



KOVF PUBLIC MEETING
CARMELITA CENTRE
TUESDAY 14TH JANUARY 2014 at 7pm

MINUTES

The Chair opened the meeting at 7.00pm and briefed on health and safety, asked everyone to ensure they registered their attendance and asked the Board to introduce themselves.

The Chair reiterated the Board's condolences and regret at the sad passing of Maureen Johnston who had led KOVF so well and for so long. He gave details of the funeral and invited signatures on a condolence card passed on the family's wish for donations in lieu of flowers. Verbal tributes were given from the floor including Revd Angus Aagard. The Chair concluded that Maureen will be sadly missed but she would have wanted us to continue business, and that is what we shall do.

1. Apologies:

Chrysostomos (Chrys) Loizou and Marilyn Evers

Present at the meeting: See Appendix 1

Minutes of meeting dated 24 October and Matters Arising:

The minutes had been circulated widely in advance. The Chair summarised their content and reported:

- AGM Minutes had been agreed by the Board and circulated to members
- Account transfer actions had been completed but more work was necessary
- New website set up and now working with thanks to Chrys Loizou
- He had represented KOVF at the NLE Public Inquiry
- Decisions had been taken and recorded on focal point leads with KOVF
- A Planning Working Group had been established led by David Boardman
- Planning themes had been agreed but this is work in progress
- Action underway to transfer records to new Administrator, Maria Navarro
- KOVF is exempt from Data Protection Registration
- He had sent representations to Lambeth Council on Keybridge House
- Board now providing monitoring information for Lambeth Council

The Chair proposed that these minutes should be adopted as accurate. This was seconded by Helen Monger and carried by unanimous vote of the Board.

2. Chair's report:

The Chair spoke to his report: See Appendix 2

KOVF has been active in the community and continues its traditional role and support to the community, but it is looking at additional ways to engage with the diverse community. Internally there has been some restructuring. There is still work to be done to access the bank accounts due to transition difficulties. He said that increasing the number of cheque signatories could prevent recurrence but would need an amendment to the Constitution. He would propose this for the next AGM.

He proposed three motions:

1. Marilyn Evers was nominated Treasurer in the 8 October AGM but could only offer to provide this support for a limited period. On 7th December she could no longer maintain this position and, following an exchange between a quorate Board members group, it was agreed that David Boardman should be Treasurer ad interim. **I move that the Board should ratify the appointment of David Boardman as Treasurer ad interim. Seconded by: George Turner**

2. Following consultation with the whole Board, it was unanimously agreed to accept the nomination of Michael Keane as Treasurer with effect from 14th January. **I move that this nomination should be ratified by the Board. Seconded by: Harry Iggulden**

3. **I now propose that David Boardman, Michael Keane and Malcolm Russell should be nominated as signatories to the KOVF Bank Account. Seconded by Helen Monger**

All three motions were carried by acclamation.

Action: Michael Keane to organise with David Boardman and Malcolm Russell for them to become authorised bank signatories

3. Treasurer's report:

Michael Keane gave a brief report: See Appendix 3

The bank account shows a sufficient level of funding but there are some liabilities which need to be reviewed to ascertain the full extent of KOVF financial stability. An absence of signatories has prevented access to the funding and to new statements. This is being taken forward.

4. Vauxhall Gyrotory Discussion:

Guest speakers Alex Williams, TfL and Sandra Roebuck, Lambeth Council plus Pauline Gaunt and Helen Irwin representing the local community

Sandra Roebuck gave an initial presentation, followed by Alex Williams: see Appendix 4. Pauline and Helen also gave a presentation based on their note at Appendix 5

In Summary:

Sandra Roebuck said:

- Under the Neighbourhood Plan, 25% of CIL would be spent locally
- The aim is a new district centre built around Vauxhall
- Two main transport strands supported this: Northern Line Extension and the Gyratory
- Lambeth is in an agreement with TfL to take forward a process of transport reform
- There would be an invited stakeholder workshop to discuss their plans
- Plans for the Gyratory would be based on the Vauxhall SPD
- Consultation would be as wide as possible

Alex Williams had supplied copies of a hand-out with details of two options that are under consideration. These were handed out at the meeting - see Appendix 4. It was the first time they had been seen. He said:

- The document circulated showed the two options under consideration
- He acknowledged that many would ask why the existing should be altered
- For bus passengers it works well
- For car drivers it is efficient
- For cyclists it is very poor and dangerous
- For pedestrians it is not as good as it could be
- Overall, the quality for the urban realm is not good
- It is important to consider how the whole place functions in the space it occupies, particularly given the impact of high levels of development
- Plans are in accordance with OAPF aspirations but no final decision yet
- Decision would be in line with SPD
- Doing this and considering all transport use has led to the two options: both remove gyratory and disperse bus stops
- Next steps are technical studies: currently at early stages

Pauline and Helen.

- Said their focus was on the bus station rather than the gyratory
- Thanked Lambeth for the many hours of discussion
- In planning terms this is not early stages but at five minutes to midnight
- Reiterated there was huge public support to keep the bus stops together
- Said that it was important to give a wider public voice, including commuters and those who could not make it to the meeting tonight
- Plans had not been advertised well: several in the area, including shops adjacent, knew nothing of the plans
- Where are the leaflets, posters, polls? Where questionnaires have been used they are misleadingly worded eg 'would you like to see more restaurants and shops along this area?' without spelling out that this would be in place of co-located bus stops.
- Only 256 replies: not indicative of opinion, more of poor polling
- Agreed that the bus station needs some 'tlc' but was very useful/functional

- All buses going in same direction stop at same bus stops, canopy protects from bad weather, interchange easy/safe for vulnerable community groups
- Idea to disperse bus stops stems from Lambeth's 2008 plan - all subsequent planning is to fit around Lambeth's vision of getting rid of the bus station to create a focal point for Vauxhall
- Listed several other, much more suitable, places for a town centre focal point (NB later in the meeting this was confirmed through analysis for other purposes by the Planning Working Group)

The Chair opened the floor for questions – see Appendix 6.

Following discussion the Chair put questions to members present as follows:

1. Should the bus station be decentralised in any future scheme for the gyratory?

Yes: zero

Abstain: 13

No: there were too many to count but from our records at least 60 people were present and all hands had been account for therefore we assume 47

2. Do you want TfL and Lambeth Council to engage with KOVF Planning Working Group to decide on the future of the gyratory and bus station?

No: Zero

Abstain: 3

Yes: 57 (at least)

Actions:

- **KOVF Planning Group to adopt as a priority the consideration of the Vauxhall Gyratory and Bus Station, liaising with local interest groups and membership to come up with a popularly supported option for the development of this part of our community.**
- **KOVF Chair to write to TfL and Lambeth to advise that this is what we have done and to formally invite them to work with us on a new option for the gyratory and bus station**

The Chair invited members to send comments via email or the website

He then thanked all speakers and reiterated that KOVF wished to work with them to draw up more acceptable proposals for Vauxhall Cross.

5. Neighbourhood Plan

David Boardman presented the current draft of the Lambeth Local Plan which included:

- Kennington is acknowledged for the first time as a part of Lambeth: it is linked as Kennington Oval and likewise for Vauxhall, broadly as an aspiration as a town Centre.

- The Draft Lambeth Local Plan is open to comments and representation from everyone but the deadline is 3 February. There will be an Inspector to hear views and make recommendations.

There are areas of concern with what Lambeth is proposing for Kennington, Oval and Vauxhall:

1 **High street:** a retail concentration is emerging but not where the plan says it should be. A new retail concentration area at Vauxhall is developing already with the new Sainsbury site of 7000 square metres. Plans are also advanced for Vauxhall Square (CLS) development with 3000 square metres new retail, and Wandsworth's Covent Garden North site with 11,000 square metres of retail. This is a total of 21,000 square metres - the size of a small district centre as is foreseen, but not where Lambeth plans it. The area they suggest is not deep enough for such a development. There is a question also of how to make a development truly attractive. The district centre in the plan is not sound. We need to explain why it is unsound.

2 **Agreement over building heights and densities:** Lambeth has lost control of the built form of Vauxhall and individual developers have done their own projects with different heights of buildings, far in excess of the plan specification. This makes the plan ineffectual. Lambeth has been too slow in its statements and actions.

3 **Gas holders :** making representations for its future use not spelled out in the current draft plan. This is a key industrial business area (KIBA) of 2.2 hectares. The Mayor's policy is that such areas should not be used for residential purposes. The Gas Holders impose planning restrictions on safety grounds in the 22 hectares around them and it will be difficult to incentivise their decommissioning and hence bring forward development on and around them unless a certain amount of more profitable residential development is allowed. There are some ideas on the table that could incorporate housing within the gas holders themselves to retain their heritage contribution to the community. But this could lead to development of a new cluster, which might involve more very tall buildings based on the height of the gas holders themselves. A proper study needs to be done in advance and a consideration of whether to allow part of it to be residential to attract investment. This is a sensitive issue due to the nature of the development.

4. **Open and free access to information:** Lambeth's policy is for 40% affordable housing development but it is subject to a viability test which at present is kept secret from objectors and other interested parties. KOV will seek to challenge this because it is tantamount to consultants employed by the developer saying there isn't enough profit for 40% but we can give 5% affordable housing and another set of consultants, employed by the Council, part of an industry sharing the same assumptions, agreeing with them, with no transparency about the assumptions being made. This amounts to secret evidence, or even hearsay about secret evidence being the basis for planning committee decisions. KOV argues that this amounts to an unfair and questionable process, and proposes plan amendments to open up the process.

The deadline for comments on Lambeth's Local Plan is 3 February . KOV will make a submission and so can individuals. Submission can be done via the Lambeth Council website.

Once the Lambeth Plan has been agreed, we would need to look what is left for a Neighbourhood Plan. Lambeth is cooling on this. There are concerns in Lambeth Council about the Neighbourhood Plan as a concept with concerns that there are a number of layers of plans already underway and that an additional NP might simply become a layer of bureaucracy. David reminded that a NP can only influence at a very local level, for example traffic calming and greening. It can't argue against taller buildings in a specific location. This is a function of the higher level plan, and we must get this straight first. KOVF is focusing on the higher level plan first and getting a public and open discussion on issues such as the proposal to site a High Street at Vauxhall Cross. We need to get this top level right before we start looking at the finer detail.

Action: Planning Working Group to submit views to Lambeth Council on the Lambeth Plan prior to the closing date of 3 February

Action: Planning Group to keep under review and take forward the planning issues discussed

6. Other Planning Issues: Bondway and Keybridge House

Bondway

David explained the initial proposal was turned down on appeal because it did not make enough contribution to the public realm and that it was very tall. A new owner now is putting in a new planning application: even taller, justified by the failure of other developers to be held to the height restrictions in the overall plan and viability - they argue the need to have higher buildings to generate the profit. That does not seem correct when flats are being sold at £1,000 per square foot. And on public realm, the new scheme is for two towers and the gap between them appears to be their public realm contribution. We would like to get the developers along to give a presentation.

Keybridge House

Helen Monger gave an update on Keybridge House and stated that the Friends of Vauxhall Park would be presenting their objections at the planning meeting focussing on the lack of any contribution to mitigate the impacts on the park. In addition, the Friends had sought full release of the Financial Viability Assessment to justify the lack of a contribution but had been refused by Lambeth Council. Friends of Vauxhall Park wanted the support of KOV. The KOVF Chair has written to Lambeth Council to express support and has lodged an FOI request so that crucial documents can be made available for public scrutiny establishing the rationale for decisions to deviate substantially from official policy and guidelines. For more detail see Appendix 7.

Action: KOVF to continue to press Lambeth Council for the release of information regarding the decisions on Keybridge House

Action: KOVF to support representations made by KAPF and FOVP at the Planning meeting

Action: KOVF to keep the Bondway development under review

7. Report on NLE Public Inquiry

David Boardman explained we had had 20 days of public enquiries with 256 objectors. It is for the Transport and Works Act Order, a hybrid order that authorises the digging and the excavating for the tunnels and the planning approvals for the above ground works like ventilation shafts. There had been site visits on 14 January, and on 15 January there would be a sound measuring exercise in a studio covering a range of decibel noises.

One of the key issues is the ongoing operating noise of the underground. The quieter it is, the more it costs TfL. Objectors came to the view that 35dbs as proposed by TfL was still too noisy and one had to go for 30dbs based on actual noise measurements from one location on the current network where 35dbs was rousing people from sleep. The figures provided by TfL are in fact theoretical models adapted from aircraft noise measurements which is not the same as ground borne noise. With ground borne noise, 35dbs has much more impact. We have argued that TfL needs to adapt 30dbs as the maximum noise level.

The other major issue was the treatment for the Kennington Station. The engineers were entranced by the prospect of running a tube extension into Kennington, because it has a loop around which trains can be reversed, and it would be possible to join an extension onto the loops without having to interfere significantly with the main Northern Line. This was attractive in engineering terms but had the effect of not treating Kennington Station as part of the NLE. This meant that its shortcomings were not being addressed within the NLE proposals, much like attaching a new garden hose to a leaky old garden tap. Our objection is that Kennington Station needs to be upgraded if the NLE is constructed and a further service upgrade effectively creates two separate Northern Line routes through Kennington, with much increased interchange below ground. This would cost £5 million for changing surface arrangements and £25 million plus for one or more extra lifts to give step free access to all the platforms. To complete all the work to the standard of TfL's own safety regulations for new stations, TfL would also need to address the evacuation limitations caused by the existing single spiral staircase. We have argued that all this needs to be done *before* an NLE comes into operation, due to the serious health and safety issues but this would put back the NLE by two years and TfL are horrified at this prospect.

There are also issues of locating ventilation shafts at Kennington Green and Kennington Park. These are also strong local arguments.

The Inspector is due to make his report to Ministers in March, but it is not published. It will not be till July or September that the two relevant Secretaries of State will give a decision on the application and then we will see what happen with Kennington Station.

It was an interesting process. The inspector was accommodating to objectors and flexible in assisting those objectors who were not familiar with the process and also at crystallising their objections (sometimes better than the objectors themselves!). It was a good process. We shall see if the outcome is equally as good from our perspective.

It was however telling that the NLE which in 2012 was showing as a viable transport solution bringing benefits of 1.5 times costs, had by 2013 become an unviable transport solution that brings benefits of only 0.6 times costs. However, we were told by economic gurus, but without any clear justification, that there is a wider economic benefit of £4.1 billion. This is the 'magic' of having a concentration of 13,000 well paid jobs in Battersea Power Station, connected to the rest of London by tube. This was the key number that, according to the scheme's supporters, makes it all worthwhile. But in our view this figure was extremely arguable and remains, as described by one of the supporters, as 'magic'.

Chair conclusion: £1 billion investment into these two stop station based upon some 'magic' of wider economic benefit which we don't know anything about. But it was all magic, a term used by the MP from Wandsworth.

The Chair announced that he represented the KOVF as well as DATA at the Public Inquiry. David Boardman took him through the evidence presented on behalf of KOVF and DATA (which is on the KOVF and DATA websites) and responded to the rebuttal that TfL had provided just before the appointed speaking slot. They used TfL's own figures, analysis systems and charts to undermine graphically, clearly and absolutely that TfL's argument that a NLE was the only transport solution to provide sufficient connectivity and capacity for the VNEB OA. KOVF/DATA had demonstrated that, using TfL's own figures and calculations, bus, a DLR type system, and network rail would all provide more than enough capacity for the level of passengers predicted by TfL and that a mix of these transport options would provide greater connectivity than a single tube line to Kennington. TfL appeared surprised by this clear demonstration of the facts and did not provide a clear rebuttal.

The Chair left the discussion with a final thought. One of the speakers just before him at the NLE Public Inquiry had come up with a novel new name for the station at Battersea Power Station. He thought that rather than calling it Battersea Power Station Station, it could be named after one of the iconic buildings in the area: 'Cats and Dogs' Station, he suggested.

Kate Hoey MP proposed a round of thanks to David Boardman for devoting so much time and effort in attending and participating in the full NLE Public Inquiry. This was endorsed by the Board and the public through a round of applause.

8. AOB

Ishbel Brown: Consultation for the future of Kennington Park Post Office opened in December and will end in the middle of February. Kate Hoey described that the proposal is not termed as closure but as merger with Walworth Post Office, which is misleading. Walworth is a long way away. There are consultation meetings but the lease is up on the building and the Post Office see giving up the Post Office as a way of saving money. The public is encouraged to engage however the online consultation gives no option to register an objection to closure. It was felt this would need to be marked clearly as the preferred option in the area available on the consultation form that was left open for comments.

Anna Tapsell Kennington Association: The KA is planning a peaceful and non-disruptive demonstration against closure of the Kennington Park Post Office. Anna

also provided an update on the Lollard Street Playground. It opened on October 25th after being closed for three years. We have around 40 children registered into the playground every time we open. We open the whole of the holidays but can only afford to be open on Thursdays and Fridays during term time after school and there is always a queue. They are also feeding some of these children, through necessity. She called for volunteers to join the management committee to assist. Contact via the KA website and their address is 102 Lollard Street. The Council has provided some S106 funding to help build new facilities: work starts imminently, including tree planting.

George Turner: 8 Albert Embankment. At the last meeting he asked for members to sign a petition to have the developers changed for this site. This was successful. At a meeting on this just before Xmas they voted not to keep the previous developers. New developers would be appointed. He thanked everyone for their support.

Charlie Holland: Lambeth Cyclists would be having a public meeting next Monday at 7.00pm at the Vauxhall Griffin. Lambeth Cyclists will be visiting groups of wards in the run up to elections to talk about the inner London cycle grid. Plans are currently at consultation stage. This will produce benefits around the Oval area. They are currently also looking at the Vauxhall plan. TfL has done good work there to make Vauxhall as cycle friendly as Amsterdam. He invited participation.

There was no more AOB.

The Chair announced that the next Board meeting would be on 4 Feb at 7pm and would include a discussion on the two points voted by members during the course of the evening with regard to TfL and Lambeth's plans for Vauxhall Cross. He invited membership to send bullet points by email for KOVF to consider in these discussions.

KOVF will also be considering other ways to engage with the diversity of our community. The Chair invited views on alternative ways to engage more widely with local communities.

The Chair thanked everyone and brought the meeting to a close at 9.25pm

Appendix 1: Present at the meeting

Public Members

Jeff Hale
Jana Hale
Bev Bigham
Susan Hoffman
Jim Chapman
A.P. Hurst
Katie Hunter
Charles King-Farlow
G. Evans
Priscilla Baines
Jim Gramphorn
Rhiannon Reddin
John Bailey
Elizabeth Scott
Vicki Towers
Jean Nicholson
Tony Maxwell
David Morris
Andrew Saxton
Richard Filwell
Joanne Simpson
Charlie Holland
Chris Hadfield
Chris Law
Anna Tapsell
Elliot Kemp
Nick Bence-Trower
Nicky Bence-Trower
Linda Suggate
Brian Vos
Belinda Taylor
Nick Jones
Andree Wilson
Geir Engene
Tessa King-Farlow
Fraser Dyer
Rev Angus Aagaard
Polly Freeman
Martin Stanley
Faith Boardman
Mr E Jay
John Mullineaux
David Torrance
Kwabena Owusa
Susan Smith
Carroll Falconer
Rowan Vuglar
Hannah Renier
Simon Wigzell
Neil Sanders
Ammanual Asfaw
Rodney Ovenden
Marcha Pratt
Felicity Astroulayis
Helen Irwin

MPs and Councillors

Kate Hoey MP
Cllr Ishbel Brown
Cllr Lorna Campbell
Cllr Mark Harrison

Committee

Malcolm Russell
Andrea Hofling
Michael Keane
David Boardman
Helen Monger
Ross Davies
Eamonn McMahon
Harry Iggulden
George Turner

Maria Navarro, Administration Officer

Appendix 2: CHAIR'S REPORT

KOVF PUBLIC MEETING: 14 JANUARY 2013 CHAIR'S REPORT

The AGM on 8 October nominated our new Board. In the three months since the AGM the Board has met once on 24 October and we have just heard a summary of its minutes and Action points.

As you will have noticed from these minutes, our initial focus has been to reconstitute the Board on a more sustainable basis, identify priorities and responsibilities. All of this was previously covered by the late Maureen Johnston very effectively and it has, as noted earlier, been a challenge to our resources to be able to emulate, let alone equal the drive and resourcefulness that she brought to the KOVF.

One of our challenges has been in finding a Board Member who was able and qualified to take on the role of Treasurer. We are grateful to Marilyn Evers and David Boardman who have stepped in as temporary candidates and we are now very pleased that Michael Keane has volunteered, and been nominated by a Board vote taken between formal meetings, to be our Treasurer. As a matter of formality, I will be proposing, at the end of this report that we ratify this appointment.

With Michael's appointment we will be able to press ahead with changing signatories and authorising officers at the Bank. Unfortunately, the bank has not been as efficient as we had hoped in making the first set of signatory changes and this has meant a long period in which we have not been able to access the Account. For this reason, I will be proposing that, at the next AGM, we amend the Constitution to permit up to five signatories to the Account from the Board. The current Constitutionally limited maximum number of signatories is three, and this can create a number of difficulties for both succession and absence.

Planning is an important part of the KOVF and we have now established a Working Group to consider planning issues. At the last Board Meeting we started to draw together a list of the priority issues within the overall planning cycle that KOVF would focus on, such as open space, greening and so on.

KOVF is not only about planning though. We are a much broader community group. We were pleased to host a stall at Lambeth Council's Christmas Community Cafe Event on 14th December where we managed to attract seventeen new members and met a number of other interesting social and community participants. We have also set up a new website, which lists forthcoming events as well as useful information about the community. We urge you to use this site as a source of information: giving and taking.

KOVF also acts as a coordinating forum for public debate and for commentary on community developments. Tonight we are pleased to hear from Lambeth Council and TfL on their plans for the Vauxhall Gyrotory and from local interest groups, and for you, our Members, to put forward views. We will be spending the majority of our time on this subject tonight, so we will not have as much time as usual to pick up debate on other issues, but we hope you will bear with us on this. Comments afterwards by email are always very welcome and we will hold other focussed meetings in the future to pick up on issues that time prevents us covering tonight.

Investment in our community is important, but so is the public realm and the public good. It is this balance that KOVF has in mind when it supports its Associate Membership, eg the Friends of Vauxhall Park and TRAs and when it works closely with other local organisations such as Vauxhall One and The Vauxhall Society.

It is against this backdrop that KOVF has been represented at the Northern Line Extension Public Inquiry in December and we will hear about that later in the meeting. KOVF is also in correspondence with Lambeth Council about the Keybridge House development which seems to be moving ahead without full public disclosure of the viability study, leaving an unsatisfactory situation regarding the amount of public realm contribution the project can provide, particularly in respect of Vauxhall Park. I have written to Lambeth Council about this and about the transfer of public property to TfL at what appears to be below market value on at least three occasions but have yet to receive satisfactory, and in the case of the transfer of property, any answer from the Leader of the Council. I have now had to resort to asking for this information under the Freedom of Information Act. This is unfortunate. We very much want to work with Lambeth Council cooperatively, in the way that it claims it will.

KOVF has sustained its presence in the Lambeth Forum Network with contributions to the Network's Annual report and we have maintained our long standing and highly successful youth engagement through the VGERTA football coaching project.

For the near future, we want to engage more, and become the focal point for, the Neighbourhood Plan and work with other organisations, such as Vauxhall One, to identify synergies where business, community and public realm interests coincide. We want to identify ways to raise public engagement in civic issues, and to provide the forum for debate that has long been a real strength for this Forum. But I also look for new ways to interact with our diverse community and will be asking other Forums across Lambeth when I meet their Chairs later this month what they do. I am open to ideas on this, as long as we balance resources with commitments and maintain our important core activities.

Overall, I want this Forum to reflect what you, its Members, want and your priorities. So please tell us through our website or by email what you would like us to focus on. Keep in touch with us, use our website as a resource and as means to advertise important community events. And don't forget to sign up on the sign-in sheets by the entrance door, or see our new Administrator, Maria Navarro, to join our mailing list.

I now want to ratify through Board votes the following:

1. Marilyn Evers was nominated Treasurer in the 8 October AGM but could only offer to provide this support for a limited period. On 7th December she could no longer maintain this position and, following an exchange between a quorate Board members group, it was agreed that David Boardman should be Treasurer ad interim. I move that the Board should ratify the appointment of David Boardman as Treasurer ad interim.
2. Following consultation with the whole Board, it was unanimously agreed to accept the nomination of Michael Keane as Treasurer with effect from 14th January. I move that this nomination should be ratified by the Board.
3. I now propose that David Boardman, Michael Keane and Malcolm Russell should be nominated as signatories to the KOVF Bank Account.

Appendix 3: Treasurer's report (NB this was prepared by the incoming Treasurer as a preliminary report for the Public Meeting without time to do a detailed check of the accounts):

Current position

Provisionally, I estimate the current balance as **£15,304.03**.

Unfortunately, I cannot be precise at the moment because the last statement in the file only covers the period to 30 Sep 2013 at which time the KOV current account balance was £16,224.03 (which includes a payment of £8,240 received from Lambeth on 5 Sep 2013). To estimate the latest balance, I have gone through the cheque stubs which indicate that £820 (5 payments) should by now have come out of the account. I will obviously need the most recent statements before I can confirm the current balance in case there were any electronic transfers/direct debits of which I am not aware.

Presumably the most recent statements are still being sent to Maureen's address (Comment: the late-Chair of KOVF) if no other arrangements have yet been agreed with the bank. This needs to be sorted out fairly quickly as I don't think we should be making any commitments until the latest statements are accessible

Liabilities

I am aware of only one 2013/14 potential outstanding liability of £256 in connection with the festival but will need to see the original paperwork for this as it doesn't appear to be in the file.

If anyone is aware of any other KOV liabilities please let me know.

Unpaid cheque

I note a £500 damage deposit cheque dated 11/4/13 for the St Georges Festival went un-cashed. This may have been a cause of some of confusion in interpreting the financial position at the time but in essence this particularly liability can be written off as presumably no damage was caused so the money would have been returned.

Accounts

Once I get the latest statements and supporting paperwork for payments, I should be able to complete the 2012/13 accounts and set up the systems so that the 2013/14 can be produced more quickly.

Appendix 4: TfL Presentation

Transforming Vauxhall: Update from TfL and Lambeth Council

Kennington, Oval and Vauxhall Forum – 14 January 2014

1. Context

Lambeth Council is ambitious for Vauxhall to be transformed and is determined to create a vibrant district centre, walkable and cycle friendly, well connected to the riverbank and the parks, and characterised by high quality public spaces. At its centre will be an attractive district centre of shops, cafes and restaurants centred upon a high street. The Council is ensuring that development here delivers this ambition, as it is set out in the Supplementary Planning Document (SPD) of January 2013, adopted after extensive consultation with the community and supported by the Mayor of London.

Development at Vauxhall is part of the wider development of the Vauxhall, Nine Elms and Battersea. Nine Elms on the South Bank - www.nineelmslondon.com - will see the creation of 25,000 new jobs and 18,000 new homes. The resulting increase in residents, employees and commuters make it essential to create a walkable and cycle friendly neighbourhood, with effective public transport links.

The opportunities and the significant benefits that large scale growth in this area will bring can only be realised by radical improvements to the strategic transport network. A comprehensive transport strategy is being developed with TfL which includes:

- extension of the Northern Line from Kennington to Battersea Power Station, with a new Nine Elms Station on Wandsworth Road;
- improvements to the Network Rail station (completed);
- new lifts at Vauxhall Underground Station improvements to bus routes and services which are being discussed with TfL;
- improvements to cycle routes in line with the council's recently published cycle strategy and TfL's draft cycle strategy for the VNEB area;
- improvements to walking routes.

As a condition of its support for the NLE LB Lambeth and TfL have negotiated a partnership agreement that sets out the next steps for the Vauxhall gyratory project. A key action is to focus on two options to improve the road layout. Both options remove the one-way system and both necessitate the relocation of the bus stops. The key difference is that one involves a widening of the viaduct and the other does not. These options will be developed for testing in transport models and they will be compared with the existing situation.

2. Improvements at Vauxhall

Vauxhall is a very complicated transport interchange and accommodating the needs of all users is a significant challenge. Having stated that it is recognised that one of its weaknesses is the quality of the place. Unlocking the potential of the area by creating a district centre opens up a range of opportunities for the borough's residents and businesses that would not otherwise come forward. Crucial to the realisation of these

ambitions for Vauxhall is to reduce traffic dominance with the work to improve the road system being a key element in the transformation of the area.

TfL is the Highway Authority for the one-way system and a key aim is to maintain the reliable operation of London's Inner Ring Road and the wider road network – voiding an unacceptable increase in traffic onto other strategic routes or local roads.

The removal of the current one-way system, and a return to two-way streets, will allow for the transformation of the area and help to make the area safer for pedestrians and cyclists by slowing traffic, reducing the number of lanes that cyclists have to negotiate, and providing more and better opportunities for pedestrians to cross the road.

The Council and TfL are working closely together to investigate a way of returning to two way streets without negatively effecting it as a transport interchange. Bus stops will not be spread all around the area, which was the situation prior to construction of the bus station. If bus stops were relocated onto the roads, they would be located together where possible.

Two-way streets would replace the outdated 1950's one way system, introduced at a time when traffic took priority over other road users, and would tie in with work that is taking place in other parts of London to remove major gyratories (including Wandsworth, Tottenham Hale, and Aldgate).

This work is guided by the following shared core aims for Vauxhall.

1. Create a district centre with a high street
2. Improve facilities for all – local residents, workers and those passing though
3. Reduce the dominance of traffic
4. Improve bus journey times whilst maintaining a safe, accessible and pleasant interchange and waiting environment
5. Enable more people to cycle safely and improve provision for Cycle Superhighway.
6. Facilitate easier movement for pedestrians (in terms of links to the river and the linear park along the VNEB spine)
7. Improve pavements, streets and the local environment.
8. Maintain the reliable operation of London's Inner Ring Road and road network

Through TfL's own analysis and through workshops with the Council's representative team, both options are being assessed through detailed traffic modelling to determine their viability in managing traffic flows, whilst at the same time creating an attractive environment for public transport interchange and meeting the expectations for the new District Centre. To date traffic modelling has been carried out using individual junction models and this indicates that the viaduct widening option would largely maintain traffic capacity, particularly on the key Inner Ring Road section. The results for the non-widening option suggest that there would be significant capacity issues on the Inner Ring Road, mainly due to a reduced number of traffic lanes through the viaduct. More detailed traffic modelling is required which looks at how the whole gyratory operates and the full results are expected in February.

Work on the option that widens the viaduct will also include a study with Network Rail about the feasibility of widening the railway bridge.

Lambeth will also shortly begin working with TfL and the GLA on a commission for a District Centre Urban Design Framework, which will look at how a district centre could be developed whilst maximising the public and urban realm benefits of the proposals in line with the Vauxhall SPD.

3. Stakeholder workshop

A workshop for key stakeholders is being organised by TfL and Lambeth for the 29th January. This will bring together 25 invited attendees, representatives of the local community (including KOV), businesses and landowners and will be independently facilitated. The workshop will involve presentations and discussions on;

- presentations on the history of the site
- the ambition and benefits of creating a new district centre in Vauxhall
- information on the current transport modelling work and two options currently being considered group work with participants looking in detail at issues and options

4. Timetable

It is envisaged that the project will proceed in line with the indicative timescales set out below:

Date	Activity
29 Jan 2014	Key Stakeholder Workshop
End of Feb 2014	TfL complete initial testing and evaluation of traffic modelling options with input from Lambeth
End of Feb 2014	Lambeth/TfL Town Centre design study underway
March 2014	Network Rail Feasibility Study on widening the viaduct commences
Sept – October 2014	Further consultation activities on options for two-way working and the Town Centre design study
Late 2014/ Early 2015	Approval and funding agreements
April 2016	Detailed design and consents
Early 2018	Main works (commencement)

5. Further Information

January 2013, Vauxhall Supplementary Planning Document (Item 6):

<http://www.lambeth.gov.uk/moderngov/ieListDocuments.aspx?CIId=225&MIId=8110>

4 March 2013, Vauxhall Strategic Infrastructure (Item 3)

<http://www.lambeth.gov.uk/moderngov/ieListDocuments.aspx?CIId=225&MIId=8112>

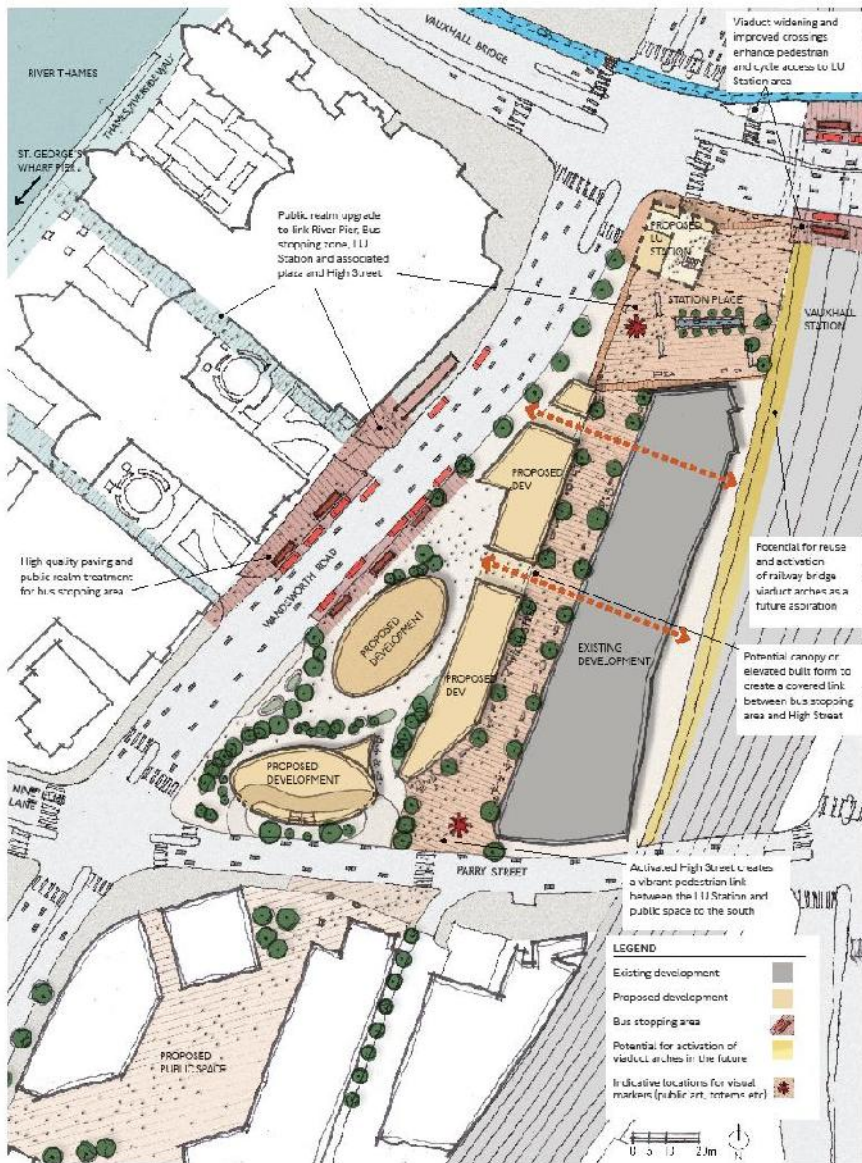
Nine Elms on South Bank partnership - <http://www.nineelmslondon.com/>

Draft layouts – work in progress



VAUXHALL CROSS PUBLIC REALM CONCEPT
24 JUNE 2013

Transport for London 



Appendix 5 Pauline Gaunt and Helen Irwin

KOV presentation Tues 14 Jan 2014

Hello. My name's Pauline Gaunt and with me is Helen Irwin . First we'd like to thank the Lambeth team for the discussion time they've given us. We share their enthusiasm for an exciting new, improved Vauxhall.

Between us, Helen and I have clocked up 85 years of catching buses at Vauxhall. We believe a dedicated bus station is a vital part of the transport hub and should not be lost and many local residents have contacted us to agree. Unlike the Council, we think aspirations for 'improved public realm' and 'a vibrant heart' can be achieved without compromising the bus station and the interchanges.

We also want to speak up for the people who rely on the buses every day but are not here tonight – people too tired, or busy, to go to meetings or fill in questionnaires, and the tens of thousands of commuters using Vauxhall who have not been consulted at all, and have no idea what Lambeth has in store for them.

Because the thing that has struck us everywhere, is that almost nobody knows what is planned for the bus station. Outside community groups and people like us who spend hours wading through reports, the almost universal response is 'I didn't know they wanted to do that – why?' Even the management of Little Waitrose in Bondway didn't know, and they are 20 feet away from the bus stops.

So how come so few people know?

Consultation on Vauxhall Cross has been going on since 2007, but the threat to the bus station has not got through to stakeholders. Apparently no-one thought of consulting the major users, the commuters, through leafleting at the stations or handing out questionnaires at the bus stops, or putting up posters in the tube, even though transformation of the interchange is at the heart of Lambeth's plans.

Planners rely on feedback as a basis for the decisions they make but responses to questionnaires are woefully few. Typically, one in March 2012 elicited only 256 replies.

There are 45 thousand passengers at Vauxhall each day so the conclusions drawn and the decisions taken have been based on statistically insignificant representation from the people affected. The form of questionnaires is also a problem. Planners never ask direct questions. No-one has ever been asked if they want to keep the bus station, or what they think are its best features. No-one ever said that support for 'improved public realm' meant a vote to lose the bus station. Instead they were presented with a series of uncontentious statements, avoiding the mention of any unfortunate consequences of adopting them, and then asking people to agree or disagree.

In the Draft SPD questionnaire there are ten statements, and oddly, since we're discussing the future of the second biggest and most important transport hub in London, none of them refer to public transport.

The only one which is relevant says; 'I support the idea for a new district heart at Vauxhall Cross, with a new high street lined with shops and places to eat and drink.'

There is a space at the end for comments, but who is going to think of saying 'but not at the cost of the bus station' when it has not been mentioned.

Now Lambeth are not fans of the Bus station. You can search in vain in the SPD or anywhere else for recognition of the value that it has brought to people's lives. Lambeth see it only as an obstacle to the creation of their Vision.

It is pointless to dispute in matters of taste over its design. It's in need of some tlc and visual improvements, and better bus routes in and out, but I love it and think it is stylish and iconic. Lambeth think it gives the area a negative image. Clarks shoes thought it was so classy and distinctive they shot a major advert in front of it, and many of us see it as the best thing to happen to transport in Vauxhall since the Victoria Line was built.

So what are 'The Virtues of Vauxhall' ?

- 1 PROXIMITY - No buses stop more than a few yards from each other or from the tube and train stations.
The Council say neither they nor TfL would countenance a return to the pre-bus station situation. The fact is that stops which are moved to St George Wharf and other positions in the only schemes under consideration, are scattered around, far from tubes, trains and other buses.
- 2 FULL CHOICE OF ROUTES – all buses going in the same direction stop at the same stop.

This will no longer apply. In both options under consideration stops are split. Lambeth have decided this doesn't matter. At the Jan meeting of the Overview & Scrutiny Committee it was noted that if some stops needed to be located away from Bondway in order to deliver improved public realm, significant overall benefits for bus passengers would be achieved. We disagree strongly.
- 3 WEATHER COVER – walk under the canopy to every bus stop.

Lambeth say the canopy ' doesn't work as well as we **think** it does'. But it sure as Hell works 100% better than no cover at all. Users need protection to change between buses, tube and train without getting wet. Lambeth are ignoring this need because it hampers their High Street ambitions.
- 4 SAFETY – all stops are contained on a single, easily accessible platform away from the circulating traffic.

No roads to cross, no steps, good for wheelchairs and Mums with pushchairs, no long walks late at night changing routes.

All the proposed new bus stops are kerbside, adjacent to moving traffic with all the road safety hazards that suggests. They will also be more polluted.

We know Vauxhall is one of the most polluted parts of Lambeth. There is a serious question to be asked as to whether it is right to move bus stops to the edges of major roads, or to designate a place within the gyratory as a venue for cultural and community events.

We've been talking to everyone we can at Lambeth and TfL for two years and have had endless re-assurances - you might have had some yourself - that all options are still being considered, that it is still early days in the process - but it isn't early days. In planning terms it is five minutes to midnight. Lambeth began to consider constructing a High Street in 2008 - less than four years after the bus station was completed at a cost of more than £4 million. Since then all the planning has been predicated on the assumption that the bus station would go. The only options under consideration involve its demolition. Any future consultation will be solely about how the transport is fitted around the 'vision'.

Ironically, the Property Market has given us a solution by offering us all the social heart Vauxhall needs a stones' throw from the transport interchange and in a much better location.

First, **within the planned new District Centre**, the Little Waitrose is hugely successful.

The Council expect more shops to open in St George Wharf. Market Towers, will have a large public plaza, a hotel and several thousand sq.m retail, all up and running by 2016/17.

Bondway Storage - another 1000 sq m of shops completed by 2018.

AND, right next door to the Bus Station itself, Vauxhall Square will have more than 3,000 sq m retail, two hotels, cafes, a gym and a 4 screen cinema - all around a pedestrianized public square safe from traffic and pollution and as big as Paternoster Square in the City. The developers want this to be a focal point for community events. Work begins next year.

Five minutes away - a new Waitrose in Nine Elms Lane with 18K floorspace opens 2015.

Sainsbury's, Wandsworth Rd - rebuilt bigger and better- opens in 2015.

Then we have BT's Keybridge House, and Lambeth Place with its swimming pool.

And along the Albert Embankment, all the arches under the railway are already occupied and new shops and cafes are planned along the river.

So what would Lambeth's High Street, add to all this?

When people say they want a High Street it's just a metaphor for more shops in nice surroundings, and that is what we are offered close by.

We have a once in a generation opportunity to have the best and most efficient transport hub in London, all within steps of an enticing new heart of Vauxhall which will be beating strongly well before Lambeth have had time to demolish the first bus stop. We must not bungle this.

Lambeth have a primary responsibility to protect and improve transport. They have allowed this to become secondary to their quest for 'public realm'. The consultation was fatally flawed and they have no mandate to demolish the bus station.

The bus station is itself an essential civic space, together with the rest of the interchange, which commands huge popular support as part of a town centre, not just confined to Bondway but defined within the area around Vauxhall Cross.

Lambeth must now scrap the current timetable with TfL, which locks us into destruction of the bus station, and pursue a vigorous renewed consultation with all the stakeholders before any final decisions are taken.

Pauline Gaunt and Helen Irwin

Appendix 6. Summary of questions and Answers for the Vauxhall Gyrotory

Board Member and Chair of The Vauxhall Society, Ross Davies opened with questions answered by Alex Williams:

Q. Is there an option to leave the bus station and gyrotory as it stands?

A. Yes: both of the new options could be rejected

Q. How much will the new proposals cost?

A. Approximately £25 million but 50% would come from developers and some part of the costs relating to the viaduct widening are still not clear.

Q. Have you had any discussions to build on the bus station site?

A. A less clear reply indicating that decisions on the bus station were not driven by possible building on the site but it could not be ruled out in the future

Kate Hoey MP picked up on the first point: Could the bus station be kept as it is and the gyrotory changed. Alex Williams described the same answer as he gave Ross Davies. The Chair reiterated the question as stated and pressed for an answer but no clear reply on whether an alternative option would be considered.

Helen and Pauline said that they had been asking about this for 18 months.

The Chair opened the floor again for further points and took a round up of them before going back to the speakers. Feelings were very high and consistently strongly opposed to splitting up the bus garage and the bus stops. Points arising were:

- two options without consultation, neither keeping the bus station as it is comprises a 'cheap trick'
- web based comment form gives no space to reject both options
- consultation is a sham: this is fait accompli
- consultation documents need public input (Sandra Roebuck appeared to agree that future such documents would be shared with KOVF in draft)
- most people like the bus garage as it is (several comments)
- the bus garage has become iconic and a symbol of Vauxhall
- (from a cycling group leader): you can address the cycling issues without getting rid of the bus station
- you must keep the bus stops together for safety and convenience
- objecting to not being consulted before the two options had been taken this far
- the bus station is one of the few things that have been done to improve things, it would be a huge mistake to change it
- before the bus station and gyrotory traffic problems were a nightmare
- keep the bus station as it is (several comments)

The Chair gave the speakers opportunity to respond. Points arising were:

- the need to address pollution;
- the need to cater for increased numbers of shops and jobs by 2020
- need for a community focal point
- need to see the bigger picture

- asking people to reflect on the benefits that a new high street etc could bring
- stressing that there still remained the option to do nothing

This provoked more questions from an audience representing a broad spectrum of local residents, virtually all of whom were against the idea of decentralising the bus station. Further questions included asking whether it really was likely that more jobs would be created when so many jobs are being lost in the area due to the development at Battersea. The Chair brought the conversation to a close after just over one hour by asking two questions of Alex Williams and Sandra Roebuck and then asking for a show of hands to gauge public opinion. The questions were:

1. Could you please clarify whether there is still an option open to keep the bus station as it is even if changes are made to the gyratory?
2. Could you please confirm that any future consultation will be broader and clearer in setting out its options, so that people can see the consequence of responding to a question about shops and cafés for example?

The Chair had to press extremely hard to get a clear answer to either of these questions. What seemed to emerge was that neither Sandra nor Alex knew if it remained open for other alternatives to be considered. They seemed to suggest that this would be a political decision but we could not determine whether this meant a decision lay with the Mayor or with the Leader of the Council. In response to the consultation, Sandra Roebuck would only be drawn as far as to say that future consultation would be clear.

Appendix 7 – Keybridge House

Helen Monger presented on behalf of Friends of Vauxhall Park concerns about this development.

The new deadline for hearing the planning application was approaching and the Friends of Vauxhall Park were objecting to the scheme because it is offering zero contribution to the park. The developers claim they cannot afford to do so. Instead they are offering to increase the affordable housing provision to 5%. The remaining community gain (amounting to the equivalent of 16%) is taken up in a land donation to Lambeth so that a primary school with no playground other than its roof may be built at a later date. This will have a hugely detrimental impact on Vauxhall Park, which is the only green space nearby and which is already at tipping point in maintaining the grass areas.

Lambeth Council has refused to release the financial viability assessment for public scrutiny, even when making a Freedom of Information request, because they say it is subject to commercial confidentiality. However, this document is critical if the development is to justify the lack of planning gain both for the park but also in terms of failing to meet Lambeth's policy of 40% affordable housing.

The Friends of Vauxhall Park had already raised concerns with Lambeth planning officers about the consultation which was not carried out properly. Twenty three out of the forty addresses used were incorrect. When Lambeth re-opened the consultation, no confirmation from Lambeth was forthcoming that the new addresses supplied by Friends of Vauxhall Park had been used. Additional throughout the re-consultation the website stated that Lambeth would not accept any comments despite apparently being open.

Responses to the Freedom of Information Request had been outside the statutory period. A request for an internal review, took a month to acknowledge and at the time of the meeting there was very little time left for them to answer before the decision date. Failure to result would result in a report to the Information Commissioner and a request to DCLG about probity in the longer term.

Rodney Ovenden spoke on behalf of the Kennington Association Planning Forum who will also be making representations against the planning application. He read out the questions he intends to ask, including whether Lambeth is content with:

- the low level of affordable housing contribution;
- the fact that the viability assessment has not been subject to public scrutiny even though this does not comply with DCLG guidance
- the developer will only provide the land for a primary school
- and it can only be built over five levels, including basement sports facilities
- and primary and KS1 will not have access to external playspace
- and that the tweak to raise the floor slightly will be adequate safeguard against flooding in a particularly high risk area where children will be playing
- is it not fair to say that a future generation of Lambeth children will be short-changed

David Boardman summarised: Keybridge House is a good looking development, which improves the setting of the church, but we think Lambeth imposing a school on this site at the expense of affordable housing is a mistake. And we challenge the consideration of secret viability evidence as a violation of due process. Meanwhile, Bondway is a try-on.

Nick Jones, a consultant working with BT on Keybridge House was acknowledged and it was noted he could provide brief feedback on points raised. Nick Jones confirmed the donation for the piece of land to be used as a school. The reason was because the Council consultations identified the need for a primary school in the area. BT wanted to leave a legacy of public good and agreed to offer the site for this purposes. The planning application is what is called a hybrid application. The residential part is in detail, but the rest of it, the school, is in outline. These are just outlines to show the authorities that a school could be accommodated on that site. It is not that we are proposing this design of school should be built. This is for the Council to decide. They may consider some form of combination/split with the existing Wyvil School to provide outside areas for play etc. This is just an illustration of how the Council could get space for a school to avoid them having to pay for a school site some time in the future.

A member of the audience asked for more information on outdoor play space. Mr Jones said that there would also be space on the roof but stressed this was just an illustration and it would be for the Council to decide on the shape of any school to be built on the site.

The Chair drew the conversation to a close due to pressure of time but said that we could come back to the issue in the future. He invited the audience to write to KOVF if they have any comments and pointed out the email address on the agenda that had been circulated at the meeting.

Question from Chair: who proposed initially the idea of a school in this building? Mr Jones wanted to contextualise an answer in a vague way but the Chair kept bringing him back to the point. In the end Mr Jones said that there were very few places within the area designated by Lambeth for a school where one could be offered within a new development. BT recognised this but he could not recall whether it was the Council or BT who first made the proposal. But in the end he thought it was the Council who made the running.