

Kennington, Oval & Vauxhall Forum

St Peter's Church, Kennington Lane
London SE11 5QY

10 February 2010, 6.30 for 7.00 pm

Minutes

Present: Maureen Johnston (in the Chair), Mary Acland Hood, David Boardman, Ann Bodkin, T Boxall, Sue Bruno, Fiona M Clark, Imogen Daulby, Michael English, Rita Fitzgerald, James Fraser, Douglas French, Merlin Fulcher, Sylvia Goodman, Martin Griffith, Stephen Gyte, Kate Hoey MP, Andrea Hofling, Helen Irwin, J Jeffers, A Kennedy, Marjorie Landels, Lucy Lavers, Diane Lawley, Ivan McCracken, Frank Manning, Anna Martin, Chris Morrison, Jim Nicolson, Judy Ovens, Michael Pool-Wilson, Susanna Prizeman, Peter and Sue Prochnik, Peter K-Scott, Mary Seals, John Slattery, Susan Smith, David Spofforth, Diane Sullock, Anna Tapsell, Caroline Todd, J Tontchev, Janet Wells, Kate Williams, Carol Woolard, Cllr Rob Banks, Cllr A Sawdon and approximately 20 others whose contact details were not left.

In attendance: Clive Fraser (Lambeth), Colin Wilson (GLA), Tava Walton (GLA), Jan Lloyd (Chief Executive of Covent Garden Market Authority)

1. The Chair welcomed everyone and drew attention to the laid round briefing produced by Clive Fraser.
2. **New Covent Garden Market:** Jan Lloyd, Chief Executive of Covent Garden Market, made a presentation about future plans for the market. Work would start in 2013 and would bring much needed improvements and safe guard the market. The proposals were generally welcomed.
3. **Vauxhall Nine Elms Battersea Opportunity Area Planning Framework**

GLA officers presented the draft Planning Framework and said that a consultation leaflet would be produced. The closing date for comments on the proposals would be extended till March.

Attendees' comments included:

- An Opportunity Area for whom? The proposals would make the area far too dense, the Lambeth area already had too little open space and the linear park shown in the presentation was four times narrower and had much higher sides than in the example shown in the presentation.
- The Transport proposals were neither adequate nor workable. Consultation should happen at an earlier stage and local people should have been included in earlier discussions. The reference to tourist buses in Vauxhall was not acceptable.

- Overcrowding would be the outcome from the high density proposed. The infrastructure needed to be in place before people move in. More could be made of the river in terms of transport by water.
- Had an underground line spur from Vauxhall station to the Battersea area been considered?
- Lambeth needed to be stronger and tougher with developers and to be really engaged with the local community. If the framework was developed 'bottom up' then it could be a fantastic opportunity. (Kate Hoey MP)
- The US Embassy and its need for security would create the biggest ghetto. What demands would it be putting on the area? How would citizens reach the river? The river area needed to be opened up and quality open space needed to be created.
- Local blue collar and retail jobs were needed, with decent pay, for local people. The area had been built on blue collar work. Had Lambeth always spent the S106 planning gain money it had negotiated with developers?

Clive Fraser commented that Lambeth had never paid money back to developers and was never going to. Lambeth had had ongoing dialogue with the GLA over the last 18 months and had a professional relationship with the GLA although Lambeth and the GLA were not always in agreement. A presentation had been made to Councillors in December and further comments were being prepared to be sent to the GLA. TfL was now looking at options for the Vauxhall Cross gyratory including two way working. The purpose of having a framework was to reach a shared vision of how to make things better.

GLA officers said they welcomed all views. The outcome of an architectural competition to design the US Embassy would be announced in a month or so. The landscaping and position of building would ensure it would not look like a fortress. Developers were expected to prefer housing to offices in the tall buildings. The Victoria line and Victoria Station were considered to be at capacity. LDA and Lambeth's policies promoted some employment use. Three wharfs would stay with employment uses around them. There would be significant retail development on the Battersea Power Station site. Stewarts Road would improve and increase blue collar jobs on site. Jobs would be created by the building works. Everyone was encouraged to write in with their comments, ideally including what they liked as well as what they didn't like. Responses to the consultation would be audited and it would be for the Mayor to decide what went in the final framework.

4 AOB: A consultation exhibition was announced regarding the redevelopment of Myatts Field North Estate – on 19 and 20th February at St John the Divine, 21 Frederick Crescent SW9.

5 Date of next meeting: 13 April 2010 and AGM on 8th June

Minutes taken by Frances Forrest, KOV Forum Support Worker

Kennington, Oval & Vauxhall (KOV) Forum is a non political umbrella group bringing together local organisations, businesses and residents in the North Lambeth area (between Lambeth Road, Kennington Park Road, Camberwell New Road, Harleyford Road and the river Thames).

The Forum hosted two public consultation meetings in January and February 2010 which were attended by approximately 200 people. Outlined below are the main areas of concern and support identified by community organisations, residents and businesses at the meetings, in response to the presentation by planners from the Greater London Authority.

Concerns

- Tall buildings would cast Vauxhall Park and existing homes into shade, particularly if located as proposed.
- Lack of blue collar jobs and training opportunities for local people.
- Much too dense – Not enough open space. Overcrowding when fully developed.
- The number of planning applications already granted without the appropriate infrastructure in place i.e. transport, health care, recreational facilities and education and utility services.
- No plans to tackle the current high level of air pollution around Vauxhall Cross, which will only increase.
- Extension of Northern Line will not serve those currently using it and will only add to existing overcrowding. It is already difficult to get on trains at Oval and Kennington.
- No apparent attempt to integrate the area with land to the East especially Vauxhall Park. All connections are to the river and towards Westminster instead of towards conservation areas such as the Duchy Estate. No tie in with the congestion boundary along Kennington Lane which needs regeneration.
- Concerns that there will be traffic restrictions because of the location of the American Embassy and heavy handed policing.
- Concerns that access to the river will be denied, especially around the American Embassy.
- Lack of basic green recreational space – gardens on roof tops will not help a family with small children.

- No planning for extending the cultural activities of the Southbank down to Vauxhall and no cultural hub
- Real need for a swimming pool in the area
- Concentration on workforce at the expense of the family
- Not enough affordable housing proposed in good locations.
- No regard for biodiversity and ecology

Support

- Green corridor, in principle, but it must be public space rather than private gardens, and of sufficient size for recreational purposes.
- Renewed look at the Vauxhall gyratory system, which is currently unfriendly to pedestrians, residents and cyclists alike.
- Redevelopment of Vauxhall Station.
- Renewed look at the bus station.
- Redevelopment of Covent Garden Market.

Maureen Johnston MBE

Chair of Kennington Oval and Vauxhall Forum