

## **MINUTES OF THE LOTS ROAD NEIGHBOURHOOD FORUM MEETING HELD ON 22.9.25**

Richard Jacques, Chair of the Forum opened the meeting. About two dozen members attended.

Having dealt the adoption of the agenda and the minutes of the previous meeting, discussion moved to the one substantive issue - Mount Anvil's planning application for the Lots Road South development and the Forum's response to RBKC.

He said RBKC worked as both the developer and co-decision maker at least in this first stage of the planning application.

The Mount Anvil representatives were Alastair Gaisford, the development director of the project, Izzy King and Michael Rolfe the construction director.

ALASTAIR: He said MA were involved in May 2023. We got to July this year when we submitted this planning application. The scheme looks very different now to the one in November 2023 and said this was credit to how engaged the Forum and the rest of the community was in providing feedback. All the information is available publicly on : <https://lotsroadsouth.co.uk/>.

He said the main developments since 2023 were the building form and the arrangement of the buildings on the site, and the homes and types of homes and the amount and different types of commercial space in the scheme. And the materiality – how the buildings actually looked and fit into this unique context. The landscaping and transport, which has been particularly interesting to everyone, given the immediate past history of disruption.

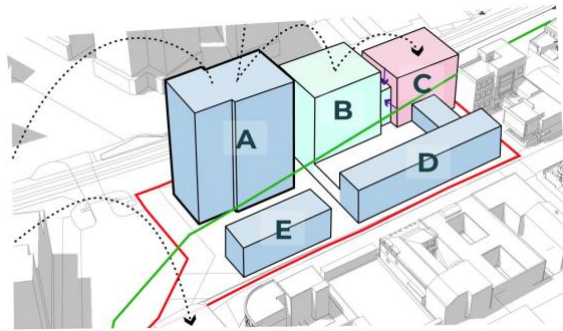
They key things this project has always been committed to deliver are 65 social rent extra care homes for people with additional needs. In addition 53 general needs social rent homes for RBKC & H & F social register.. And to help pay for all that and the other benefits the scheme is delivering is 156 homes that will be sold on the open market.

In terms of the non-residential, MA are delivering 274 sq.m. community centre right in the heart of the scheme which will be anchored at the back of the main new courtyard. 684 sq.m. of affordable commercial space which will be let at discounts to qualifiable organisations. And nearly 1100 sq.m. of new units for other commercial space for the range of trades and businesses the community has told MA it would like to see. And MA have gone for as wide a use class as they can.

In addition to this the key feature of this scheme has been to transition what has really been a deprived site of nature – very very grey, into something very green. So delivering a lot more public space as well. A new creek wall, and wider pavements on Lots Road – generally opening up the whole site.

And in doing this one of MA's prime commitments has been doing it in a sustainable way – planning 48 new trees, fossil free site. 48 new trees along Lots Road and across the site 159% Biodiversity Net Gain (in habitats) Sustainable energy systems including photovoltaics and air source heat pumps. Sustainable urban drainage systems, 423 cycle spaces to support sustainable travel.

Over the years we've consulted you about the ways to arrange the buildings on the site. One of the things that has always come back is that people want to see the tallest buildings at the south west corner of the site which MA have done with block A. In the middle 2024 there were two different options with blocks arranged in a more uniform way. People said they preferred variety with transition in heights, and the lowest buildings on Lots Road. So we've got the tallest building on South West Corner. This is 13 storeys reduced from 15 storeys following feedback. The plant on the roof is not quite a storey.



The materiality has changed quite a bit in the last six months. We initially had a very different approach, but following a lot of feedback, particularly Kerry, Richard and Peter and Councillors, so we changed it so the colours are less contrasty and a lot less inspired by the more colourful buildings on the street. With a lighter tone, but still taking cues from the conservation area like the window surrounds, like the bandings you see. It is 100% brick



In terms of the elevation and what we propose is that this is illustrative if you like. There will be a planning provision that says before you begin construction you will submit details of exactly the sort of bricks you will be using, mock ups, which is what we do. This isn't the end we're very open to discussion and changing things.

Izzy said concerning the landscaping, what MA are planning is to create primarily pedestrianised spaces. Along the street is approximately 3,000 sq.m. of publicly accessible space. The development will be car free with the exception of servicing vehicles which will be around the western route. But the landscaping, as you can see is from the creek upwards with a community square which offers commercial spaces and pedestrian movement. Spaces for short stay cycles, and because of the orientation of the buildings, the space actually benefits from sunlight pretty much all year round, so it's a well lit space.

This is our residents podium garden and overlooks the community square and is accessible for all tenants. It's the first level of the commercial block, 5 metres above ground level. It is landscaped in exactly the same way as the community square. There's enough substrate to plant small trees and for drainage to make sure it doesn't flood.

DLD noted that the green route by the railway had been abandoned.

Alastair indicated the route for cyclists.

Izzy said this was just how MA envisaged the landscaping. MA are doing some work to Creek Corner, which allows the space to be much more natural. The community square has space for cafes, shops etc. and the commercial area of that allows vibrant space which would otherwise be fairly quiet.

MA's landscaping proposals do encompass Lots Road pavement. They are maintaining the street trees.

In reply to a question about why the entire pavement had not been widened Izzy said it was to create variation on the façade.

Alastair said because of lots of services under the pavement along Lots Road it wasn't possible to plant more trees. 48 new trees on the site, and keeping the existing ones on Lots Road.

Michael said the whole transport strategy is built around sustaining healthy travel...reducing car dependency in general, encouraging people to walk and cycle which in turn helps the impact on Lots Road. MA are supporting pedestrians and cyclists. When cars do come on site, they are guests in a pedestrian space. Because of that MA are meeting all the Mayor of London's cycle parking – some 400 spaces for residents on site. All of those well designed and accessible sites. Each block has its own cycle parking space. There is also a generous basement cycle store. The cycle paths in the public realm will be available to all.

DLD asked whether refuse lorries would go past the art school, round the back and out again? The refuse vans won't stop on the road to be loaded up?

Michael said the five blocks would have five refuse stores. Heatherley's would have their own independent part of the courtyard. That's a new change.

In terms of emergency access there is provision to get round the back.

DLD asked about the two disabled bays on the other side of Lots Road, why not on site?

Michael said there was agreement with RBKC that they would provide them only if there was need for them. There's a policy that MA would provide 3% of blue badge space, so that's 8.

SR said MA were only providing 6.

Michael said the likelihood of them all being filled was very unlikely.

SR: Noted that businesses have already lost several pay and display bays in lots road as part of other developments in the area (the school took up 2-3 for their single yellow line for example). As a business area if there is no parking for guests/visitors people do not come.

She said MA should still make provision for the number of spaces they are required to on the site.

RBKC cannot change their own rules just because they are the client and it does not suit them.

Michael said that in terms of how the commercial is serviced – at the moment you can park anywhere on Lots Road. There will be two reduced areas of yellow lines where commercial vehicles can come and deliver to two residential areas. Vehicles can pull up round the back of the site and park in the public realm so that it's not happening on Lots Road.

A shop owner asked as there was nothing at the moment, would deliveries be monitored.

Michael said there would be an operational travel plan conditioned. We will present it to both boroughs and they will either accept it ask for revision. It's not our road so we would have to agree any signage with the Council. MA would be happy to do that.

The shop owner said it would be necessary.

DLD said if it was just a condition of planning, it would go off into the future and just get lost.

CHARLES DONLAN said he understood all concrete would be produced off site, so there would be x number of vehicles bringing concrete on site which will add lots of congestion. Does MA have any sense of how many vehicles there would be?

Michael said it could be worked out. The reason it was not being produced on site was because of the amount of space needed (the size of block A).

A member of the audience asked how many concrete lorries a day?

Michael: The concrete will be for a period of about ten-eleven months. It varies. One day you could have about 15 and the other days less. They would take about 20-25 minutes an hour to unload.

A member of the audience asked about their scheduled travel time.

Michael said originally they weren't looking at a one way system, but after discussions because of previous issues in the area.

DLD said we need to see the transport plan and it all should be agreed.

RMcG said the powerhouse plan was flawed and was a big problem. Also he said the concrete lorry marshalling system would have to be very thorough.

Michael said MA wanted to learn from that experience.

RMcG said MA had to get the trafficking system correct.

DLD: added it had to be monitored. It never was on the powerhouse site.

A member of the audience said because of the single minded intention of concrete delivery drivers, an on site area should be reconsidered.

A member of the audience asked if MA had worked out where the concrete lorries were going to wait before they entered Lots Village?

Michael said MA insist on drivers using a delivery booking system every single day. Daily meetings are held to determine these. As a result certain deliveries are accepted, certain deliveries turned away.

I'd be lying if I said a rogue delivery didn't happen. But generally it does work very well.

RMcG asked if there was going to be a location for big vehicles to turn around, or would it effectively have to be a one way system?

Michael said on site there would be three entrances – an in and an out. It would depend whether the one way system was enforced – one way was a dual way. In an ideal world they would be coming out and going straight up Lots Road. Effectively MA was creating a logistics plan. All the cranes and the hoists and everything else to allow for that. We can organise who exactly can come in and go out.

RJ: said in the case of the powerhouse the first part of Lots Road was wider and became a parking lot, full of vehicles.

RMcG said we could not tolerate a repeat of this.

Michael said based on previous experience MA required their suppliers to store the materials and deliver it as required. MA will talk all the time about what is and isn't working. Logistics on the road, traffic marshalls on every one of the entrances. It's pretty manageable once you've got traffic flowing in and out.

A question was asked about buses running.

Michael said traffic management can't stop those buses running. And that is why MA have to get the vehicles on site.

A comment about having a traffic manager there.

Michael said 100%.

A question about procedure if there were major complaints was asked? Precedent was that there was no response and this had been a major issue.

Michael said the buck stops with MA. He would expect the response time to be the next day.

A suggestion was there should be an agreed time frame for response.

DLD said this could be written into the transport plan.

Michael said MA were part of the considerate contractors, and it has a number on the notice. MA are not a rogue developer who are going to put a spade in the ground – their reputation is more than that. MA will engage with the community. MA are in a joint venture with RBKC. The project director is on the hoarding on site and any issues can be discussed with him. MA does appreciate how passionate the Forum is about this.

Our logistics manager came back to me and said, do you know how serious this is? And I said yes.

RJ said that having gone through the 154 documents in the planning application, the single part he was most disappointed by was the construction traffic management plan. It was generic and vague. This project is being done in the light of our experience with the Powerhouse which has been twenty years of pain. These construction traffic management plans get approved after planning permission when all has gone off the boil and kicked into the long grass. He said the advice was to put in a supplementary into the planning application with a definition of how the routes were going to be, what the numbers were going to be, who you've got as your contractors, how you will manage them. And how you will be responsive. So that that can be a condition from the very outset and when this comes to the Planning Committee they've really got something to get their teeth into, because whatever people think about heights and amount of development what people are really thinking is what the next five years is going to show.

A member of the audience said the local police had now issued a different number for different priorities. And we can have a policeman on site in ten minutes if it's serious.

Michael said the number will be on the notice board as well, and that individual would react right away.

Alastair said MA would write to all those who said they supported the scheme and if so would they be prepared to write a letter of support. MA are committed to finding the people who do support the scheme and give them a voice. MA have a relationship with a Company, Just Support Homes. They might also do some pop up events.

RJ said there was a danger in contacting people who support development generally because they may have no stake in the area and that's what we found when we interrogated the responses to the Glassmill project in Battersea. There were people from all over the country who were sending letters to Wandsworth. He said that just doesn't feel right.

CD said if you said yes to any of the five or six questions, are you grouped as a supporter of the project.

ALASTAIR said that last question was always something like "how do you feel about Lots Road South?"

The boxes are "I support it" "I don't support it" "I haven't made my mind up yet". About 40% had ticked the box "I support the scheme", the other 30 was I support some parts. These are all people who walked into our consultation.

MA confirmed they all lived or worked in the area. MA collected postcodes from most of them.

A question was asked about the Creek.

ALASTAIR confirmed that big metal sheets would be bashed into the Creek and then once the water is separated from the Creek to then build the gardens around the Creek.

CD asked what would happen if this activity caused any damage – like cracks? He then asked about hours of work.

ALASTAIR said five days a week 8.00-18.00 and Saturday, 8-13.00 for the first year and a half of the project. We want to ask the Council if we can open the gates and get the vehicles off the road between 8.00 and 9.00. But there is a problem with the school. So we want to ask if there are vehicles that turn up, to get them off the road. We don't want vehicles parking out there. Parking marshalls will be starting 7.30-08.00 just to police and ensure there aren't any vehicles parked on the road. Traditionally everyone wants to deliver in the morning so from 14.00 it's free. We will have to be very clear with everybody, that this project is going to be back ended, not front ended. And the problem with the school between 15.00-16.00.

DLD asked about the kind of piling being used for the basement and the Creek.

MICHAEL said seasoned? Piling. The programme would be approximately two months with two piling rigs proper rigs going down approximately 30 metres. The duration would be November, December, January.

It's not noisy. We would send out a newsletter about the kind of work for the next couple of months and this is how we are going to control the noise. We put noise and dust monitors up on the site in three or four locations, which would be available to the community.

DLD said a concrete crusher would be very noisy and very dusty. There are some 70 companies working at World's End Studios and they would not tolerate the noise.

MICHAEL appreciated that and said the location of the concrete crusher needed to be chosen carefully.

CHARLES DONLAN asked about contaminated ground because of the previous locations – like a garage.

MICHAEL said there had been three soil investigations to date. MA would do it again and that's starting in two weeks' time. We're digging a slip trench to find where it is. RBKC will put a condition in the planning.

DLD said there had been a scrap yard there with all the battery acids, tyres and everything. And there had been spontaneous combustion under the surface, and it took days for the fire brigade to put it out, with evacuation of buildings around.

MICHAEL said that was bad news for MA, and they would have to remove it from site.

RJ said it would be good to see those results made public before planning permission. One of the surprising documents in MA application was the contamination report which said that as far as they were concerned there was pretty little risk.

Michael said there was a company called Cognition, they do ground surveys and we engage with them as well. They do the sampling and whether that sampling was in the wrong places...but we have instructed them, to go in because we want to know. They will know how to deal with it.

GB asked if they would check with relevant authorities in the 80s when people had to leave because of toxic fumes?

Michael said the more people they could talk to the better.

DLD: asked if they could talk about consultation periods, and there had been many of them. He said in his opinion the objections were mass going up to the site, canyonisation of the bottom of Lots Road, the amount of greenness and open areas that were going to be on site. Generally everyone was very pleased about the open plan and the employment zone as it was. Going through those things, we can't do anything about the mass, that ship has sailed. The local authority has invested a lot of money on this site, and they are going to give planning permission to it. What we can do is try and ameliorate some of the excesses. One of the things is the canyonisation of Lots Road. The buildings on the front you say are five storeys high – they're not actually they're six storeys in storey heights. The ground floor is eight and a half metres high. At the top you've got a parapet that goes all the way around



which is between one and one and a half metres high. So the total height of the blocks could be lower than that. The second thing is along the pavement. One of the big buildings is right on the pavement, there's no reason why that can't be pushed back to the same line as Block E. Block D could be designed so it is further back. You've got a roadway at the back which is well over four metres wide. I take your point about the trees, but I still think you could get trees all the way along and that

would help enormously.

Your drawing of the pub and the new building opposite is very misleading. The pub is three storeys high and the new building six. So we are very concerned about the effect of the site on the neighbourhood – it is after all a conservation area. You have to be aware of that. And as far as commercial premises are concerned, daylighting is not so important as housing, but the idea that the bottom of the street can be constricted like that visually, is incredibly important, and it means that that site will be very oppressive.

The other thing we talked about was about points of penetration of the site, so you could be aware of what's going on – you could see greenery, you could see the walkway at the back. That doesn't happen now, there's just one entrance next to the Art School, one in the middle and by the bit of land left over by the Creek. There's not much you can do about that. I just want you to know that that's the thin end of consultations, and I'm afraid most of the consultation period which was run by RBKC left us all a bit aghast when we saw what were the reports that came out as to how the consultation had gone because some of them were quite vociferous people who were very upset by what was being produced. Is there any way that you can lower the height of the buildings along Lots Road. I believe you can do that by maybe two or three metres, and can you take them back from the road to match the building at the end?

ALASTAIR said he'd only heard the word "canyonisation" from about three people. There is a significant group – not this one – who have not described it as canyonisation. The ground floor, I'm not sure it is eight metres.

IZZY: said Block E the ground floor is 4.9 m. and a metre or so of that is servicing of the commercial unit. And about 3.8, 3.9 m. is the floor to ceiling height.

DLD; said from MA's drawings it measures at 5.5 m.

IZZY: agreed it was 5.8 m. But if I may the ground floor internally for the commercial space is 4 m.

DLD: There's no plant going on the roof. Could you put the parapet further back so the apparent height of the building would be less?

ALASTAIR: We have to provide safety for people. If we were to do railings we'd need the support of you and the Council and the GLA. We can look and see if there's anything we can squeeze. It's more expensive for us – we haven't made it bigger. We reliant on providing the amount of development that makes it viable.

RJ: Our chances of changing the overall massing are slim, because there's a lot of finance at stake, but I think what we are pushing back to you is, have you been as creative as you could be in terms of not building things you don't need to build? That's looking hard at the height of the ground floor. I know it makes for more impressive buildings and every architect wants to have ground floors, but actually the retail units don't need it and the commercial space doesn't actually need it. Are there more creative ways of taking down the height of the parapet; placed further back for safety. Anything you can do to taking a couple of metres off the height. It all begins to get the scale into a better eyeline.

DLD: Together with moving it back to match the building you're building further down.

The owner of the shop next door to the pub asked about structural damage to existing buildings that had been asked earlier.

MICHAL said MA would engage a structural surveyor.

The owner of the shop said she had suffered from damage by the Power Station construction.

MICHAEL said he didn't have the answers to the follow up questions, but would get them for her.

MA would assess problems in advance.

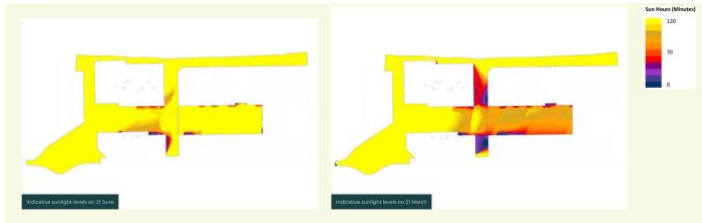
A member of the audience asked about the problem access adjacent to Heatherley's.

ALASTAIR said amended drawings had not been submitted yet, but they are changing the application, and plans would be submitted any day now.

The adjacent building would be smaller. Effectively the art school land remains completely unchanged. The original red line is reinstated. The building next to it has three metres cut off it, so three metres is lost to the development. The number of units stays the same, just a bit smaller.

A question was asked about the sunlight.

ALASTAIR said the sunlight was brilliant.



RJ said MA had done what they promised at the beginning, of always engaging with the Forum and offered a huge thanks for that.

He said the Forum would have to respond to the proposal. If we objected strongly there is a risk that if we were listened to by the RBKC, the planners decided they couldn't approve this it would go off to the GLC and Sadiq Khan would decide our future. And then even the Secretary of State. He said he was not convinced that we would get a better hearing than we will do, but having said that we don't want to roll over and say well that would have outcomes that would be acceptable, and actually the delay having been looked at by the GLC might well be in our interest.

A question from the meeting was "where do you think the wins are?"

RJ: I think the canyonisation is an issue, although people might not have used that word. The definition is that Lots Road has this range of tall buildings and it's quite a narrow road and becomes like canyon. And I think we have been really concerned about the height of buildings. Anything that we can do to bring that further down, and anything we can do to bring the line further from the road across the whole development would make it better for people.

DLD said the buildings were at least six storeys.

RJ: said if we could get it back to five storeys that's a major win and if we could push it back so we got 3-4 metres from the road.

DLD said although they had said there was stuff under the pavement that prevented more trees, that could be overcome. It would just soften it and make it better.

The shopkeeper from the shop next to the pub agreed.

DLD said we should still object to the mass even though it was a lost battle.

RJ: said he thought we should preface it by saying we've never liked the scale. We are where we are, but there are things that can be done.

DLD reminded the meeting RBKC had paid £20m. for the site and the promised £70 m for the care home was used for Grenfell and Mount Anvil (MA) were having to incorporate that into their scheme.

RJ: summed up by saying trying to get height reduced, moving the line back from the road.

Proper consultation on design aspects. We need approval process even if they are not decided – not where they don't get forgotten and signed through by planning officers which was a problem with the big purple building, opposite the pub. There was no proper public consultation – all approved by planners. That was a changed variation approved further down the line. We had to stop that happening again.

Rob McG. said we had to avoid supplementary applications – mid build - awarded to the Power Station development. Things that they change as they go along.

DLD: said they would discover their viability studies were not going to work because of the contamination, and MA would go back to the planners.

The amount of green space on the site looks lovely on the drawings, but most of that is private. The green route all the way round the back has gone.

RJ: said the other key point was traffic management.

DLD: said it needed to be agreed before planning.

RJ: said MA had been vague about traffic management plan.

SR: said the reason for the MA'S two disabled bays is an example of the terms and conditions because RBKC is their client and they can say "don't worry, we'll do that later". There might be other examples. But if we can pin point other things that they've slipped, RBKC will see the Forum is looking at what their conditions are.

RJ: We've met the one who is going to do the building, but I think we have got to have a separate conversation with them not just about heights and pushing the building back, but things that they are directly responsible for. There are two elements in this project that they should speak to the community – one is the community space and the other is the affordable work space.

DLD said the affordable work space they have shown is completely unusable.

RJ: said the Forum needed to speak to the RBKC to try and get some idea of what that's going to be, because it can't be like the Power Station.

DLD asked to say something about monitoring, because MA had to be made aware the Forum was going to be monitoring this. He said the Forum would have to do this because he doubted that RBKC would do anything but send down a councillor every now and then. So the Forum either had to make sure they had cameras up and noise and dust sensors and we have someone who does it regularly.

GB asked if we could have print outs from MA's monitors?

DLD said we didn't know what MA were showing. He felt that ideally we should have independent cameras.

RJ: summed up: height on Lots Road, moving the development back, getting proper commitment on how we're going to move forward on design features, and the transport management plan. As a separate exercise the Forum needed to talk to RBKC about what commitments they are prepared to make to us as a community about how the community centre will work, and also the affordable work space, because there's no point in them

agreeing with MA to build these things unless they're going to be delivered to the benefit of the community, and we have a plan for using the affordable work space. And that's in their gift. It's no secret we've got elections in May. And there are two very big issues for people in this area. And we've got the opportunity to get it right for the community.

RM: mentioned the some 24 artist group unit in St Ives devoted to the arts. He said someone should specify the kind of work space people would want.

DLD: mentioned the lack of natural light in the proposals.

Heena Ballara: apologised for the absence of the councillors, but said she was here to represent them. She said as a resident she completely agreed with the Forum's concerns.

RJ: said he would draw up a Forum position, with a simplified version for the Forum members who hadn't been at this meeting, because everyone had to be encouraged to participate in getting the views in by the 10<sup>th</sup> October.

RMCg suggested a draft of what we all agreed and then signed?

RJ said it would be very good to do that. And for people to write in and say they support that.

GB asked for a cast list of all the sub contractors.

Scarlett Rattray asked if we could do a realistic sketch of what the relative heights would really look like.

RJ: showed the comparative drawing done by DLD showing the relevant height of a neighbouring 6 storey building in Westfield Close. And RJ said he would include it. The MA plan was shown showing the pinch point at 2.4 m.

DLD said that when he got back Peter would re-draw the sketch.

RJ: said this would be helpful.

RMcG said have a direct comparison showing up the reality compared with what MA had submitted as their reality.

DLD said that Heatherley did a deal with RBKC about their entrance, and the developer could use that entrance to the back. They would have to do a wiggle to access to the back. To do that they said they would build a small gallery as one of the shops along there. The problem is that if it were just cars dropping people off at the old folks home and things like that, that's all right. But you're going to have dust carts going through there and they are big vehicles. So that's a problem and I think Heatherley finally cottoned on and it was not a good idea.

RJ said a lot would be done by e-mail and the apps. If we're all agreed that these are the things: height of building, pushing the line back, how we deal with detailed design, issues concerning the colours.

CD asked if the balconies could be designed so they didn't show the debris on the balconies.

Meeting finished at 19.10.