

**DRAFT MINUTES OF GENERAL MEETING OF LOTS ROAD NEIGHBOURHOOD  
FORUM  
on 24<sup>th</sup> April at the offices of the Worlds End Studios.**

**1. Apologies for absence, minutes of the General Meeting held on 21/02/24, matters arising and adoption of agenda.**

The meeting was well attended with some 25 members of the Community, including the local Councillor Laura Burns.

Richard Jacques notified the meeting of apologies from Peter Barratt, Veronica Ricks, Joshua Lee, Kerry Davis Head.

The minutes of 21/02/24 were taken as read and adopted. The agenda was adopted but the running order would be amended as certain speakers needed to leave earlier.

RJ took the opportunity of congratulating Kerry Davis Head on her much deserved Mayor's award.

**2. New Plans for the Lots Road Power Station Site**

RJ introduced Bryn Abrams, Chief Project Manager, Hutchinson Property Group (UK) Ltd and his colleague John Mann.

Bryn said they were nearing completion and it would happen in the summer. Planning permission was granted some twenty years ago and along the way there were tweaks and changes. The world has changed a lot in those twenty years like Covid to economic changes.

What HPG(UK) wanted to talk about tonight is the commercial units.



Figure 1. Street level uses (consented 2017)

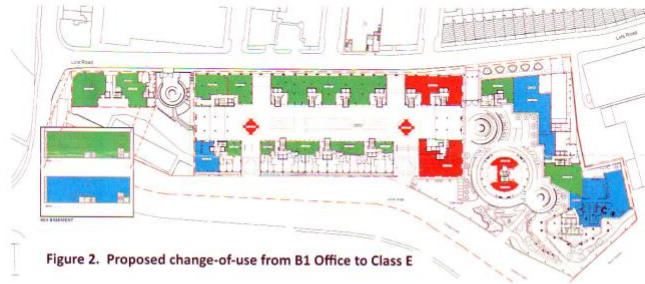


Figure 2. Proposed change-of-use from B1 Office to Class E

KEY:  
■ A1 (SHOPS) A2 (FINANCE & PROFESSIONAL SERVICES) A3 (RESTAURANTS & CAFES)  
■ B1 (OFFICES)  
■ D1 (NON-RESIDENTIAL INSTITUTIONS) D2 (ASSEMBLY & LEISURE)  
■ CLASS E (A1 SHOPS, A2 FINANCE & PROFESSIONAL SERVICES, A3 RESTAURANTS & CAFES, B1 OFFICES, D1/D2)

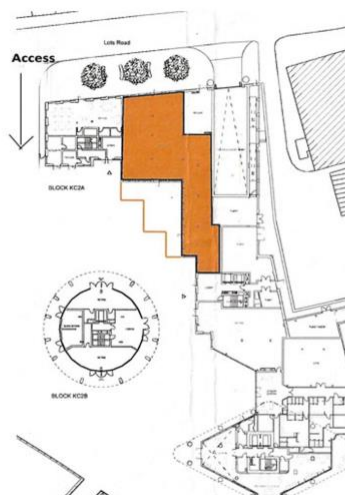
Key benefits of the proposals:

- Increased choice of local shops and facilities
- Amenity focused retail for the neighbourhood
- Wider range of employment opportunities
- Mixed-uses that serve more of the community
- Enhances street level on Lots Road

The office allocation (in yellow on the top and changed to green in the second plan) needed to change because of the reduced need now for offices. HPG(UK) want to ask the Council for a bit of flexibility and allow the use to also include retail units – food, café, coffee shops. He felt this would be more useful to the local community. The Council broadly supports that. HPG(UK) need to put in an application. The green units one and a half storeys high would have access from Lots Road. They would all be situated in the ground floor atrium HPG(UK) had created, with residential levels above. They individual units are developed to “shell and core”. No contracts had been signed up yet, but they were on the way.

The most interest was from the nursery. In the East Yard there is a unit that has access to Lots Road. HPG(UK) have a tenant who has several nurseries in the South West area of London

## Nursery External Space



The nursery are negotiating directly with an apparently supportive RBKC to arrange outside space which HPG(UK) estimate to be some three metres, leaving some six metres for other vehicles to drive in and drop off.

A member of the audience was concerned about the major change in nurseries since the original planning, and how these details had been addressed.

There is a restaurant as had always been supposed with a coffee shop, and service lifts had been constructed from the basement level up (accessed via a ramp on the extreme east of the site to assist in the essential delivery necessity to the proposed restaurant site).

HPG(UK) confirmed that no other lifts had been incorporated, and the only access to some of the proposed retail units from the basement levels, was only by stairs.

There is also provision for a community use in the basement. Bryn Abrams said the Academy had shown interest, but a member of the audience said in a recent meeting with the Head of the School she had rejected the idea because of lack of daylight and also because they would be expected to pay rent.

A large percentage of the area is public realm as per original designs. The most important part is along the river and that's operational from the Hammersmith and Fulham side.

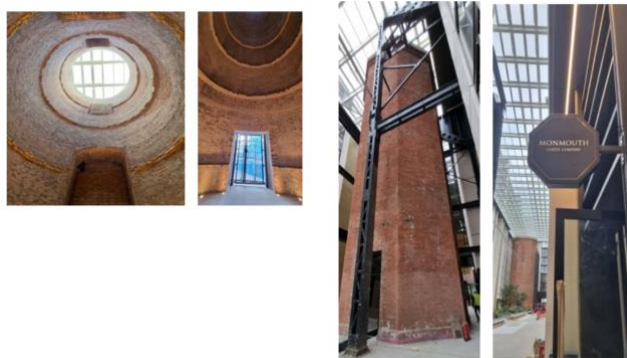
The route along the embankment is available for when RBKC choose to progress the plans. A member of the community asked if trees were going to be planted, and Bryn Abrams said the landscaping along the embankment was RBKC's responsibility. But along the river on the Hammersmith and Fulham side which had been an industrial site, although there were trees in the garden there were no plans to plant any along the Creek.

Two new pedestrian bridges would be open in the summer.



There are lots of ways to connect Lots Road to the river and the site generally.

He described in detail how HPG(UK) have preserved the original power station, looked after it and made it better and showed some images of the interior:



A member of the audience asked if there had been an impact traffic study done in view of the need for deliveries to retail units. None had been done yet.

The Council had made it clear that they would not support applications for a leisure centre or gym.

Lengthy and heated discussion followed on the need to couple the additional new use with solutions of how to accommodate deliveries.

HPG(UK) insisted this was a preliminary request, and confirmed HPG(UK) had not addressed the delivery necessity yet. The situation at the moment is that delivery to the projected retail units would have to be off the streets. HPG(UK) conceded the valid comment that residents parking in the street could prevent deliveries. He said HPG(UK) would mention the community's concern in its discussions with RBKC.

A member of the audience suggested that the current landscaped area alongside Lots Road could be changed to make it a loading bay for deliveries.



There was a suggestion that instead of traditional retail – like food outlets, consideration was given to an original suggestion of health units, nail parlours etc. which might alleviate some of the delivery problems.

Richard Jacques said he would write outlining the Forum’s reservations here.

#### 4. TfL Plans for the Battersea Bridge Junction and Chelsea Embankment

RJ then moved on to the very dangerous Battersea Bridge Junction. Rob McGibbon spearheaded a campaign to get TfL to make it safer for us all.

One junction has got a pedestrian crossing but three haven’t. TfL have made provisions to get the other three junctions put in, but it comes with a price.

This is their latest offer:

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### MAKE BATTERSEA BRIDGE SAFE TO CROSS

**Confirmed victory**  
This petition made change with 26,510 supporters!

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Copy link

Started 17 January 2021  
Petition to Transport For London

**Why this petition matters**

Started by **Rob McGibbon**

**There is NO safe time for pedestrians to cross at the north side of Battersea Bridge.**

Consequently, families with young children, the elderly, the disabled - indeed, everyone - is forced to make a perilous dash across this horrendously busy road in front of moving traffic.

The traffic lights that control vehicle flow from all directions at the crossroads with Cheyne Walk and Beaufort Street in Chelsea SW3 interchange instantly. Therefore, the **ONLY** time to cross is when traffic is on the move.

**TfL Position as presented to RBKC 11 March 24**

In essence, TfL’s proposals are:

- To install pedestrian crossings at the remaining three junctions at Battersea Bridge
- Not to restore the banned turns north and south at Chelsea Bridge
- To ban the left turn north at Beaufort Street for east bound vehicles
- To reduce the proposed additional bus lanes on Chelsea Embankment/Cheyne Walk to an essential single lane on the western approach to Battersea Bridge.
- In addition, TfL is prepared to commit to no further changes for a period of 5 years after the planned works, anticipated in summer 2024.

The Residents’ Association have met to consider this and are still very concerned about the impact of traffic.

David Waddell said we wanted the crossings to be improved as soon as possible, but we want it to be done in a manner that is acceptable to those who live in the area. The consultations were essentially disregarded. TfL reverted to their historical Highway 8 plan which is entirely focussed on cycling, and of course we recognise the need for cyclists, but at the same time the north and south turns at Battersea Bridge when they made that decision it was under emergency traffic wardens. They referred the scheme to the Road Safety Auditor and he said if you reverse those turns you will make it by definition less safe. But in reality it makes things less safe. The problem is transferred from Beaufort Street to Tite Street and all the other north/south streets. The people who live in Oakley Street are very concerned that it will make management of traffic in Oakley Street very much more worse than it is at the moment. The many residents' associations met recently and there's a strong view that the banning of the left hand turn at Beaufort Street would impact all of those other streets quite substantially, and they therefore wish to see some assessment of how a left hand turn could be retained. The second issue is that the traffic survey figures which cover 2015-2021 are far from current. So the proposal was that we should have an up to date survey which we're taking up with RBKC, and the Council is happy to conduct such a survey. So there will be a new platform to assess what is actually happened.

Roddy Mullin has made a study of other TfL strategic routes. He pointed out that in Wandsworth where you turned left from York Road into Lombard Road and you go along the road closest to the river and past the Heliport. For about a hundred yards before you turn left there's a cycle lane in the middle, so a person in a car wanting to turn left, crosses this blue strip. We could do that. I have checked the distances and so on both going East and West. That junction has got exactly what we want to put in at Beaufort Street and of course it could be used at Chelsea Bridge. He has tried unsuccessfully to get in touch with the person who designed that junction without success. If Wandsworth have put it in it must be okay, they must have carried out a road safety assessment.

He continued that he has started videoing every quarter of an hour from 6.30 and 6.45 from Battersea Bridge looking north and there's an awful lot of cyclists stupidly trying to go across where traffic is turning. It is extremely dangerous.

Rob McGibbon added that there had been an almost complete contraction by TfL and we should try again to get things changed.

David Waddell said there were three lanes going across Beaufort Street one with a left turn and two others which is a lane more than you have at Oakley Street. Because of the number of left hand turns in the area, the view that all left turns are dangerous is a nonsense.

A member of the audience said that as a pedestrian she felt very trepidatious getting around from the bottom of Beaufort Street to Battersea Bridge. She said she took her life in her hands and with restricted mobility needed lots of time, so what's there is a start but it needs to be vastly improved. The other point is that if you are going South towards Battersea Bridge from Beaufort Street and you're on a bus, the disrespect of motorists is that with the two lanes of traffic you can be stuck there for forty minutes particularly in early evening when people are going home. There need to be proper designated lanes for buses and the traffic.

Another member of the audience said the junction with Beaufort Street and Kings Road doesn't work either. There's been a plan for years to get three lanes. There's no perfect solution but people can't get across the street.

Richard Jacques summed up by saying it was a priority to get these dangerous junctions sorted out. It's only TfL who want to link all these things, but we should make it clear we want to get things sorted out. The good news is that we've got a traffic survey coming via RBKC because that should address all of these issues.

## **6. Q&A with Blaise Baquiche, Liberal Democrat Candidate for the Chelsea and Fulham Parliamentary Constituency**

Richard Jacques introduced Blaise Baquiche.

Blaise said that he's the Liberal Democrat Candidate for the Chelsea and Fulham Parliamentary Constituency, and that he has probably spent half as much time on this planet as your Labour Candidate Ben Coleman and Greg Hands. He said he was not mired in the absolute farce of Hammersmith Bridge, the complete lack of police stations in Chelsea and Fulham what's going on in Lots Road. He really does care about local issues. He is a local boy who grew up in Fulham, lived in Kensington. He spends his days as a media adviser to Climate Experts and the reason for bringing that up is because everyone cares about climate and there is a need to bring everyone along with us. We need to have proper state cycle lanes that actually work. He stood for the local elections in Queen's Gate Ward last time around, and there was considerable uproar about the cycle lane in Kensington High Street that the Council brought in and then spent £300,000 fighting to take the bollards down again and it was a complete joke. And the problem was that he'd never seen so much hostility and emotion from local residents. You can't just build without consulting local people and you can't just stick your hands up in the air and say "whoops, our mistake, well we'll just spend more of your council tax fighting legal cases." So when there are local or national issues like that, he could talk about his liberal values. It's definitely our open, outward, international outlook. He wanted to end on why he was standing and why he would be an open breath of fresh air. His father came to the UK from Egypt in the 1950s. There was no safety Rwanda Bill back then. If it hadn't been for a kinder, conservative government back then, he wouldn't have been able to speak today. And he hopes the audience will have an open mind in giving another party – a Liberal Democrat Party which has already had great success in Earl's Court. We have great other candidates here like Margot Schwartz who really genuinely cares about issues in Chelsea Riverside and mainly the houseboats which he felt was appalling that it took the Council so long to act on. There were other great candidates on the Fulham side like Roy Poundsford who will do a lot to change the dire state of Charing Cross Hospital. The more traffic that goes to the Chelsea and Westminster Hospital the more Charing Cross Hospital is neglected. With his national and local focus on the issues that really matter, he hopes they will give Lib Dems a chance. He is happy to answer questions.

Richard Jacques noted that the constituency crosses two boundaries, Chelsea and Kensington and Hammersmith and Fulham and there are lots of issues that affect us because we sit at that boundary and we are impacted by policies that are made in Fulham and we have no control over them like LTN. The two boroughs seem incapable of speaking together on any level. What do you think as a potential MP with a foot in both camps you can bring?

Blaise Baquiche said that it was a funny one because there seemed to be no sense of cohesion, and this seemed to be the egos in place, and a classic example is Hammersmith Bridge. I think having a Lib Dem MP would do wonders for both. The compromising centrist view that reliable politicians can provide. He feels he would have no particular

political affiliation to one borough or the other. He favours getting local people's views represented – the Lib Dems are a party of local communities.

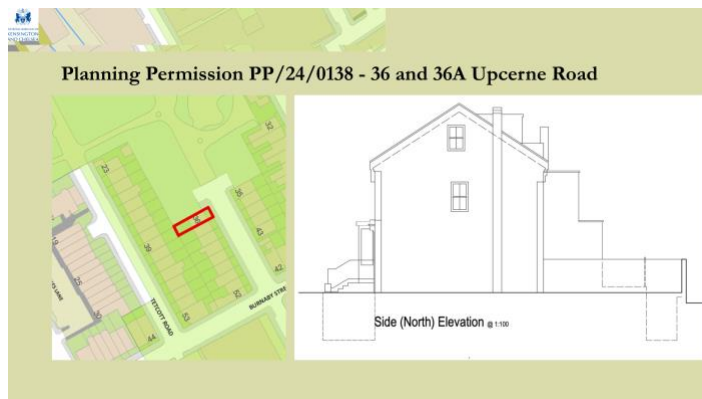
Blaise Baquiche felt the clean air zone at the bottom of Fulham was not implemented particularly well, because there's no incentive to use an electric vehicle. The only criteria is that anyone who drives through and is not a resident gets caught and fined. Why not incentivise people to be more green. What you're doing is having a blanket policy that people don't understand and you're causing so much anger amongst shop owners who live on the main route there.

A member of the audience asked if he was going to fight not to have to give money to the centre of the Lib Dems?

Blaise Baquiche said that all the money he raises so close to the finish line will be spent on his campaign trying to show there is another option to the Labour and Conservative parties. He has legally binding agreements to that effect.

### 3. Safeguarding the Lots Village Conservation Area

Richard Jacques then turned to the safeguarding of Lots Village. Specifically he referred to a planning extension at 36 Uperne Road for a rear extension which goes all the way into the back garden which is turned into an additional room, and a three storey extension, 25% additional floor space to the house.



In the consultation period 16 local residents opposed, no one spoke for it. More importantly there is the Lots Road Conservation area appraisal that we expect planners to be thinking about. They referred to it in their approval decision that the appraisal statement that rear elevations are important; that the view towards Westfield Park is important; that oversized rear extensions would be one of the negative elements that should be resisted and uniformity throughout the back terrace is a critical part of the conservation area. This particular extension with a 50% of the original building would infill virtually all of the lower ground floor resulting in the loss of the garden not seen elsewhere in the terrace: would extend on every element of the side elevation and is visible to everyone. Our ward Councillor Gerard Hargreaves was in the Chair, our other ward councillor Sonia asked some searching questions of the officers to which she got no answers and they approved it. It felt like a decision that had been taken before the meeting, as the other PAC members showed no interest in engaging with our arguments. Although the terraces are not meant to be they will be and one



of the other councillors said the Council had brilliant enforcement mechanisms. The previous case in Onslow Gardens had twenty infringements with no enforcement.

RJ said if we don't make some progress in reinstating the impact of the Lots Village Conservation Area Appraisal well now we have a precedent for three storey extensions over every back terrace and we think there's business disruption we're just coming to the end of from the Power Station and with Lots Road South to come, but that will be as nothing if we all face that sort of development. And these aren't local residents doing 36 – it's a developer who just wants to develop for profit.

We've held the waterfront until now. Councillors say planning officers are terrified their decisions are going to be turned over by the planning inspector.

The Forum is going to work closely with Lots Village Chelsea who got the conservation appraisal in the first place, and think about how we might have a resolution by local residents about strengthening that. Whether a supplementary planning document, whether a neighbourhood plan is needed a way must be found to give it teeth. Officers are opposed, councillors haven't been brilliant at fighting on this sort of thing. Richard Jacques said we should come back to it in future meetings to stop this sort of thing becoming a regular feature.

A member of the audience said there was a decision in the Council to approve every development. Whatever objection is raised the officers try very hard to dismiss them.

## **5. Other Updates:**

- Lots Road South**
- Plight of the Houseboats**
- NCIL Applications**

Concerning Lots Road South, there has been virtually no substantial work on that since the last meeting. Richard Jacques spoke to the developer Mount Anvil the day before and they have started feasibility studies with the Council to see what they would need to reduce from the Council's brief if they were going to reduce the overall size of the development. The commercial spaces they've allocated don't seem to be working, so they're looking at ways to re-engineer that. Whether that turns out anything we find acceptable or meet any of the points we have raised. It might mean RBKC finding some more money to put in to the development to delivery better outcomes for us all.

The overall problem is the size of the development which we need to see reduced.

The Auction House has already moved out, and might not be returning with a small showroom, but remaining in their new location in Fulham which is a more suitable location for them. So there might be changes coming from that.

A member of the audience said he felt the employment zone was going to disappear. Richard Jacques said that would be an issue for the Forum and we would have to work out what our trade-offs would be.

Another member of the audience reminded the meeting that when Chelsea Harbour was originally developed it was supposed to have a large amount of retail, which didn't materialise, and it was only after about a decade in the doldrums that it was rescued by the Design Centre and the small design businesses that now cluster in that development.

We may have a plan from the Inspector that says it's employment led. The Council with its various policies to take an approval for a residential led, but that would make it possible to challenge. But ultimately the Secretary of State might agree that this was needed as a residential development.

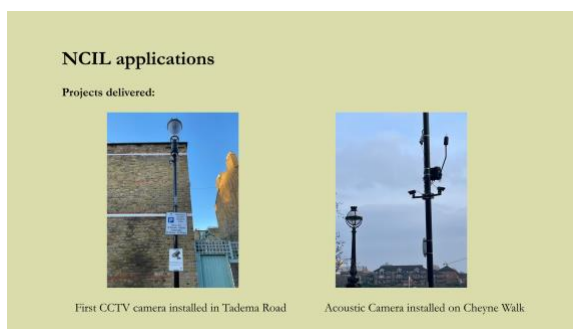
Turning to the Houseboats issue, the Council had taken a decision to enforce against the three mega apartment boats and emphasised that that needs to be fast for them to remove those boats. Since then the CYBC have applied for a certificate of permitted use saying they've been doing this for years.

David Waddell said in order for the Council to demonstrate that the members believed that the boat community should be protected both in terms of its contribution to the conservation quality of the area. CYBC have bought 17 former rubbish barges which are being converted. The first three appeared on the moorings and were so large they actually took up more than a single moorage space. A third meeting endorsed that the River Thames Conservation Plan which was what was needed to be set out. The officers have been sitting on it for the last four years, and have been told to get on with it.

The officers seem to have accepted that they need to take action against the other boats at Cadogan Pier, which is a working pier, but actually a number of boats are residential house boats. This has tended to be ignored, but it could end up with no leisure boats left.

There is a similar problem in Richmond.

Richard Jacques then updated the meeting about the NCIL applications with the first CCTV camera in Tadema Road and the acoustic camera on Cheyne Walk.



There is a small amount of money still in the NCIL budget which will grow when the Power Station money comes in.

The Forum applied for bicycle stands between this building and the Academy and a replacement for the beat up planter outside Martin Estate Agent.

Projects applied for:



New cycle racks in the pedestrianised area of Tercott Road



New 'Lots Village' planter at the corner of Lots Road and Cremorne Road

The Forum has also supported the application by the Chelsea Riverside Safer Neighbourhood Team Panel for a package of three movable CCTV cameras for deployment across the Chelsea Riverside Ward.

### 7. A.O.B. and dates of future meetings

There was no issues under A.O.B.

The next meeting is on 10<sup>th</sup> May at 5.00 p.m. when there'll be an opportunity to put questions to Greg Hands.