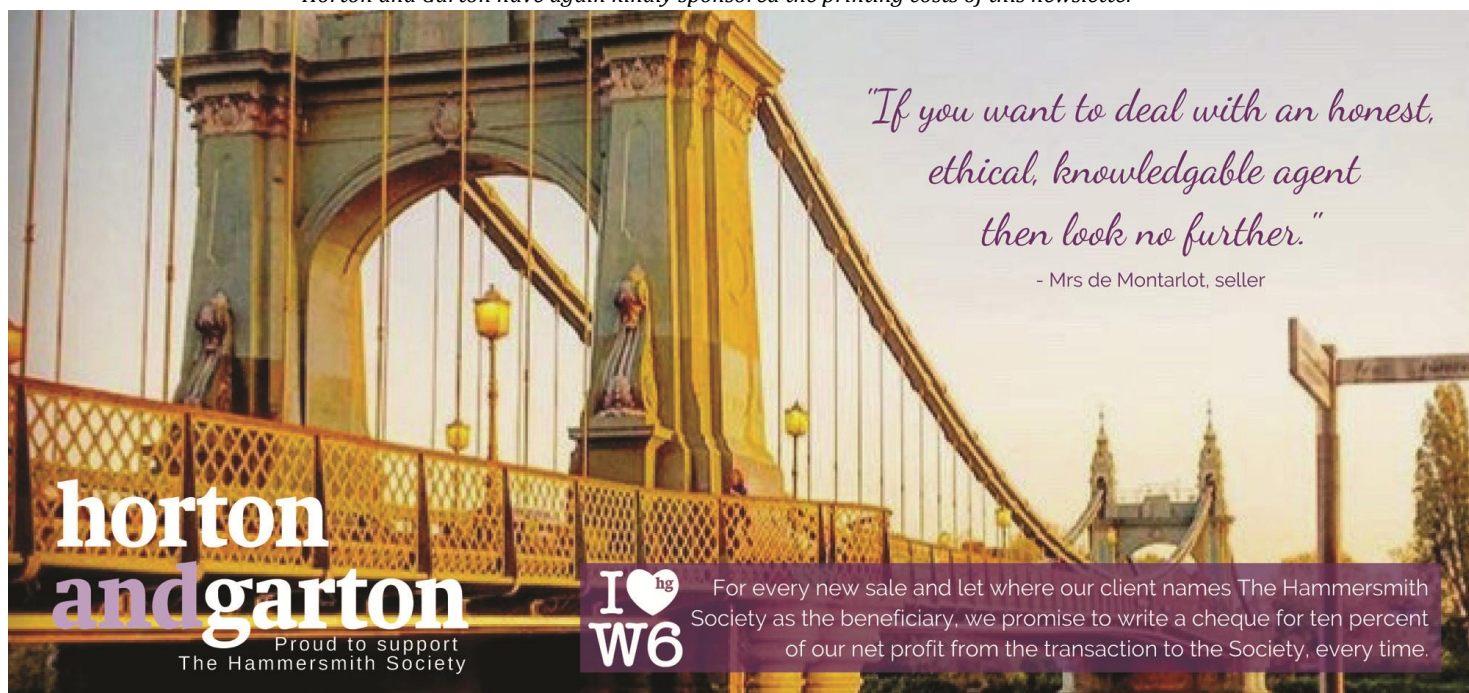
26-28 Hammersmith Grove: the August planning committee refused consent for the development of a 97-bed apartment hotel behind the office building fronting Hammersmith Grove, following considerable local opposition due to the impact of the development on the gardens and rear windows of the terrace houses that adjoin the site.

Earls Court: Capital and Counties have sold their huge 25-acre Earls Court development site to Delancey Real Estate, having demolished the Earls Court exhibition halls but failing to create a viable development plan for the estate. The transaction has allowed LBHF to buy back two housing estates that were threatened with demolition under the CapCo scheme.

2 Queen Caroline Street: preliminary proposals for a hotel redevelopment of the site were reviewed in February 2019; there have been no further discussions with the Society.

Landmark House: Hammersmith Bridge Road: demolition has commenced to make way for the 22 storey hotel and commercial offices approved in 2017, now including amendments to the elevation and building profile approved in May 2019.

Horton and Garton have again kindly sponsored the printing costs of this newsletter



*"If you want to deal with an honest,
ethical, knowledgeable agent
then look no further."*
- Mrs de Montarlot, seller

**horton
and garton**
Proud to support
The Hammersmith Society

**I ♥ hg
W6**

For every new sale and let where our client names The Hammersmith Society as the beneficiary, we promise to write a cheque for ten percent of our net profit from the transaction to the Society, every time.